

86224 GREAT AMERICAN RAILROAD JOURNEYS by Michael Portillo

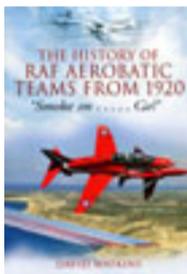
Clutching his trusty Bradshaw's and wearing a colourful array of jackets and chinos, actually on this occasion he is clutching his Appleton's General Guide to the United States and Canada Parts One and Two 1879 for his recent BBC

television series. Social history cum travelogue adventure to the New World, with Appleton's as his reference, the smiling Michael Portillo undertakes an epic trip by train from New York and Boston on the East Coast down to the Deep South of Atlanta and New Orleans, then on to Chicago, Colorado, New Mexico and ultimately finishing in San Francisco. Promising to illuminate all that is 'novel, picturesque, beautiful, memorable, striking or curious', the journey opened not just the continent but also the American state of mind, little more than a decade



after the end of the devastating Civil War. The advent of the railroads speeded up everything and made great fortunes for tycoons and unleashed a revolution in heavy industry. Portillo enjoys the serene beauty of the mighty Hudson River from his train seat before delivering him to witness the awe-inspiring power of Niagara Falls. Here is the history of Native Americans, Virginia which became the pre-eminent colony by wealth and population, Jefferson who drafted the Declaration of Independence and George Washington who emerged as the hero of the war against the Crown and became the first President of the United States. The agricultural economy of the south was thought to depend on slavery. The books explore the construction of rail routes across the continent in the 1880s as a new nation was built by the immigrant masses. This truly is a colourful and exciting book with vignettes of revealing social history. Extensively illustrated plus maps and fact boxes and big clear appealing layout. 256 large pages, maps on endpapers.

£20 NOW £9

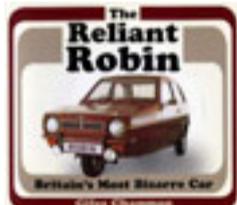


86368 HISTORY OF RAF AEROBATIC TEAMS FROM 1920 by David Watkins

Smoke on...Go! The RAF has long recognised the value of display flying for pilot training, prestige and recruiting purposes. For nine decades, RAF formation aerobatic teams have performed, not merely to provide a spectacle for the public, but are essential to produce effective military pilots

and to master aircraft's widest capabilities. The exhilarating demands of low-level display formation require above average flying ability, mature experience, and mutual trust in both the leader and every team member. This meticulously researched heavyweight history covers the early beginnings with five Sopwith Snipes at the Hendon Pageant in 1920 up to the present day Red Arrows. A detailed index lists each team and its members from 1920. There are details on the gradual development from the experimental and 'stunt' flying of early aviators, through the aerial artistry by use of smoke, and tied-together formation aerobatics, to the introduction of jet teams after the war. Chapters cover The Canberra Display Teams, Central Flying School, FFAA Acro-Team, RAF College Cranwell and more. Superb photographs, many an authentic contemporary record of little known, formal display teams. An equally spectacular 474 pages, hundreds of photos.

£30 NOW £10

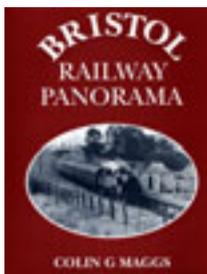


86386 RELIANT ROBINS: Britain's Most Bizarre Car by Giles Chapman

Bizarre? Wobbly? Del Boy Trotter's car? Just to look at it makes you smile. Spanning four decades, the Reliant Robin was a familiar if eccentric fixture on Britain's roads.

Owners knew its ultra-thrifty ways and were proud owners. During a time of deep recession in 1970s Britain, this stylish little car from Tamworth became a massive hit, boasting low fuel consumption and cheap tax. Reliant couldn't make them fast enough, until a culture of more sophisticated car buyers saw it go into eventual decline. Today even complete wrecks are well in to three figures and as of 2015, just 1840 Robins of all types are left according to official DVLA statistics. A total of more than 63,000 cars were made. Throughout the 1950s and 60s, three-wheelers were a singular phenomenon in Britain's automotive industry, the first true micro car with their generally motorbike-derived twin-cylinder engines unlike four cylinder 'proper' cars. A prototype of the Reliant van is the first example from 1935 in this spectacular gallery, some with box-like bodies or with a rakish Swallow sidecar. Vans and Bonds, Regals and Rebels, Bugs and Gutters, Robins and Road Tests, Successes and Scandals, Rialto and Revival, here is a wobbling and welcoming history. 112pp large softback, 24.8 x 22cm.

£16.99 NOW £8.50

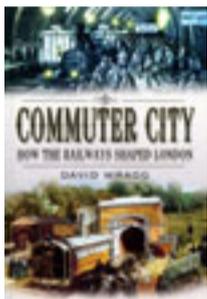


86354 BRISTOL RAILWAY PANORAMA by Colin Maggs

A Bathonian, Colin Maggs was always fascinated by railways since the age of three and wrote over 33 books and countless magazine articles and had an unrivalled knowledge of railways within an 80 mile radius of his home in Bath. We are thrilled to have discovered this 1990 first edition Millstream Books

publication. Over 150 photographs and many maps, timetables and various items of printed ephemera provide a fascinating visual record, not just of the locomotives, but more of the railways and the landscape, the buildings and the people who worked on the line with their stories and anecdotes. For nearly 200 years Bristol has been at the hub of the railway network in the west of England, though now only main lines remain. This book was published in 1990 to coincide with the 150th anniversary of the opening of the Great Western Railway's line from Bristol to Bath. It brings to life all those branch lines which once thrived throughout the city. The Bristol & South Wales Union Railway, The Bristol Port Railway & Pier, The Bristol and Portishead Pier & Railway Company, The Bristol Harbour Railway, The Bristol & North Somerset Railway, are all described with many more, along with the GWR and Midland Railway main lines. There is even a programme of working of passenger guards from February 1919. A superb, nostalgic gallery, printed on glossy paper, 176pp 29 x 21cm. Bears original jacket price.

£16.95 NOW £5

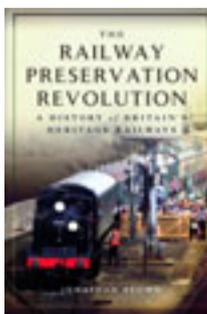


86360 COMMUTER CITY: How the Railway Shaped London by David Wrang

The arrival of the railways cannot be underestimated. Even in the middle of the 19th century, the streets of London were so congested that in 1867, no less than 3.5 million of the eight million passengers using the terminus at Cannon Street were travelling solely between the City and the West End terminus of the Charing Cross. Traffic-

South Eastern Railway at clogged roads and tightly packed buildings meant that travel across the capital was tortuous, time consuming and unpleasant. The new railway was also competitive, charging fares of 6d first class, 4d second class and 2d third class, compared with 3d for the horse bus. Parliament was determined that railway travel should be for everyone and not just the wealthy and introduced the so-called Parliamentary Trains charging a fare of just a penny a mile and exempt from Passenger Duty. The extraordinary development of the railways created the metropolis of the present day. Here is the history of the railway age and its impact on London and the Home Counties, and an analysis of the decisions taken by the railway companies, Parliament and local government within London. It shows how in 1906 an outlying district like Golders Green was a muddy country crossroads without a building in sight, but by 1939 it had become a built-up affluent suburb. It looks at the railways in peace time and during WWII when deep-level tube stations were used as air-raid shelters, and at how railways were routed through slum areas so they displaced poorer sections of society, and not offend rich and influential landowners. More railways could not be built without massive upheaval, and the London Railway termini were as disruptive in their construction as airports are in modern times. Chapters also include The Threat of the Tram, The Belle Epoque, The Great War, Grouping and Recession, Electrification and the Long Distance Commuter, Austerity and Nationalisation plus Sectorisation and Privatisation. 296pp, illus.

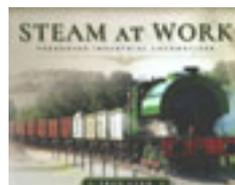
£19.99 NOW £9.50



86384 RAILWAY PRESERVATION REVOLUTION by Jonathan Brown

Everyone loves to ride on a steam train and now more than 100 heritage railways cater for that demand, capturing the spirit of nostalgia while preserving the engines and equipment of past days of rail travel. Back in 1951 a group of enthusiasts saved the Talylllyn Railway in mid-Wales from closure and ran

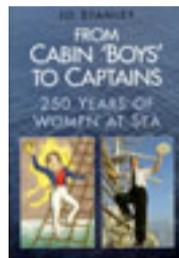
the railway as volunteers out of love of the little trains and desire to keep them going. Their example was followed by many more preservation societies who preserved and restored branch lines, country lines and industrial lines for our enjoyment now. The book traces back the history, the hopes and ambitions of the pioneers on the different railway projects, the times of failure and frustration as some fell by the wayside, but others have made it through times of adversity to become the major heritage business of today. Over 100 colour photos for example of the extensive concourse of the Severn Valley Railway's Kidderminster Town



85931 STEAM AT WORK: Preserved Industrial Locomotives by Fred Kerr

Filled with beautiful colour and precisely engineered photos of locos, here are engines and their history and dates by such companies as Avonside, Borrowes & Sons, Dubs, Kitson, Neilson & Reid, Robert Stephenson and Hawthorns, Beyer Peacock, RSH, Manning Wardle, Hunslet, Bagnall and Vulcan, Wigan Coal & Iron and Yorkshire Engine Company. Plus galas and demonstrations and heritage events where they are seen in action, in full steam today. Models photographed include the 1147, 1865 'Alexander', the fireless Heysham No.2, 2221, 2572 'Judy', 3058 'Alfred', 1827 and 1700 'Wissington' both climbing out of Foxfield Colliery, 0-6-0ST 3794 'Cumbria', green and gleaming and proud the 3694 'Whiston', 3792 'Waggoner' on the Isle of Wight Steam Railway, 1873 'Jessie', 686 'The Lady Armaghdale', 0-4-0ST 1749 'Fulstow' in Matlock, all among the stunning digital images. 126pp, colour illus.

£19.99 NOW £10



86086 FROM CABIN BOYS TO CAPTAINS: 250 Years of Women at Sea by Jo Stanley

The image of the girl who follows her lover to sea dressed as a cabin boy is the basis of many a romantic novel, and an appendix to this fascinating book lists 49 women who joined the Merchant Navy, Royal Navy or Marines disguised as men between 1690 and 1899. In the late 17th

century a few women were officially employed aboard as laundresses and nurses, traditional women's roles, and a breakthrough was achieved in 1821 when women were appointed as stewardesses on passenger ships. Shortly afterwards "matrons" are recorded as watching the behaviour and morals of female convicts being transported to the colonies or on prison ships. The first woman to captain a ship was Betsy Miller in 1833, when its master, her brother, died in an accident. Betsy acted tough, took over control and ran the company for the next 30 years. Kate Tyrell was the owner and navigator of a schooner carrying brick and tiles in the

late 19th century, but Board of Trade records omit her name, suggesting that other women captains may also have been erased from history. The 20th century saw a steady rise in qualified women seafarers, starting with Catherine Leith as the first woman purser's assistant in 1908. By the mid-century, ex-Wrens were widely employed as assistant pursers, but were often treated with unwelcome chivalry and given a feminised version of the work. In the 1970s women served on warships, and in the 21st century even Cunard and P&O now have female captains. 304pp, paperback, black and white photos.

£20 NOW £6.50

85083 CHRIS TARRANT'S EXTREME RAILWAY JOURNEYS by Chris Tarrant

Taking over three years and covering 168,000 miles, there are 14 journeys described here made for the Channel 5 TV series. One day Tarrant is in a helicopter over the Canadian Rockies, lobbing out dynamite to trigger avalanches, then he spends a terrifying night in a pitch-black tunnel in the Congo. In Bolivia every single minute of film the crew shot was stolen. From ancient steam trains which should have been consigned to the scrapyard a century ago to the latest incarnation of Japan's Bullet Train, all loco life is here as we go on to India, South Africa, Zimbabwe, Cuba, Myanmar, Siberia, Argentina and the Caucasus. Tarrant is the perfect host and even manages to get some laughs out of his suffering a serious stroke halfway through filming and his subsequent recovery. 320pp.

£20 NOW £7.50

Station completed in 2006, a diesel locomotive taking a break, the spectacular Caledonian Railway Locomotive No 828 built 1899 on the Strathspey Railway today, and a Pannier Tank No 1369 in South Devon, 2016, the very dark blue and shining brass of the Hunslet quarry locomotive Holy War, and 1971 restoration work on an LMS Class 5 4-6-0. And of course the Bluebell Railway and the Middleton, 58 heritage railways are marked on the location map on pages 18-19 and coverage of special train services and film work. Heavyweight 301pp, colour, 7" x 10".

£30 NOW £11



86362 FLYING SCOTSMAN: A Pictorial History by Fred Kerr and Keith Langston

From 1957 onwards, the former railway depot at Camforth, renamed Steamtown, became a mecca for railway enthusiasts after being secured by a preservation group chaired by Dr Peter Beet. In 1974, Sir Bill McAlpine (a dear, late and much missed friend of our Annie) became a shareholder in the company, allowing his Flying Scotsman to make Camforth its home for many years. Built at Doncaster works in 1923, the Nigel Gresley-designed A1 Class Pacific (4-6-2) first entered service as No.1472. The new locomotive did not receive a name until it was sent for display at a

Wembley exhibition in 1924, and then the name Flying Scotsman was chosen. The Legend was born. In 1928, the LNER Express Steam locomotive hauled the first non-stop service from London to Edinburgh and in 1934 went on to break through the 100mph barrier. Later on for BR, the Gresley steam icon travelled to and worked passenger trains in North America and Australia. Withdrawn from service in January 1963 as BR No.601-03, the locomotive was bought for preservation and soon became a regular sight on mainline specials and at preserved railways. Its chequered history, excitement of the return of steam in 2016 and its ongoing celebrity status is celebrated in this huge pictorial extravaganza. Most of the full page photographs are in colour. There are also some QR codes to link to items of film footage. 136 pages, 28.6 x 21.6cm.

£19.99 NOW £11



86371 JUNKERS MILITARY AIRCRAFT OF WORLD WAR TWO by Mark Chambers

The Junkers Aircraft Company of Dessau, Germany, produced several aircraft that forever revolutionised

warfare. Among them were the Ju87 Stuka, key to the success of the Blitzkrieg, and highly versatile bomber and transport aircraft including Junkers Ju86, Ju52, Ju90/290 and later, Ju88. From initiating unprecedented advancement in structural design, to producing advanced turbo jet engines and radical aircraft that provided a glimpse of the future of aviation, the Company proved to be a true pioneer in the aviation world. Here are bombers, military transports, two-piston engine aircraft and jet technology. Advanced bombers such as the Junkers Ju88 Schnell (Fast) Medium Bomber, were produced and pressed into combat service and towards the end of World War Two they developed the revolutionary Jumo 004 turbo jet engine, applied to the superb Messerschmitt Me262 Schwalbe (Swallow), the world's first combat operational jet fighter, and the Arado Ar234 Blitz, the world's first combat operational jet bomber in 1945. A superb detailed look at the history of the company and the combat service records which draws on a multitude of photographs, diagrams and US Government reports. Very big glossy pages, 168pp in large format, hundreds of photos. 24.8 x 23cm.

£25 NOW £10

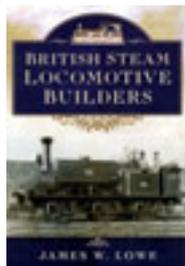
86382 QUEEN ELIZABETH by Miles Cowdill

Cunard's Golden Age occurred after WWII, when their ocean liners Queen Mary and Queen Elizabeth were the epitome of luxury ocean travel. With speeds of over 30 knots, these two sisters were the largest ocean liners in the world and the Queen Elizabeth held this record until eclipsed in 1996 by the Carnival Destiny. The new Queen Elizabeth was named in 2010 by Her Majesty the Queen and it recalls the rich heritage of the first Cunard to bear her name. Her elegance and modern features have won her many accolades and made her a firm favourite with her passengers.

This rather glamorous book takes the reader through the development and building of the third Queen-class ship and uses over 170 photos, many colour, to offer this unique record. The world's leading cuisine, manufacture and steel making, the building, flood-lit at night, the distinctive Queen's Room, the sophisticated and intimate Princess Grill restaurant on Deck 2 midships, the magnificent Grand Ballroom whose artwork and murals reflect cherished royal links, the Royal Court Theatre featuring stunning musicals, the Grand Lobby, the grandeur of the Britannia restaurant, here are exquisite Art Deco styled wood intarsia panels, murals representing the gardens at Hampton Court and Balmoral Castle and photographs of the remarkable construction of these glamorous interiors. As she sails around the world, here are photographs of her arriving in ports worldwide. 96 large pages 23 x 16.7cm in landscape format.

£16 NOW £6



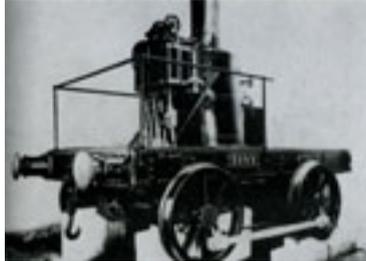


86357 BRITISH STEAM LOCOMOTIVE BUILDERS by James Lowe

A truly magnificent reference book on the steam locomotive from its inception to its demise, 150 years of endeavour. This one single massive volume sets out the abilities and capabilities of over 400 steam locomotive designers and manufacturers in the UK.

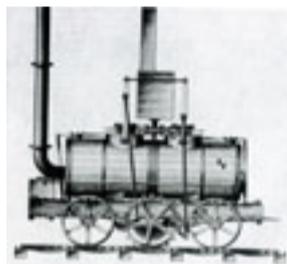
There is specific reference to Baldwins in Philadelphia who

built 1000 locomotives within a year around the turn of the last century. Glasgow was proud of the North British Locomotive Company which in 1902 boasted three great locomotive building firms - Neilson Reid, Dübs and Sharpe Stewart. From Stephenson and Brunel



through to Gresley and Stanier, here are over the years all types and sizes of steam locomotives for railways in other parts of the world as well including the humble shunting locomotive. First published in 1975, this tremendous tome has not been in print for

some years and this spectacular reprint edition has been produced by Pen & Sword Transport books. 704 pages with reference to 350 builders, 541 illustrations and 47 diagrams. A real heavyweight. **£30 NOW £15**

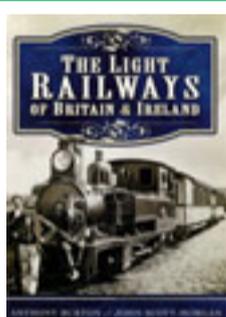


84361 SEA BATTLES IN THE AGE OF SAIL edited by Bob Carruthers

Covers the exploits of Sir Frances Drake, the Spanish Armada of 1588, right through to Trafalgar in 1805. James Grant (1822-1887) was a Scottish author, born in Edinburgh, and a distant relation of Sir Walter Scott. This book collects his work on the subject of sea warfare. It looks at the development of England's Navy, Medieval fleets, the Battle of Sluys, purpose-built warships created under Henry VIII and more. Woodcut illus. 300 page large softback. **£12.99 NOW £3.50**

84715 STEAM ENGINE: Pride of Britain by Anthony Burton

We are thrilled with this little offering with the LNER Flying Scotsman gracing the front cover. Includes James Watt, the engine builders, the steam boat, the steam carriage, the railway locomotive, mill engines, Rainhill and after, Pro Bono Publico, traction engines, steam turbine and preservation plus a glossary and places to visit. Colour photos, 32pp in glossy softback. **ONLY £3.50**



86375 LIGHT RAILWAYS OF BRITAIN AND IRELAND by Anthony Burton and John Scott-Morgan

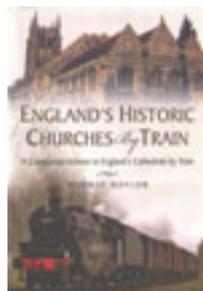
A big Pen & Sword special large reprint of a book first published in 1985 which has remained unavailable until now. It is a thorough and engaging in-depth look at Britain's last railway

development, the Rural Light Railways, constructed as a result of the Light Railways Act 1896. From 1896 to 1914 and the outbreak of war, a large number of narrow and standard gauge lines were constructed to serve and open up areas in both Britain and Ireland which at the time lacked adequate transport links. We look at the running of the lines, details of locomotives and rolling stock, mainly given in the photographs and captions. Tiny rural communities like Cliff Common, Skipwith, North Duffield, Thorganby, Cottingham, Wheldrake, Sutton Newton, Kexby and Dunnington were to be connected by rail to the main line between Selby and Market Weighton. These were designed to serve rural needs, bringing passengers and produce to market and indeed on this line alone over 7,000 head of livestock were being carried annually. 160 large pages, 8½" x 12". Over 100 archive photos and postcards, beautifully reproduced. **£25 NOW £11**



“ Instead of the scream of a fish hawk scaring the fishes, is heard the whistle of the steam-engine, arousing a country to its progress. ”

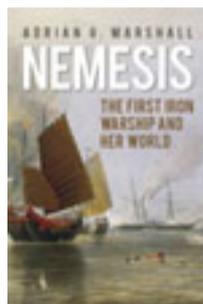
- Henry David Thoreau



85915 ENGLAND'S HISTORIC CHURCHES BY TRAIN by Murray Naylor

Cleverly combining his passions of railway organisation and medieval churches, 32 abbeys, churches and priories are described. His journeys include the great medieval abbeys at Tewkesbury, Selby and Hexham, priories at Cartmel and Great Malvern and grand churches severely reduced

after the Dissolution of Henry VIII's reign, notably at Bridlington and Christchurch. One tale tells of a mysterious carpenter who could have been Jesus Christ himself. St Mary and All Saints Church at Chesterfield is renowned for its crooked spire, which has twisted like a corkscrew and leans eight and a half feet to the south and nearly four feet to the west. Pride of place goes to Beverley Minster. Hundreds of quality colour photos and track diagrams, here are trains and churches existing together in perfect harmony arranged by region. 214pp. Maps and diagrams. 7" x 10". **£25 NOW £10**



86379 NEMESIS: The First Iron Warship and her World by Adrian Marshall

One of the really beautifully produced colour plates includes one of Singapore Town from the Government Hill looking southwest, 1846 and the superb and very realistic oil painting of Captain William Hutcheon Hall, 1860. The Nemesis was the first of a generation of iron-clad steam-powered naval vessels that

established British dominance in Asian waters in the 19th century. It was the world's first vessel with truly watertight compartments, and the first iron vessel to round the Cape of Good Hope. Nemesis represented a staggering naval superiority over the oar-and-sail-powered naval forces of Britain's Asian rivals, yet strangely her story has never been told to modern audiences, and her origins and actions have until now been shrouded in mystery. This lively narrative places her in the historical context of the last years of the East India Company, and in the history of steam power and iron ships and tells of her exploits in the First Opium War, in pirate suppression, and naval actions across Asia from Bombay to Burma to the Yangtze River and beyond. Seven maps from Birkenhead to the South China Sea, 26 colour and black and white illustrations and chapters include Gunboat Diplomacy, The Battle of Batang Maru and From Rangoon to Mandalay. 325pp in large softback. **£25 NOW £8**



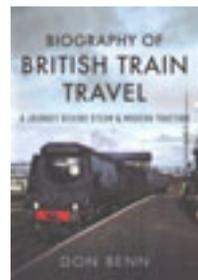
86394 UNSEEN OLYMPIC: The Ship in Rare Illustrations by Patrick Mylon

The White Star liner Titanic had not just one sister ship, but two. The main object of this special book is to let people know just how much history was

attached to this lesser-known vessel, the RMS Olympic, and the contribution she made to sea travel for a major part of the first half of the 20th century. The book is 'unseen' because no one has seen all of the images of a ship and Mylon has drawn upon his extensive collection of Olympic-related postcards to feature over 150 in this spectacularly illustrated book of archive photographs. See the portable cinema screen in the first class lounge 1927 with the beautifully upholstered chairs all lined up and ornate ceiling decorations; satin bedspreads in the first class suites, spectacular views of the ship, one a broadside view in the floating dry dock at Southampton, or arriving back at Halifax Nova Scotia to carry thousands of Canadian troops to Europe. The forward 12-pounder gun is just visible in the photograph on page 76. The advertising postcards from 1914 are particularly rare as is one of predominantly emigrant passengers, waiting to board in Queenstown, Ireland, 1913. The elegant Reading and Writing Room featured a large bow window and we see colour images of the Veranda Café and swimming bath. Some moving memorial postcards after the Titanic disaster are also reproduced: "Be British". Here is a vessel that encompassed the qualities the line was striving for in size, opulence and luxury. The Olympic served from 1911 to 1935 when she was finally scrapped. 112pp in large softback, 100 b/w photos plus 33 colour plates. 10" square. **£19.99 NOW £9.50**

82261 NARROWBOATS STORY by Nick Corble

Learn about the way people lived and do live on narrowboats. This companion provides fantastic photos of old canal ways off the usual route with buildings and bridges from across the architectural ages whether Gothic, industrial or pastoral. However, this is not simply admiring the introduction of narrowboats but looking in depth at the culture surrounding them such as, a cadre of women who operated canal boats during WWII known as the 'Idle Women', much like the 'Land Girls'. 127pp. Colour photos, 13cm x 19cm. **£9.99 NOW £4.75**



85908 BIOGRAPHY OF BRITISH TRAIN TRAVEL A Journey Behind Steam & Modern Traction by Don Benn

The collection focusses on train running performances, modern and motive power and all matters Southern. Locomotive performance in Europe, and a tramway are also included and a fascinating and little-visited narrow gauge railway in southern England, plus heritage

traction on the London Underground and shed visits in Scotland. The author spent practically every summer Saturday in 1962 somewhere along the main line, logging the trains, their speed, their loads and other details. In August 1964 he travelled to Rugby, finally achieving an ambition of being a passenger on a train hauled by a Duchess class engine, and was very pleased because it managed to scrape into Rugby on time. He describes a more recent visit to the quirky Hayling Seaside Railway on a rare steam worked day, trips on the Basingstoke to Woking stretch where he reflects that the modern trains are only a little faster than the earlier steam trains but are so much easier, and describes rides on the footplates of several engines. Heavyweight 264pp. 350 colour and b/w photos, timetables, notebook pages, 50 train running logs, 7" x 10". **£30 NOW £11**

85934 WARSHIP ANNE: An Illustrated History by Richard Ensor

A few miles to the east of Hastings, on the beach at Pett Level, lies the wreck of the warship Anne, and just a few times a year, at very low tides, it is possible to see her outline and some of her timbers. She was lost in 1690 after the Battle of Beachy Head when she was defending the country from a French invasion. Charles II wanted to make his Navy the most powerful in the world, and so commissioned a fleet of 30 new ships at the end of the Dutch Wars. Anne was one of the fleet, built in Chatham in 1678. Here is Pepys and Parliament, Phineas Pett's design, the Popish Plot and the Glorious Revolution. After construction she was moored with other ships in the Medway near the dockyard, as at the time there were no battles to be fought. A few years later, Anne was part of a squadron stationed in the Mediterranean for the protection of trade and to deter Barbary pirates, captained by Cloudesley Shovel. It wasn't until twelve years after her launch that she finally went into battle, under the command of John Tyrell. Over 100 men were killed or wounded. Later, it was decided to take Anne as close as possible to the shore, but when he saw the French fire ships approach, Captain Tyrell sadly set fire to her so they could not claim a victory. It is hoped that one day it might be possible to retrieve the Anne from the sands. 160pp. Colour illus, dozens of maps and diagrams. 10" square. **£25 NOW £14**

86003 FROM AIRBUS TO ZEPPELIN by Norman Ferguson

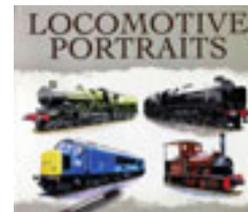
Amos Root was the editor and publisher of aviation magazine Gleanings in Bee Culture. On 20th September 1904 he was given the opportunity to spend time with the Wright brothers as they tested their latest flying machine, the Wright Flyer II, at the world's first aerodrome in Dayton, Ohio. Root's recollections are reprinted here. There are unusual pictures like Harriet Quimby in Bleriot monoplane in 1911, fantastic records of unusual shapes in the sky, flying under bridges, lists of women aviators, the bomber pilot William Reid from Glasgow, Quick Reaction Alert (QRA), Eurofighter Typhoon Fighters, and novels about flying such as Nevil Shute's 1948 No Highway. Shute had been a co-founder of the Airstream aircraft manufacturing company. A fantastic A-Z of facts, figures, quotes and statistics. 144 fact packed pages. Illus. **£9.99 NOW £5**

84002 ORIGINAL RANGE ROVER: The Restorer's Guide to all Carburettor Models 1970-1986 by James Taylor

Covers Range Rovers past and present, prototypes, VYBs and NXCs, bodywork, chassis, interior trim, facia and controls, engine, transmission, electrical equipment, Range Rover Monteverdi, special editions, options and accessories, special Range Rovers, identification, dating and production figures. Classic designs include models in that familiar mustard green, police vehicles and ambulance and fire brigade vehicles and the 341, 355, 359, 398, 11d, 13d, 15d, 16d right through to 30d engines, each explained. Using a deft combination of those factory records, parts lists, catalogues, the accumulated knowledge of dedicated enthusiasts and access to 15 mint condition vehicles, here is every permutation/factory option. 240 colour photos. 128pp, 9¼" x 11¾". **£30 NOW £8**

85048 STEEL GIANTS: Historic Images from the Calumet Regional Archives by Stephen McShane and Gary Wilk

From 1896 to 1970 the USA was the world's biggest producer of steel. This culture reached its apotheosis in the Calumet region, a 16 mile stretch of Lake Michigan's southern shoreline between Gary, Indiana and the Illinois state line. Steel Giants is an immense pictorial history of that world with its thousands of smoke-belching stacks, fire and white-hot molten steel spitting out from pitch-black furnaces, red-hot ingots on the back of rail trucks hauled by straining locomotives and hellish blast furnaces. We also see the successful communities that steelmaking created - schools, hospitals, civic buildings, sports facilities and high-quality housing where families could thrive. Photographers documented the phenomenal growth of the region from the turn of the century onwards. 286pp, 11¼" x 10½", over 270 full page b/w photos and sepia postcards and colour plates. **\$50 NOW £8**



86376 LOCOMOTIVE PORTRAITS by Jonathan Clay

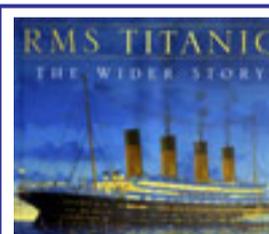
In the field of railway art and heritage railways, John Clay's paintings are highly prized and appreciated. As a youngster, the family took the Model

Railway News, and a feature of this publication in the late 1950s and 1960s was that the cover illustration tended to be paintings and the author was particularly impressed by those of George Heiron which were extremely realistic. Now one of the best known transport artists in the UK, Clay has produced over 1,100 paintings and drawings, of which over 730 of his well-known and widely acclaimed Locomotive Portraits have been exhibited worldwide. Railway art has existed as long as there has been railways and many famous names have included trains in their paintings, notably Monet and Turner. This tradition has been kept alive by the formation of the Guild of Railway Artists which now consists of over 200 artists including Clay. His chapters include An Autobiography, How to Paint a Locomotive Portrait and the portraits themselves, here produced on glossy white paper in full page colour, with extended explanatory captions. There are examples from Indian railways, the LMS Jinty Class, LNER, Denver and Rio Grande Railroad, North Brabant Railway Beyer, Peacock, the spectacular green and black LNER Cock O'The North and the grey, gleaming Joffre from the West Lancashire Light Railway, a modern blue Pullman diesel, a London Tube 1938 and a vintage tramway George England O-4-OWT No.5 (Jane/Shannon). 171 pages 10" x 9½", a glorious colour gallery of the famous Locomotive Portraits series. **£25 NOW £11**



85174 SS AND JAGUAR CARS by Allan Crouch

A stunning tribute to the second generation of William Lyons Jaguars that followed on from the S.S.I and S.S.II cars of 1931-35, the 1½ Litre, 2½ Litre, 3½ Litre, SS100 and Mark V, 1936-1951. What Lyons achieved with the first S.S. cars was to establish two key brand values: his cars were both stylish and affordable. What he then added that all-important third factor - performance. The 2.5 and bigger engines gave the Jaguar the levels of performance that put them in the same class as the vastly more expensive Bentleys and Lagondas of the time and combined with the flowing body, styled by Lyons himself. We see in full the development of each model, the variants in the home and overseas markets, all chassis and engine numbers, survival rates of each variant, full tech specs and much more. Here are some 250 photos of surviving examples, incredible restorations that show off the leather, walnut and chrome to full effect, as well as those swoopy lines, running boards, huge headlights, built in picnic tables and more. Plenty of contemporary photos of the cars, often in racing action or publicity photos. The ultimate volume for the Jaguar aficionado in 200pp, 8¾" x 11". **£50 NOW £17.50**



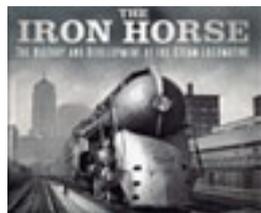
86387 RMS TITANIC: The Wider Story by Patrick Mylon

The author has been collecting White Star memorabilia since he purchased his first postcard in

1983. Here he explores many of the lesser-known aspects of Titanic's legacy using rare and previously unpublished images. He places fresh emphasis on the vessels, events and locations Titanic encountered during her short life.

Here is all about her sister ship, the railway stations and the boat trains that served her, the vessels that sent ice warnings and those that responded to her distress calls. Competition and Construction, Maiden Departure, Ports of Call, Life at Sea, Warnings and Collision, Evacuation, The Fateful Night, By The Dawn's Early Light and Cunard to New York are among the chapters. One or two rare photos or diagrams per page including postcards such as the Custom House and Shipyards at Belfast 1856 and many of Titanic at sea in original paintings, before and during the disaster when excess steam is pouring from her funnels and settling by the bow. 10" x 9", 144 landscape pages, colour. **£25 NOW £11**





86370 IRON HORSE: The History and Development of the Steam Locomotive by John Walter

A big History Press publication which began life in the

1990s as a guide to an exhibition and has grown just like the Rocket to Big Boy by progression into this showcase publication. With the 19th century enthusiasm for railways came a demand for every-faster locomotives that could haul greater loads than their predecessors. As different companies competed in what is now known as the 'steam era', the face of locomotives was changed forever. This illustrated study of the development of the steam loco from Trevithick, Hedley, Blenkinsop, Séguin, Stevenson and other pioneers to the ground-breaking analytical work of Chapelon and his disciples, John Walter outlines the fascinating history. It is followed by a comprehensive and easy-to-understand directory based on the Whyte wheel classification system. Packed with images, diagrams and contemporary artworks, 144 landscape pages, 10" x 9".

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NEW YORK CENTRAL SYSTEM

85084 OUR GREAT CANAL JOURNEYS: A Lifetime of Memories On Britain's Most Beautiful Waterways by Timothy West

The charming, calming excellent series of television programmes that follow Timothy West and Prunella Scales as they meander along the canals, taking in the sights and sounds, has captivated millions of viewers. Recounting some of the stories of their acting life and of their many waterway journeys, Timothy examines the trials that ageing can bring, including Prunella's struggle with dementia. Whether visiting the house - the Old Forge at Abinger - where Prunella was born, or ending up under the M40 as all the best moorings had been taken, Timothy and Prunella cruise the waterways not just in Britain, but Venice, Sweden and France as well. The couple's love for each other shines through. Colour photographs, 244pp.

£20 NOW £8

85879 LUSITANIA: The Cultural History of a Catastrophe by Willi Jasper

The 1915 sinking of the British liner Lusitania, homebound from New York, was the event that brought the US into World War I when it became known that 128 American citizens had perished. But from the German point of view it was a triumph of strategy and technology. The Captain of U-20 watched cold bloodedly through binoculars as the

Lusitania sank with terrifying speed in 18 minutes. Among the dead was Marie Depage who worked in field hospitals alongside Edith Cavell, later shot by the Germans. The fabulously wealthy Alfred Vanderbilt and his valet Ronald Denyer gave up their seats on the lifeboats, saving lives with their selfless heroism, as did Margaret Mackworth, a champion of women's rights. The Jewish journalist Stossinger, soon to be exiled when Hitler came to power in 1933, proclaimed the sinking as an act of heroism. A fascinating account of the story from a new angle. 233pp, photos.

£18.99 NOW £6

85926 LUSITANIA STORY: The Atrocity that Shocked the World by Mitch Peeke et al

Lusitania was sunk by a German submarine in 1915, this book researches the liner's beginnings, her innovative advances in maritime engineering and the fabulous interior décor. The liner had four funnels and the interior was decorated in a range of classical styles, using marble, mahogany, silk and stained glass. The maiden voyage, to New York, took place in September 1907. She completed 201 transatlantic voyages before the fatal one in May 1915. It began with uneasiness due to a warning notice from the German Embassy, as well as the discovery of three Germans with a camera, presumably attempting to obtain evidence that the Lusitania was armed. As the liner neared Ireland there were reports of submarine activity in the area, and on the 7th of May, at 2.10 pm, a torpedo struck the liner. It was mayhem. Only six lifeboats, from 48, were afloat. 1,201 people were killed out of a total of 1,962. The vessel sank in just 18 minutes. Lists of passengers and crew are included. Softback, illus.

£12.99 NOW £6

85933 TO BOLDLY GO: Twenty-Six Vehicle Designs That Dared to Be Different by Graham Hull

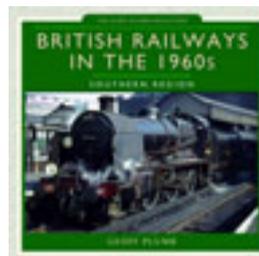
The author, who worked as a designer of Rolls-Royce and Bentley cars, here explores the world of innovative designs. He takes 26 vehicle designs that he believes to be the most creative and ingenious, and that deserve their place in automotive history. Entertainingly written, often tongue-in-cheek, yet at the same time authoritative and very detailed, the entries include the 1911 Morgan 3-Wheeler, still in production 100 years on, the Bond Bug, Austin 7, Ariel Square Four 'Home Brew', Brubaker Box, Panhard 24CT, Greenwood Mini and the Bond Minicar. Each vehicle featured is fully described, with details of its social background, specifications and reason for choice, together with excellent artwork by the author. We also learn that, for instance, despite all the panning when the Alfa Romeo SZ appeared in 1989, in fact there is much more to the car than meets the eye - although he does agree that 'Even through rose-tinted glasses, the SZ is not a pretty sight; indeed some would prefer to look at bag ladies dancing the Can-Can or a Scotsman doing headstands.' Considers function and form and includes personal testimonies and anecdotes. 160pp. Colour artworks, concepts and b/w drawings.

£25 NOW £8

85911 BUGATTI TYPE 57 GRAND PRIX: A Celebration by Neil Max Tomlinson

Created by Ettore Bugatti's eldest son Jean, the iconic Type 57 racer went through several incarnations between 1932 and 1939, the year in which Jean died tragically in the car a few days before the outbreak of WW2. The author considers that Type 59 was a racing model of Type 57 and in this stunning, glossy book he looks at the two in parallel. All about the cars' history, together with their origins, specifications, victories, the personalities behind them and the political and social background. The Type 57G tank racing car of 1936 was a Grand Prix version of the 3.3 litre T57S which had evolved from the T57 touring car of 1933. Jean took over its development aged only 23, and the twin overhead camshaft was a totally new design producing 50% more power. From their Paris factory the Bugattis set out to beat the 1930s depression. Type 59 is considered one of the handsomest racing cars ever made and the archive photo does it full justice. The streamlined 57G with its sloping aerodynamic bonnet is pictured in 1934, contrasting with the Futuristic 57S with its bulging bonnet and hubs, while the fully aerodynamic T57G Tank, with its absence of rear jacking bars, is as sleek as a submarine. A series of fascinating interior photos of model 57248, displays the stripped chassis, gearbox and spark plugs. Following a 1936 strike Ettore felt betrayed by his workforce, and although astonishing records were set at Le Mans in 1937, Jean's death followed by the outbreak of war changed the business. Full specifications, diagrams, spin-off toys. 176pp, photos, 10" square.

£50 NOW £18



86356 BRITISH RAILWAYS IN THE 1960s: Southern Region by Geoff Plumb

The Big Four railway companies were nationalised in 1948, and the newly formed British Railways embarked on a programme of building new 'Standard' steam

locomotives to replace older types from 1951. The programme was superseded by the 1955 scheme to dieselise and electrify many lines. This special book is a photographic account of those last few years of the steam locomotives, their decline and replacement, and this volume covers the Southern Railway. The author was brought up in Sheffield and his father Derek was also an avid railway enthusiast. The vast majority of these



spectacular full page colour and black and white photographs in this book are the author's own work and older shots from his collection, the majority taken along the lines from Waterloo to Bournemouth, as this became the last mainstay of steam workings. The lines in Kent had succumbed to electrification by the early 1960s and the author recalls seeing many displaced locos from this area stored prior to scrapping. With extended captions, this is an extraordinary glimpse of some spectacular examples like the LSWR Adams T3 class 4-4-0 No. 563, preserved in Drummond's 1903 livery, sitting in lovely sunshine at Brighton shed, or the rebuilt Bulleid 'Merchant Navy' Class 4-6-2, an altogether more muscular locomotive. Over 120 photos covering large parts of the country. 168pp.

£25 NOW £11

85343 GREAT BRITISH CARS OF 1920s TO 1970s by Octopus Publishing

Whether it is your fantasy to roar off behind the wheel of a Jaguar E-Type 'The most beautiful car ever made' according to Enzo Ferrari, to be swept off in a chauffeur-driven Rolls Royce Silver Cloud II, take to the motorway at top speed in an Aston Martin Vantage V8 or go for a Sunday drive down the country lanes in Morris Minor or an old MG, here is a book to linger over. There is Morse's old Jaguar, the stylish Alvis Sports Saloon from the 30s, the Austin 7, the Bentley 8L, the Lagonda V12 and in the 1940s the Healey Sportsmobile and Silverstone, the Sunbeam Talbot 90, in the 50s the Austin Healey 100 and Sprite, the Daimler Majestic Minor, the Ford Zephyr Mk2, the Lagonda 3.0 Litre, the Lotus Elite. With production details for each, engine size performance and what you should know. Original photography and ephemera. 176 large softback pages, colour.

£16.99 NOW £7.50

85655 COPS & ROBBERS: The Story of the British Police Car by Ant Anstead

Lovely period brochures the author never knew existed and colour photographs in a centre section showcase some of his favourite police cars, fast cars for high-speed pursuits and the need for practicality. The British Police Force's relationship with the car started by chasing after pioneer speeding motorists on bicycles. They acquired high-speed pursuit vehicles such as Subaru Impreza Turbos and the MGA, the peak of the police force's glorious history with the MGs. Here are the Wolseleys, the Senator which motorway patrol car officers loved most, unexpected vehicles like the Ariel Atom and of course the good old Ford Zephyr and the new Panda Car concept, the Anglia 105E, the Mini and the Morris Minor, the Rover SD1 and the Volvo T5 and of course Inspector Morse's Jaguar. For all petrol heads and a fantastic nostalgic read to boot - and bonnet! Colour photos, 428pp.

£20 NOW £7

86358 CABIN CLASS RIVALS by David Williams and Richard de Kerbrech

A Pas De Deux, Two British Bulldogs and Uncle Sam's Challenge are among the chapters in this exciting incursion into Atlantic passenger traffic.

During the late 1920s and early 1930s, three pairs of unique and innovative passenger liners emerged from France, the UK and the US. Designed as cabin-class liners, the Lafayette and Champlain, Britannic and Georgic and the Manhattan and Washington - three steam ships and three motorships - were born at the height of the Great Depression. It was a time when there was much work needed in the shipbuilding and allied trades, yet they were overshadowed by the larger, more luxurious express liners on the prestigious North Atlantic route. We can enjoy here their spacious accommodation and sumptuous public rooms, in effect offering first-class travel in relative luxury at much lower fares and at a longer, slower crossing time. Overlooked by historians, their impact on the style and standards of Atlantic were trendsetting and challenged the major passenger liner companies to rethink their strategies. A



86167 QUEEN VICTORIA by Christopher Hibbert

Hibbert's Victoria is not only the formidable, demanding, capricious queen of popular imagination, she is also often shy, diffident and vulnerable, prone to giggling fits and outbursts of weeping. Often censorious when confronted with her mother's moral lapses, Victoria herself could be passionately sensual, emotional and deeply sentimental.



Ascending the throne in 1837 at the age of just 18, Victoria ruled as Queen for 64 years, an astounding length of time for any world leader. During her reign, she dealt with conflicts ranging from royal quarrels to war in Crimea and rebellion in India, saw monarchs fall, empires crumble, new continents explored, and England grow into a dominant global and industrial power. In this surprising new life of Queen

Victoria (1819-1901) renowned historian Christopher Hibbert, master of telling anecdotes and peerless biographer, paints a fresh and intimate portrait at this complex woman who until now we only thought we knew. 557pp in well illustrated softback.

£24.95 NOW £8

86176 VICTORIA by Daisy Goodwin

By the creator and screenwriter of the TV series Victoria, Daisy Goodwin 'writes deliciously'. Early one morning, less than a month after her 18th birthday, Alexandrina Victoria is roused from bed with news that her uncle William IV has died and she is now Queen of England. The men who run the country have doubts about whether this sheltered young woman who

stands less than five feet tall can rule the greatest nation in the world. Surely she must rely on her mother and her venal advisor Sir John Conroy, or her uncle the Duke of Cumberland, who are all too eager to relieve her of the burdens of power. But the Queen is no puppet and she has very definite ideas about the kind of queen she wants to be, and the first thing is to choose her name. Everyone keeps saying she is destined to marry her first cousin, Prince Albert of Saxe-Coburg-Gotha, but Victoria finds him dull and priggish when they meet three years ago. She is quite happy being Queen with the help of her Prime Minister Lord Melbourne, who may be old enough to be her father, but is the first person to take her seriously. Drawing on Victoria's own diaries, which she started reading when a student at Cambridge University, Daisy Goodwin brings us the brilliantly imagined life of a young woman about to make her mark on the nation and the world. Young Drina with Dash her doggy, her doctors and a new world of the Privy Counsellors in the red saloon at Kensington Palace and the tall, hook-nosed figure of the Duke of Wellington and his burly companion Robert Peel, leader of the Tories in the Commons, jostle for space with the Archbishop of Canterbury. 404 roughcut pages, highly desirable and expensive in American publications.

£26.99 NOW £8

85564 VICTORIAN TREASURY: A Collection of Fascinating Facts And Insights About the Victorian Era by Lucinda Hawksley

This fascinating book covers the arts, the Empire, politics, crime, music halls, homes, hospitals, clothing, poverty, childhood and transport and engineering. By the middle of Queen Victoria's reign steam trains and railways could be seen throughout Britain, but they displaced communities and terrified the general public, with stories abounding how they caused illnesses in people and animals. Read of urban legends like Spring Heeled Jack, Jack the Ripper and Constance Kent, the first detective force and theatre. Inventors, workhouses, artists, recipes, advertisements, drains, afternoon tea. 160pp.

£9.99 NOW £4.50



86365 GREAT PASSENGER SHIPS 1950-1960 by William Miller

The author of over 100 books on passenger ships is a frequent guest lecturer aboard cruise ships. A 24 page

colour section showcases beautifully in stunning images a nostalgic overview of the world's most popular passenger liners. The Rotterdam, with a stunning interior of late 1950s geometric décor, the Argentina, the Brazil, the speedy Kairouan, the Gripsholm at Pier 97, New York, French Line and Italian Line posters showing the grace and beauty and elegance of starlit nights on luxury cruises, Arcadia, Iberia, Saxonia, the Southern Cross, Australia. Among our favourite images is a beautiful coloured painting by French artist Albert Brenet depicting the United States, the 992ft long liner with the largest funnels afloat, in bright red. The 1950s was a fascinating decade for the great liners. After the global devastation of two decades of war and Depression, shipyards were creating one new liner after another and rebuilding and renewing passenger ship services all over the world. There were the likes of the Kungsholm and Oslofjord from Scandinavia, the French Flandre and a succession of new liners from P&O-Orient, Messageries Maritimes, Cunard and many more. Ships broke records on an unprecedented scale and innovations included the engines-aft Southern Cross and the mask-less Orsova. 96 large pages 9 1/2" x 9" in softback with both colour and mono photos.

£19.99 NOW £8.50



1936 photograph shows the Champlain showing her modified hull paintwork and there are dozens of photographs of competing ships arriving at Liverpool like the Cedric, the Duchess of Richmond and the Oceanic. Beautifully photographed are the interiors of the Grand Salon and dining room with its centrepiece bronze statuette, the radio room and state rooms. On page 35 is a picture showing the sheer size of Georgic's port engine during construction. The ornate cabin class Chinese Room of the Washington had oriental and chinoiserie themes and the smoking Room had animal trophies and North American Indian scenes. Over 100 archive photos and 41 colour plates including rare posters and paintings like the beautiful Leaving of Liverpool by the Silver Falcon, which never happened, plus stunning advertising posters. 142pp in large softback, 9 1/2" x 9".

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