



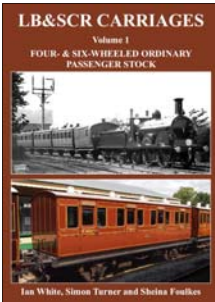
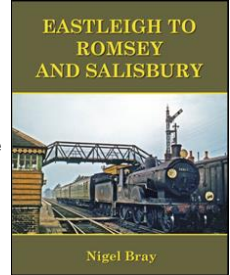
Kestrel Railway Books

Eastleigh to Romsey and Salisbury by Nigel Bray

The line between Eastleigh and Romsey was part of Salisbury's first rail link with Southampton, and became intertwined with the Andover to Redbridge line when it arrived nearly 20 years later - even more so when the Southern Railway developed services between the South West and Sussex. Some of these were routed via Eastleigh to relieve the congested main line through Southampton so that the common section of the original line would have trains starting and terminating at Southampton, Portsmouth or Brighton, some running via Eastleigh and others via Redbridge.

The Redbridge route enabled trains between the GWR and the LSWR to serve both Southampton and Portsmouth without reversal, which is why it became the normal route for Cardiff-Portsmouth services. The Chandler's Ford line became the preferred freight route because of its easier access to marshalling yards at Bevois Park and Eastleigh, and to link the Fawley oil refinery with the West of England. Passenger services were dieselised in 1957, but a shortage of DEMUs led to a partial reversion to steam working which saw M7s work push-pull trains between Eastleigh and Andover Junction.

Softback: 120 pages, ISBN 978-1-905505-42-5, Price: £17.95



LB&SCR Carriages by Ian White, Simon Turner and Sheina Foulkes

This is the first comprehensive coverage of all LB&SCR designs, with many previously unseen photographs, and will appeal to followers of the SR, LB&SCR and Bluebell Railway, and railway carriage enthusiasts in general. In particular, the newly-produced scale drawings and prototype details will be of great interest to railway modellers.

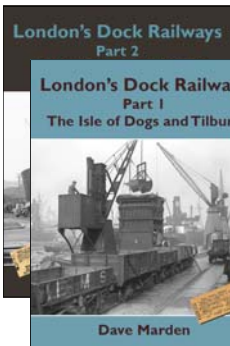
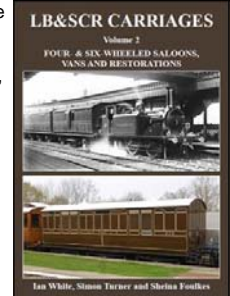
This "design history" is based on contemporary historical documents supplemented by practical knowledge gained through the study and restoration of surviving carriage bodies. Written by acknowledged experts in the field, who have all been involved in the restoration of LB&SCR carriages on the Bluebell Railway, the two volumes describe how carriage design developed, and how it followed new developments in train lighting, braking, communication and the social distinctions of the time.

Both volumes are profusely illustrated with photographs and

scale drawings. All royalties from the sale of these volumes are being donated to the Bluebell Stroudley Coach Fund.

Volume 1: Four- and Six-wheeled Ordinary Passenger Stock Hardback: 232 pages, ISBN 978-1-905505-35-7, Price: £29.95

Volume 2: Four- and Six-wheeled Saloons, Vans and Restorations Hardback: 224 pages, ISBN 978-1-905505-36-4, Price: £29.95



London Docks and Beckton Gasworks by Dave Marden

The railways in and around London's docks were arteries to the national railway system at a time when all heavy goods were moved by rail. These books describe the dawn of the major rail-served docks, and trace the evolution of the capital's quayside railways and their locomotives from the days of the early dock companies through to what became the Port of London Authority's huge undertaking. We see the growth of the dock company railways from simple sidings to a vast network under the PLA, together with full histories of over 100 locomotives that worked the various quays and sheds.

Few railway enthusiasts have not heard of the nearby Beckton gasworks. It was the biggest in Europe with an internal railway operated by distinctive cut-down locomotives running throughout both the gasworks and the adjacent products factory.

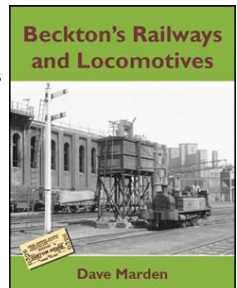
Beckton's railways lasted for a century, during which time around a hundred locomotives came and went. Beckton's railway system and its locomotives are all covered in the

book, as are details of the neighbouring outfall and sewage works that had its own railway, and saw a host of contractor's engines engaged there over the years.

London's Dock Railways Part 1: The Isle of Dogs and Tilbury Softback: 120 pages, ISBN: 978-1-905505-27-2, Price: £15.95

London's Dock Railways Part 2: The Royal Docks, North Woolwich and Silvertown Softback, 136 pages, ISBN: 978-1-905505-28-9, Price: £16.95

Beckton's Railways and Locomotives 136 pages, Softback, ISBN: 978-1-905505-38-8 Price: £17.95



The Wagons Series, by David Larkin

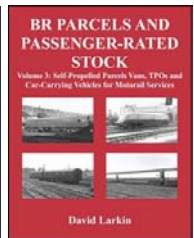
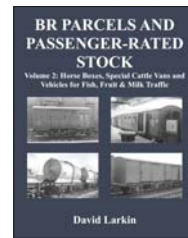
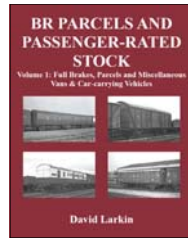
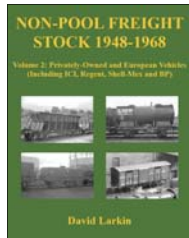
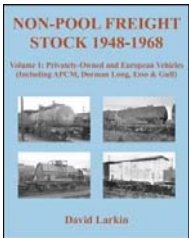
Profusely illustrated, these books include lot and diagram details, wagon number ranges, builders, and livery details. All volumes are softback, with 96 pages.

Non-Pool Freight Stock 1948-1968

These two volumes cover the ex-private owner fleet. When BR was created, it was intended that it should own all railway rolling stock, but legal action by some of the larger wagon-owning companies delayed things until 1951. Non-Pool wagons were defined as privately-owned wagons allowed to run over railways owned or operated by the British Transport Commission. This series sets out the types of wagon eligible to be classified as Non-Pool, and lists them alphabetically with details of numbers carried, capacity and registration details where known. Price: £16.00

Volume 1: Privately-Owned and European Vehicles (Including APCM, Dorman Long, Esso & Gulf)
ISBN: 978-1-905505-40-1

Volume 2: Privately-Owned and European Vehicles (including ICI, Regent, Shell Mex and BP)
ISBN: 978-1-905505-41-8 (Available October 2016)



BR Parcels and Passenger-Rated Stock

These three volumes cover parcels and passenger-rated stock. All parcels trains required a vehicle in which the guard travelled, and there was usually space for a parcels-related load as well. Price: £15.00

Volume 1: Full Brakes, Parcels & Miscellaneous Vans and Car-carrying Vehicles ISBN: 978-1-905505-33-3

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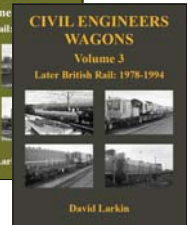
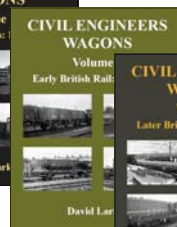
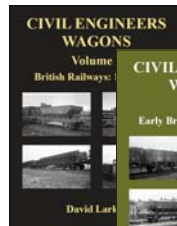
Civil Engineers Wagons

These three volumes cover the ballast wagons, on-track plant, and the other specialised wagons that comprised the fleet during the British Railways and British Rail eras.

Volume 1: British Railways 1948-1967 ISBN: 978-1-905505-23-4, Price £14.00

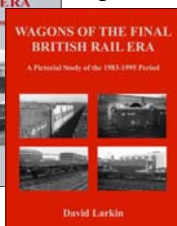
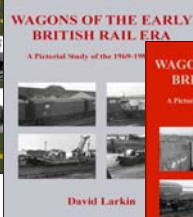
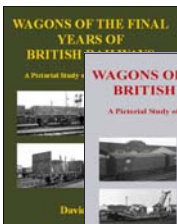
Volume 2: Early British Rail 1968-1977 ISBN: 978-1-905505-24-1, Price £15.00

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Wagons of the British Railways and British Rail Eras

These volumes cover vehicles as diverse as Lowfit wagons, open wagons, containers and container wagons, mineral wagons, ventilated vans, railtanks, cattle wagons and brake vans. Price: £14.00

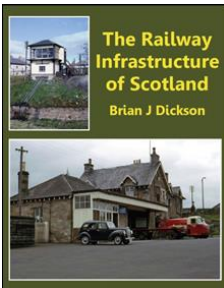


Wagons of the Final Years of British Railways – A Pictorial Study of the 1962 to 1968 Period

ISBN: 978-1-905505-08-1

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The Railway Infrastructure of Scotland by Brian J. Dickson

This book is a compendium of the building styles that could be seen throughout the Scottish railway network. It does not cover the large city centre stations of Edinburgh and Glasgow, but shows the wide variety of construction methods used across the country. For example, the beautifully constructed masonry building of the Highland Railway's Moy station contrasts with the well-balanced wooden stations at Cullen and Portsoy on the ex-GNoSR.

Included throughout are examples of the signal boxes constructed by the five pre-grouping companies. The illustrations range from the smallest wooden examples, such as Lairg, to the large elevated example at Dyce. More ornate signal boxes were constructed by the Caley, whose "house style" could be seen in the smallest and largest examples from that company. Also covered are examples of locomotive depots, which varied greatly in style from the neat, one-road wooden shed at Dornoch, to the impressive stone-built examples at Ayr, Aviemore and Kyle of Lochalsh.

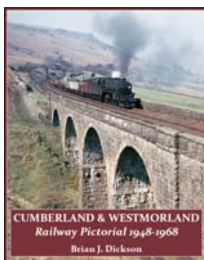
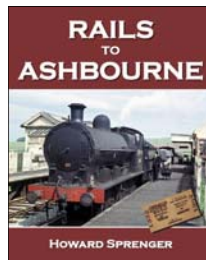
Softback: 120 pages, ISBN: 978-1-905505-37-1, Price: £16.95

Rails to Ashbourne by Howard Sprenger

The LNWR line from Ashbourne to Buxton has long been a favourite of railway historians. It served remote communities and industry in the form of limestone quarries, and had the distinction of being partly aligned on the famous Cromford and High Peak Railway. At its southern end, it made an end-on junction with a line built by a different railway company, the NSR. This line has been overlooked in other published works, so this book redresses the balance by viewing the two lines as a whole.

The line from Uttoxeter to Ashbourne, was very much rooted in the railway mania of the mid-19th century, but the line from Buxton to Ashbourne, was a comparatively recent addition, built after the railway network of Great Britain had been largely completed. Where the earlier line was built by navvies using only the most basic tools and equipment, the later one had the benefit of half a century of railway-building expertise. In historical terms, the line from Uttoxeter to Ashbourne is more contemporary with the original Cromford and High Peak Railway than the extension to Buxton, which largely superseded it. Also available from us by this author: *Rails to Ripley*.

Softback: 176 pages, ISBN: 978-1-905505-29-6, Price £19.95



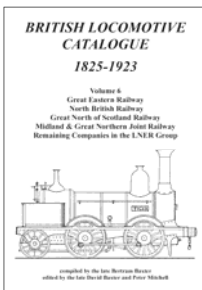
Cumberland & Westmorland Railway Pictorial, 1948-1968 by Brian J. Dickson

This pictorial review shows the changing railway scene in the counties of Cumberland and Westmorland, together with the North Lonsdale district of Lancashire, from Nationalisation until the end of main-line steam in 1968.

Two major trunk routes passed through the area – the Settle and Carlisle line built by the Midland Railway and the London & North Western Railway's route over Shap. There were also many picturesque Lake District and coastal routes such as the Cockermouth, Keswick and Penrith Railway, the line between Carlisle, Maryport, Workington and Whitehaven and the electrified Morecambe and Heysham line.

Containing many excellent photographs from Britain's foremost railway photographers, and showing both the locomotives and the stunning landscape through which they operated, this book charts the transition of motive power from Nationalisation to the

"Fifteen Guinea Special" in August 1968. Softback: 96 pages, ISBN: 978-1-905505-32-6, Price £14.95



British Locomotive Catalogue 1825-1923 Volume 6: GER, NBR, GNoSR, M&GNJR and Minor Lines

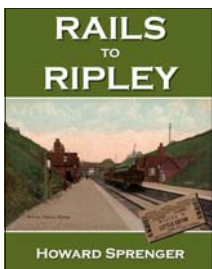
Compiled by **Bertram Baxter**, Edited by **David Baxter** and **Peter Mitchell**

The volumes in this series have recorded the known data of every locomotive built for over 370 locomotive-owning railway companies from 1825 to 1923. Volumes 1 to 5 were published between 1977 and 1988, but the three final volumes, which would have completed the LNER group and added the GWR and SR constituents, were not published and the late Bertram Baxter's series ended (prematurely) with Volume 5b

Much of the work for Volume 6 had been done, but his son David, who had organised his father's data into the original volumes, died before seeing it published. He had been assisted by Peter Mitchell, and he has now completed the work needed to bring the final volume of this important survey of pre-grouping locomotives to fruition. Details of every known locomotive are included for the following companies and their constituents: Great Eastern Railway, North British Railway, Great North of Scotland Railway, Midland and

Eastern Railway, North British Railway, Great North of Scotland Railway, Midland and Eastern Railway, Colne Valley and Halstead Railway, East and West Yorkshire Union Railway, Mid-Suffolk Railway. For each company, there is a brief history and a comprehensive bibliography, which includes books and magazine articles. The book is uniform with the original volumes.

Softback: 288 pages, ISBN: 978-1-905505-26-5, Price £11.95



Rails to Ripley by Howard Sprenger

With the scenically beautiful Midland main line through the Peak District on one side, and the more workmanlike Erewash Valley line on the other, Ripley was surrounded by coal mines, potteries and agricultural land. Hard by Ripley, the Butterley Company sat like a spider in a web of industrial railway lines and canals.

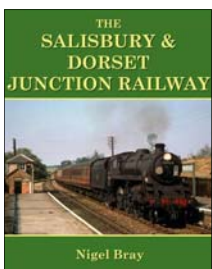
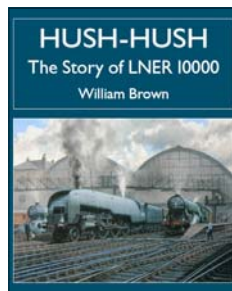
Three lines eventually served the town, the earliest striking north-east from the Derwent valley and growing out of the railway town of Derby. From the Erewash Valley came another line that was destined to be the poorest and shortest lived. The third line, running east to west and linking the two great Midland Railway trunk routes from London to the north, bypassed Ripley, but provided the final link in the network of lines that this fascinating area spawned. Also available from us by this author: *Rails to Ashbourne*. Softback: 144 pages, ISBN: 978-1-905505-16-6, Price £17.95

HUSH-HUSH: The Story of LNER 10000 by William Brown

From his first encounter as a child with a model that seemed more like a spaceship than a locomotive, author William Brown has been fascinated by 10000. Meticulous research, involving hundreds of documents, has allowed him to piece together for the first time the true story of this intriguing part of LNER history, and the far-reaching effects it had on steam locomotive development.

The author took advantage of working at the National Railway Museum to seek out as much primary source material as he could find, culminating in the discovery of "the file" – a wide-ranging and motley collection of original North Road Works documentation relating to the locomotive. The sheer volume of information (including original memos from Gresley to Bulleid, Thompson, and the like) took years to sort and collate; the result is a book that, for the first time, chronicles the full story of Gresley's "Hush-Hush" project.

Hardback: 128 pages, ISBN: 978-1-905505-15-9, Price £19.95



The Salisbury and Dorset Junction Railway by Nigel Bray

The Salisbury & Dorset Junction Railway was built to consolidate the LSWR's domination of Hampshire and south Dorset, and to keep the GWR away from Bournemouth. It also gave Salisbury businessmen a more direct route to Poole and Weymouth. Almost half of the 18½-mile route was in Dorset, with less than five miles apiece in Wiltshire and Hampshire. Passing through three counties, it traversed contrasting landscapes and served a wide if thinly populated agricultural area.

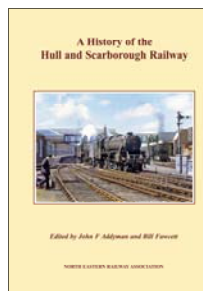
The water meadows between Downton and Fordingbridge produced cattle, milk and watercress. South-west of Fordingbridge, the clay soil had given rise to brick and tile manufacture centuries before the coming of the railway, enabling these industries to expand and distribute their wares over a much wider area. Year-round passenger traffic on the line was erratic, but it provided a useful diversionary and holiday route. Also available from us by this author: *Eastleigh to Romsey and Salisbury*.

Softback: 128 pages, ISBN: 978-1-905505-19-7, Price £17.95

A History of the Hull and Scarborough Railway Edited by John F Addyman and Bill Fawcett

The line opened in 1846-7 to serve an agricultural area adjacent to the East Riding coast, but soon developed a booming tourist trade for Bridlington and Filey. Tourism gradually declined to almost disappear by the late 1960s, and following the Beeching Report of 1963, the railway was extremely lucky to avoid complete closure. After a hard fight, common sense prevailed and the line was reprieved to become grant-aided from 1969. It now carries many more passengers than it did 100 years ago.

This new history covers the line's story, the architecture of its buildings and details of each station's development. The traffic it carried is fully explained, and there are comprehensive chapters on train services, proposed railways to connect with it, signalling and level crossings, and how the line avoided complete closure. Published in conjunction with the North Eastern Railway Association.



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