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Across the Tracks - Reminiscences of working on Dundalk's railways - compiled by Charles Friel. Paperback, 24 x 17 cm, 38 colour, 54 b&w photos, 3 maps, 224 pages, £10.00

Reduced from £15.00

When the Great Northern Railway (Ireland) opened its Engineering Works in Dundalk in 1881 to replace five others in Belfast, Dublin and elsewhere, Dundalk's reputation as a railway town was established. Dundalk was an important junction on the GNR(I)'s Belfast to Dublin main line, with the famed Irish North beginning its trek west to Clones, Enniskillen, Omagh and Bundoran as well as being a starting point for trains on the Dundalk, Newry and Greenore Railway. The core of the book is 28 interviews, conducted by Charles Friel, with men and women who worked on Dundalk's railways. Their reminiscences are fascinating glimpses of an era when working conditions - and pay - were rudimentary by modern day standards. Despite everything, the loyalty of the employees to the old companies shines through as does the camaraderie despite all that they had to endure. The book is packed with stories that have not appeared in print before and brings the reader behind the scenes to many parts of both lines. There is a timeline of important railway events affecting Dundalk from 1839 to the present day and some reflections on the GNR-RPSI connections. This publication is a joint venture between the Railway Preservation Society of Ireland and the Dundalk Railway Heritage Society with funding provided by the International Fund for Ireland and managed by the Northern Ireland Rural Development Council under the Integrating Communities Programme.

Along UTA Lines - Ulster's Rail Network in the 1960s by Ian McLarnon Sinclair Paperback, 23 x 18 cm, 32 colour & 267 b&w photos, 192 pages, £12.00, was £14.99.

Along UTA Lines is a picture album which gives a detailed portrait of the infrastructure of the railway network in Northern Ireland a few years before the creation of NIR, while the Portadown - Derry and Goraghwood - Warrenpoint lines were still open. The book features many of the buildings, bridges and signalling systems which were swept away in the modernisation of the 1980s and 1990s. Illustrated in black and white with a colour section, with most pictures drawn from the McCutcheon archive at the Department of the Environment. Detailed captions give the full history of each station. The photographs are arranged logically by route. This re-issue has some improved photograph reproduction and minor updates to the text. After the original sold out fairly quickly the title has been in constant demand ever since.

Be Careful, Don't Rush - Celebrating 150 Years of Train Travel between Holywood and Bangor
By Robin Masefield

Paperback, 21 x 30 cm, 35 colour illustrations & 125 b&w photos, 160 pages, £10.00

Be Careful, Don't Rush celebrates 150 years of train travel between Holywood and Bangor. This book records the triumphs, travails and tragedies associated with the line since it opened in May 1865. The stories of its construction, its impact on the two towns, its locomotives and operation, and the lives of its builders, passengers, and staff are fascinating. There were arguments over the route and early financial disasters, followed by glory years under the Belfast and County Down Railway, and later it was the first in these islands to be operated entirely by diesel railcars.

Despite attempts to close it, the Bangor line remains beautiful and successful.

This book vividly records all that and the reminiscences of many local residents. It will appeal locally and widely, to those with an interest in social history, railway connoisseurs and those who live along the line. The book's title, *Be Careful, Don't Rush*, is a play on the letters BCDR as in Belfast & County Down Railway. Profits will go to two charities, based in Bangor and Holywood.

Bradshaw's 1863 Guide to the Railways of Ireland (reprint) by John Christopher and Campbell McCutcheon

Paperback, 24 x 17 cm, 56 colour illustrations & 86 b&w photos, 5 maps, 128 pages, £14.99

Bradshaw's Guide of 1863 was the staple book on what's what and where's where for the midVictorians and it gives the modern reader a unique insight into the world of the nineteenthcentury railway travellers. Built primarily to provide a passenger service, the railways of Ireland would go on to open up the country to tourism in new ways. They also brought communities closer together and many journeys that once took days to complete could now be undertaken in hours. This illustrated guide records the sights to be seen in the towns and cities encountered along the various routes.

John Christopher and Campbell McCutcheon take us on the railways of Ireland, using contemporary Victorian and Edwardian photographs and postcards to illustrate the scenes that the readers of Bradshaw's Guide to the Railways would have experienced. This volume covers several of Ireland's railways at the time, including the Great Southern Railway, the Dublin & Kingstown Railway, the Great Southern & Western Railway, the Midland Great Western Railway, and including those of Northern Ireland.

Clogher Valley Railway (Second Edition) by Dr.E.M.Patterson Paperback,
26 x 21 cm, 135 b&w photos, 192 pages, £15.00.

The Clogher Valley Railway was a steam-operated, 37 mile long narrow gauge roadside tramway which ran between Tynan, Co.Armagh and Maguiresbridge, Co.Fermanagh. It opened in 1887 and closed at the end of 1941. This is a new edition of Dr EM Patterson's famous book on the Clogher Valley Railway, first published in 1972. The Clogher Valley Railway was the definitive history of the line and this new edition combine's Dr Patterson's original text with a much expanded range of photographs of the line in its heyday. In addition, the text has been updated to take account of developments since 1972, such as the restoration of Brookeborough station.

Crossing the Boyne : the Great Viaduct 1855 - 2005 by Iarnrod Eireann in association with the Old Drogheda Society.

Paperback, 20 x 21 cm, 12 colour and 35 b&w photos, 96 pages, £5.00

When the Boyne Viaduct at Drogheda was opened on 30th of March, 1855, it provided the missing link in the Dublin - Belfast route. This book was published to commemorate the 150th anniversary of the opening. It covers the engineering difficulties that were overcome during the construction, and the personalities who were involved in a project which was massive in comparison to similar ones at that time. The Viaduct's reconstruction in 1932 is described. This led to the introduction of heavier locomotives by the Great Northern Railway (Ireland), notably the 4-4-0 V class Compounds. The book has a Forward by Mr Richard Fearn, Chief Executive of Iarnrod Eireann.

DVD by Cinerail - Northern Ireland Steam, the Final Years 1966 - 70

55 minutes, £19.95

Between 1966 and 1970, more than four million tons of stone was transported by rail from Magheramore, near Larne, to Belfast for use in the construction of the M2 motorway. This immense undertaking was carried out by daily steam-operated workings that consisted of specially constructed side-discharge hopper wagons, powered by 2-6-4 tank locomotives, known as 'Jeeps'. These workings were the last commercial use of steam traction in Northern Ireland and the last example of revenue-earning broad-gauge steam operation in Great Britain. Other parts of the Northern Ireland rail network also feature, including the line to Londonderry, together with scenes at Belfast's York Road Station, with Beyer-Peacock built 0-6-4T 'Lough Erne', plus the 1970 'Colmcille Railtour' headed by ex-GNR 4-4-0 No. 171 'Slieve Gullion'

DVD by Demand - Volume 1 - Irish Railways Miscellany from the 1950s to the 1970s

55 minutes, £10.00

This new and revised edition of the pioneering volume in the Irish Railways series (originally produced by Midland Publishing in VHS format) provides a splendid introduction to some of the delights which could be seen on both Ireland's 5ft 3in standard gauge tracks and the country's famed narrow gauge lines, from the 1950s through to the 1970s. The programme progresses from north to south beginning with the railways of Ulster. Sequences feature Derby-built tanks at work on motorway construction trains, the Great Northern Railway in the 1950s, including many lines which were soon to close and the Sligo, Leitrim & Northern Counties Railway whose locomotives were known by name only and never carried numbers. Another unique sight is that of the Fintona horse tram, whose motive power ate hay and was called Dick! Three narrow gauge systems feature in the programme; the County Donegal with its red and cream railcars and red liveried steam locos, the Cavan & Leitrim with its coal trains and cow catchers and not a diesel in sight, and the West Clare line, fully modernised in the mid 1950s. Standard gauge lines seen in the Republic include those serving Dublin's three main stations, the tramway through the streets of Cork and the lines serving the west of that county. Motive power ranges from relatively modern steam locomotives through to venerable survivors from the last century, the first generation of diesel locomotives and railcars and that most Irish of rail vehicles, the rail-bus. This programme also includes a film made by John Laird of the Great Northern's Belfast terminus at Great Victoria Street which closed in the 1970s, the new station opened on its site by Northern Ireland Railways in 1995 and a film made by Edwin Wilmshurst of steam trains at work on the Loughrea branch in County Galway, one of the last steam-worked lines in the south.

DVD by Demand - Volume 2 - The Swansong of Steam in Ulster by John Laird

60 minutes, £10.00

By early 1960s steam traction had virtually disappeared from the railways of the Irish Republic; however it still flourished on the lines of the Ulster Transport Authority in Northern Ireland where the years up to 1964 can rightly be described as providing the Swansong of Steam in Ireland. As a young man, John Laird set out to record on film as much as he could of the steam action in his native province, and in this selection from his work, published for the first time, is to be found a wonderful record of those exciting years. The programme opens with a glimpse of some of the last CIE steam locomotives in service in the Irish Republic, (the survivors of Ireland's most numerous class, the ex-Great Southern & Western Railway's '101' class 0-6-0s, which were built from 1866 onwards). Moving north, the rest of the DVD concentrates on covering all the lines and classes still in operation in Northern Ireland between 1962 and 1964. We begin with steam excursions on the last surviving part of the old Belfast & County Down Railway, the line to Bangor, and in a unique sequence, the Bertram Mills Circus Train is also captured on that line. Our travels continue along the ex-GNR main line, between Belfast and Dundalk. We take a trip from Goraghwood on the main line down the scenic branch to Newry and Warrenpoint. The former LMS/NCC lines are not forgotten and the programme concludes with extended sequences on the GNR route to the north west, The Derry Road. Among locos featured are ex-GNR U and S class 4-4-0s, UG and SG 0-6-0s and one of the last GNR 4-4-2Ts in service. A special sequence pays tribute to the VS class, the last 4-4-0s built in the world and the final flowering of Great Northern locomotive design, the LMS/NCC 0-6-0s. The last conventional steam locomotives built for an Irish railway, the pair of 0-6-4Ts supplied by Beyer Peacock to the Sligo, Leitrim & Northern Counties Railway in the late 1940s, are also seen at work. For anyone with even a passing interest in the railways of Ireland and for all lovers of the steam locomotive, John Laird's superb colour films provide a wonderful evocation of those last great years of 5ft 3in gauge steam.

DVD by Demand - Volume 3 - The Irish Narrow Gauge 1939 to 1959

50 minutes, £10.00

The greatest concentration of narrow gauge railways in the British Isles was to be found in Ireland, where, between the 1870s and 1920, over 530 miles of 3ft gauge track were constructed. Though the last of these lines closed in 1961, their attraction for those interested in railways has, if anything, increased with the passage of time. In this, the first DVD devoted entirely to these fascinating lines, we present colour films made between 1939 and 1959 which featured five 3ft gauge systems in different parts of the country.

The Londonderry & Lough Swilly Railway: Canon Tom Doherty's remarkable colour film of the line from Letterkenny to Burtonport was made in 1939 and features one of the Swilly's pair of 4-8-0 tender engines, the most impressive machines ever to grace Ireland's 3ft gauge tracks. This is probably the earliest colour film of an Irish railway ever made.

The County Donegal Railway: Films by Keith Christie and J H Roberts. Locations featured include Ballyshannon, Killyegs, Donegal Town, Barnesmore Gap, Stranorlar, Strabane and Letterkenny. The three type of CDR steam locomotives which survived into the 1950s are shown, as are a brace of the system's pioneering diesel railcars.

The Cavan & Leitrim Railway: Both the C & L's main line from Dromod to Belturbet and the roadside tramway to Arigna are covered. Entirely steam worked until closure in 1959, as well as the original C & L steam locomotives we see engines transferred from the Cork, Blackrock & Passage (closed in 1932) and the Tralee & Dingle (closed in 1953) at work in Keith Christie's films.

The Tralee & Dingle Railway: J H Roberts was a passenger on one of the last passenger trains on this famous line in June 1953 and recorded the passage of the train at various locations along the way.

The West Clare Railway: Fully modernised in the 1950s, Keith Christie and J H Roberts recorded the new diesel railcars and locomotives on passenger and freight trains on the main line from Ennis to Kilkee and on the branch from Moyasta Junction to Kilrush

DVD by Demand - Volume 4 - Twilight of Steam in Ulster by John Laird

55 minutes, £10.00

Twilight of Steam in Ulster features a further selection of the films made by John Laird, who set out in the early and mid-1960s to record as much as he could of the remaining steam workings on Ireland's 5ft 3in standard gauge railways. Whilst the diesels ruled unchallenged on the CIE system in the Irish Republic, a considerable variety of steam locomotives and steam workings could still be experienced on the railway network in Northern Ireland, which was run by the Ulster Transport Authority. This programme looks at some of the workings frequently entrusted to steam and some of the lines where steam was still very active. A long section is devoted should be to the loose coupled steam hauled goods trains which would soon pass into history. The dock lines in Belfast are explored and in a country where industrial railways were rare, a special sequence features the pair of 5ft 3in gauge Pecket saddletanks, which were employed by Courtaulds at Carrickfergus in County Antrim. Other aspects of steam portrayed are special workings and excursions, steam hauled suburban services and the use of steam locomotives on the branch from Goraghwood to Warrenpoint and the Great Northern line to Derry - the two lines which closed in 1965 and which are still mourned by railway enthusiasts. This programme completes John Laird's trilogy on transport in Ulster in the 1960s. Along with the companion volumes Irish Railways 2 - The Swansong of Steam in Ulster, and Trolleybus Days in Belfast, both published by Midland and Online, John Laird has made a significant contribution to the recording of the recent social history of the province, and provided a wealth of pleasure and nostalgia for all of those interested in transport

DVD by Markle - Irish Rail Archive Volumes 1 & 2

105 minutes, £16.95

Volumes 1 & 2 were first published on VHS tape in 2000. Together they give a geographic picture of the Irish railway scene in the period from around 1967 to 1999. They have now been remastered with improved images and sound, and released as a double length programme on DVD. Volume One features the lines from Dublin to Dundalk and Dublin to Sligo. The Branch lines featured in this section include the former Kingscourt branch, which is now closed beyond Navan. The Mullingar to Athlone line used to be the main line to Galway, but is now disused. And finally, we see the "Burma Road" line from Collooney to Claremorris which was closed in 1975. Volume Two starts at Heuston station in Dublin, gateway to the West and South of Ireland. We follow along the Cork Main Line, stopping just short of Limerick Junction. We also travel the lines to Westport, Ballina and Galway. There then follows a short trip on the now closed branch to Loughrea. After a visit to the line between Claremorris to Limerick now the subject of re-opening schemes and known as the "Western Rail Corridor", we return finally to Ballybrophy to see the once busy route to Killonan via Roscrea. Trains covered include express passenger workings of air conditioned coaches hauled by 071 and 201 class locomotives, and branch workings with small GM 121, 141 and 181

and B201 class engines. One of the Knock pilgrimage trains is featured as are unusual passenger trips with a preserved Maybach engine formerly employed between North Wall and Heuston in Dublin. The freight workings are hauled by 201, 001 and 141 class locos. Finally we have the loose coupled operations at Sligo and Mayo in the 1960s and 70s.

DVD by Markle - Irish Rail Archive Volumes 3 & 4

105 minutes, £16.95

Volumes 3 & 4 were first published on VHS tape in 2000. Together they give a geographic picture of the Irish railway scene in the period from around 1967 to 1999. They have now been remastered with improved images and sound, and released as double length programmes on DVD. Volume 3 starts at Limerick, proceeding to Carrick on Suir via a short detour to the Foynes branch. Then we follow the Cork Main Line south from Limerick Junction. Beyond Cork we journey to Cobh with a visit to the Youghal Branch along the way. We also visit the Kerry line including taking a look at Killarney. Finally we see the workers of Tralee on one of their summer Sunday trips to take the bracing Atlantic air at Fenit. Volume 4 begins with the electrified DART services. The video follows the former Dublin and South Eastern Railway main line via Bray Head and down the East Coast of Ireland. There is a short feature on the Northern Ireland Railways railcars which once operated over this section, as well as coverage of the ammonia, cement and fertiliser trains which no longer run on this route. We then see the services to Rosslare Harbour before crossing via the South Wexford line to Waterford. The journey back to Cherryville Junction on the Dublin to Cork line is via the line to Kilkenny. Locomotives featured include 001, 121, 141, 181, 071 and 201 classes, and the rolling stock includes Cravens, Mark 2 and 3 coaches, as well as older wooden bodied stock. More modern rolling stock also appears in the form of Japanese-built railcars. Freights are in the hands of various locomotives, including 001 and 201 class Metropolitan Vickers locomotives dating from the 1950s. During a series of visits to Athy we see a procession of trains, including the former cement working to the Tegral factory

DVD by Markle - Irish Rail Archive Volume 5 - G M Powered.

68 minutes, £16.95

Markle customers have requested a feature on Irish locomotives powered by General Motors engines. Concentrating on the sight and sound of the trains, with little dialogue, this video covers the following classes during the period 1975 to 2003: The 001 class - a 1950s design which, after being re-engined with GM powerplants, became the mainstay of the Irish loco fleet until the early 1990s.

The 071 class - Arriving new from GM in 1975, these workhorses powered express passenger trains until their downgrading to secondary passenger and freight duties around the turn of the century.

The 121 class - the locos that set the trend. When these elegant engines arrived from GM in 1961 they were to set new standards for reliability and flexibility, and they stayed in front line duties for more than 40 years.

The 141 and 181 classes - more convenient to operate than the 121s, these all round multipurpose engines hauled freight and passenger trains all over the Irish network.

The 201 class - After a brief glimpse of the original Metropolitan Vickers 201 class, with their new GM engines, we see the powerful GM 201 class locomotives which have dominated passenger working since their arrival in the mid-1990s. Trains featured include Inter City, cross country and suburban passenger workings, and pick-up goods, gypsum, ammonia, cement, liner, beer, and sugar beet traffic.

DVD by Markle - Irish Rail Archive Volume 6 - Sugar Beet Updated 67

minutes, £16.95

This video is a completely revised and updated version of "Sugar Beet Archive", made in 2000. It contains new scenes and brings the story up to date in 2004.

Every year, Irish Rail moves about 150,000 tonnes of sugar beet from Wellington Bridge in County Wexford to the sugar factory at Mallow in County Cork. This DVD follows the rail activities over 20 years, with General Motors engines hauling the vacuum braked wagons to and from the factory. After seeing the action at Wellington Bridge, we follow the trains west across the country. We see successively, the Irish Rail 001, small GM, 071 and 201 classes of locomotives, and the loose coupled wagons followed by the unique vacuum braked

wagons. We follow the current route to Mallow, as well as the former factory at Thurles. Also covered is activity between Waterford and Cherryville Junction during the year 2003. NIR loco. 112 makes a guest appearance. Thanks to the kind co-operation of Greencore Ireland, we can see the loading and unloading operations in detail. *Since this DVD was produced, the Greencore factory at Mallow has closed, due to changes in EU subsidies to Irish sugarbeet growers. Sadly, the beet trains now appear to be a thing of the past.*

DVD by Markle - Irish Rail Archive Volume 7 - Loco Hauled Farewell
80 minutes, £16.95

In the years 2002 to 2004 rail enthusiasts thought that the haulage of trains by locomotives in Ireland had already fallen to chronically low levels. Little did we know what was to follow - within a couple more years a combination of freight closures and new rolling stock orders would see most Irish locomotives about to become unemployed.

However, during this period two photographers, Mark Kelly and Paul Davis, made video recordings of locomotives at work. This included searching out liner trains running at night, and braving atrocious weather conditions to film trains on disused lines.

This DVD features the 071, 121, 141, 181, and 201 classes giving of their best before the rot finally set in. The coverage of this video is pretty well the entire Irish Rail system. The trains featured include - passenger workings using Cravens, Mark 2 and Mark 3 coaches, while freight coverage includes the Sligo oil traffic, bagged and bulk cement, timber, sugar beet, container and beer traffic. The annual weedspraying operation is seen on the Kingscourt branch and between Mullingar and Athlone, and a rail train is seen between Ennis and Athenry - places not visited by trains nowadays.

This video also features new locations for Markle, from along the banks of the Royal Canal and Longford yard to Limerick Junction North. Other locations featured include Enfield, Edgeworthstown, freight activity in Longford Yard, Woodlawn, Athenry, Killonan, Limerick Junction and Athy.

DVD by Markle - Irish Rail Archive Volume 8 - From Tara to Clara
69 minutes, £16.95

This DVD is yet another delve into the recordings made by Irish railway enthusiasts. This time it covers the period 1987 to 2012.

With most Irish passenger trains now in the hands of railcars, we thought it would be the right time to savour an era when the locomotive was king.

There is a major feature on the Tara Mines Trains, Ireland's only remaining mineral traffic carried by rail. We also see, coverage of our exploits recording trains in the twilight "The Starburst Years", views of Cement Traffic, now lost to rail. The IE Relaying Trains using Donelli system are put under the microscope, both in detail in their latest version and back in 1987 when we found an earlier version in operation on the Cork Main Line. We also pay a visit to Attymon and Dunsandle in County Galway, where the latter now hosts a small collection of railway exhibits, and finally we look in at Clara, where freight and passenger trains still pound past the single platform.

This video features coverage of the following locations - Alexandra Road Tramway in Dublin, Attymon, Beauparc, Birdhill, Buttevant, Cherryville Junction, Clara, Drogheda, Duleek, Dundrum, Dunsandle, East Wall Junction, Howth Junction, Kilsheelan, Limerick Junction, Navan, Port Laoise, Rush and Lusk, Sallins and Naas, and Tara Mines.

DVD by Markle - Northern Ireland Railways Then and Now Volume 1
90 minutes, £16.95

This DVD collects together all the Northern Ireland Railways coverage from the first four editions of Irish Railway Review (IRR) series. It sets out to provide in one affordable video scenes taken on NIR from the 1970s to 2004. Features include, amongst other things:

From IRR1, (2001) - "The Larne Line" and "Antrim by Two Routes".

From IRR2, (2002) - Mossley Station, the "The Belfast Termini", featuring Queen's Quay, York Road and Great Victoria Street,

From IRR3, (2003) - The Lisburn to Antrim Closure and the Building of the Cross Harbour Link in Belfast, including a cab ride across the Dargan Bridge,

From IRR4, (2004) - Poyntzpass.

Rolling stock covered includes 80 and 450 class railcars, 111, 201, MV, DH and DL class locomotives, plus MED units and lots more.

If you already have the entire selection of Irish Railway Review DVDs from Number 1 to Number 4 you will already have all of this material. However, if you are interested in collecting all the NIR coverage on one DVD, then this is the one for you.

DVD by Markle - Northern Ireland Railways Then and Now Volume 2

90 minutes, £16.95

Volume 2 of NIR Then and Now is a compilation of the NIR coverage from 12 Markle videos. This time, as well as featuring trains in Northern Ireland, coverage has been extended to include NIR locos and rolling stock on CIE, IR and IE metals. Also featured is the Headhunters Barber Shop and Railway Museum in Enniskillen. The period covered is mostly 2004 to 2011, with some scenes going back to 1985

Rolling stock featured includes the 80 and 450 class Multiple Units, along with the more modern 3000 class. Also seen are the ex-Gatwick Express Mark 2 coaches. Locomotives include NIR's 111 and 201 classes.

Locations featured include Antrim, Athy, Ballinasloe, Ballinderry, Ballycarry, Ballymena, Ballymoney, Belfast Docks, Bray Head, Broomhedge, Carrick on Suir, Castlerock, Cobh, Downhill, Dundalk, Enniskillen, Glynn, Helen's Bay, Jordanstown, Knockmore, Limerick Junction, Lisburn, Maghermorne, Mallow, Marino, Maynooth, Moira, Muine Bheag, Templepatrick, Trooperslane, Trummery, Wellington Bridge, Whiteabbey Whitehead and Wicklow

DVD by Mike Beckett - Hibernian Steam Scene Volume 12

In widescreen format (16:9) but can be played in normal format (4:3), 53 minutes, £5

RPSI members who receive the Society's email bulletins will be familiar with the high standard of Mike Beckett's filming from the clips of our trains which he submits. The DVD covers trains run by the Society in 2011, including the July 10th and 31st Portrush Flyers hauled by WT class 2-6-4T Loco. No.4 plus the Portadown and Whitehead Santa trains hauled by class J15 Loco. No.186. There is coverage of a Whitehead to Dublin positioning train hauled by NIR GM Loco No.113 as well as some shots of NIR class 80 and 450 railcars in action. Both classes have since been withdrawn. The programme is rounded off with 2-6-0 No.461, resplendent in Great Southern and Western green livery, making a welcome return to traffic after a lengthy and thorough overhaul, on running in trips.

DVD by Mike Beckett - RPSI 2012 - a year of mainline steam in Northern Ireland

In widescreen format (16:9) but can be played in normal format (4:3), 105 minutes, £10

2012 was the year in which former Dublin, South Eastern Railway mogul 2-6-0 No.461 became operational on our trains, complemented, of course, by former Great Southern and Western Railway 0-6-0 No.186. The DVD covers the Rabbie Burns 'Haggis Special' (this one really captures the atmosphere of steam on a wet day), the Bangor Belle, Steam and Jazz trains, the Portrush Flyer (steam and diesel), and the Halloween and Santa Specials. If you travelled on any of these trains, you may well see yourself! The quality of the camera work and editing are well up to Mike's usual high standards. Most notable are his telephoto shots, which are rock steady, and the editing together of lineside and on train shots. To see a trailer for this DVD, log on to: <http://www.youtube.com/watch?v=fnDYBod-Aeg&hd=1>

DVD by Mike Beckett - RPSI 50 - 30 minute documentary on the first 50 years of the Society plus 72 minutes of extras and photo archive

Winner of the heritage Railway Association's 'Special Award for Broadcast materials'

In widescreen format (16:9) but can be played in normal format (4:3), 102 minutes, £10

Celebrate the 50th anniversary of the Railway Preservation Society of Ireland with this special DVD which explores the past, present and future of the Society.

The main feature on the DVD is a specially-commissioned 30-minute documentary telling the history of the RPSI, interviewing key figures and including rare archive footage and glimpses behind-the-scenes. There's also an additional 72 minutes of features:

- Archive films of early railtours
- Steam & Jazz 2013
- The return to traffic of No. 85 Merlin
- Whitehead Station Building Official Opening

- RPSI 50 Banner breaking ceremony o Additional interviews
- Over 70 photographs of early RPSI operations

Total running time: 1 hour 42 minutes

To see a trailer for this DVD, log on to: https://www.youtube.com/watch?v=mWMuRT7oQ_Q

DVD by Norman Campion - The Rail Donegal

57 minutes, £7

The Rail Donegal has been produced from previously unpublished colour cine film of the County Donegal Railways taken by Norman Campion. This is more than a series of shots of trains passing the camera. It portrays a whole way of life which has vanished as completely as the railway itself. The industries which provided the CDR with traffic - fishing, farming, carpet making, etc. - are all dealt with. In one sequence, a railcar stops at the Barnesmore Gap and passengers patiently wait while turf is manually loaded into a van. An immense amount of research has been carried out by Neil Tee, who narrates the commentary. There is effective use of the freeze frame technique to allow time for full explanations of what is going on. The Rail Donegal was sponsored by County Donegal Railway Restoration Ltd., an organisation which has established a wonderful museum in the former Donegal Town Station. Soon, they hope to start relaying a short section of track and some of the proceeds from this DVD will go towards that project.

DVD by VIDEO 125 - Ayr Line - Stranraer to Glasgow - Driver's Eye View 122

minutes, narrated by Paul Coia, £20.00

The 101 miles of railway between the former Ferry port of Stranraer and Glasgow Central is one of extreme contrast. For just over half that distance the line is of single track controlled by traditional mechanical signal boxes and electric tokens. The southern half of the line is so remote that our two-car class 156 Sprinter runs for 26 miles before reaching the first intermediate station at Barrhill. We traverse two passing loops in the process, the second of which at Glenwhilly is one of the remotest in the whole of the British Isles. From Ayr, the line becomes an electrified double track for the next 40 miles into Glasgow. The contrast between the Victorian signalling and state of the art computer control inside the West of Scotland Signalling Centre at Cowlaers could hardly be greater. As well as seeing this fascinating and scenic line from the cab and signal boxes, we also see the lie of the land from the air on board a helicopter. Filmed throughout in high definition for superb picture quality.

DVD by VIDEO 125 - Belfast to Londonderry - Driver's Eye View

130 minutes, narrated by Eamonn Holmes, £19.95

A C3000 CAF DMU takes us on a journey over Northern Ireland's longest railway (96¼ miles). We start at Belfast's Great Victoria Street Station reopened in 1995 and subsequently allowing all lines to converge for the first time. After Belfast Central our train climbs up and over the new multi-million pound cross harbour-link which was the catalyst for the metamorphosis of Northern Ireland's rail network. Shortly after passing York Road depot, the Larne Harbour line branches off and we continue on the new 90mph recently reinstated line to Antrim. From there we reach the populous towns of Ballymena, Ballymoney and Coleraine. Now follows the most scenic section from Coleraine to Derry running via the semaphore signalled Castlerock Station and through the atmospheric Castlerock tunnels beside the Atlantic Ocean. Further coastal running brings us into Londonderry along the banks of the River Foyle. We then jump back to Coleraine where we board a classic 450 class DEMU ('Thumper') for a trip along the 5¾ mile branch line to the popular seaside town of Portrush. Finally we take a brief look at the Bushmills and Giant's Causeway steam railway. As usual, much of the history of the various lines is included. Narration is by Belfast-born television personality Eamonn Holmes.

DVD by VIDEO 125 - Dublin to Belfast - Driver's Eye View

110 minutes, narrated by Henry Kelly, £19.95

The Dublin to Belfast route is 113½ miles long. Our journey begins at Dublin's Connolly Station. For the first few miles we proceed through the rapidly re-generating suburbs under the wires of the Dublin Area Rapid Transit. At Malahide we leave the wires behind us as our

train runs over a magnificent causeway and alongside the sea at Skerries. Drogheda is the first stop. Back in 1845 trains could go no further until the wide River Boyne was bridged by a large viaduct completed a whole ten years later. Now you can see the box girder viaduct from the cab. The next stop is Dundalk, following which we face a similar long drag to that on the Settle and Carlisle line in England. Now we cross the border into Northern Ireland calling first at Newry. Immediately beyond the utilitarian station we cross Craigmore viaduct - Ireland's highest. The scenery is no less spectacular as the line falls and goes through Poyntzpass. The final intermediate stop is at Portadown, now we have a free run all the way into Belfast Central. This is a route of great interest with double line throughout. Our 90 mile an hour express was filmed mostly in sunshine. Much of the history of this interesting and scenic route is related by Henry Kelly.

DVD by VIDEO 125 - Dublin to Cork - Driver's Eye View

110 minutes, narrated by Henry Kelly, £19.95

Now you can see the route for yourself, travelling aboard a General Motors' class 201 diesel locomotive heading the 10.00 Heuston to Cork.

The train is scheduled to cover the 165 miles between the Capital and Ireland's second city in 2 hours 50 minutes, running at speeds of up to 100 miles an hour and calling at just three intermediate stations en route Thurles being the first, a distance of 86 miles. At the rear of our train is a streamlined driving trailer - literally the sharp end of investment in new Intercity rolling stock.

Ireland's premier line was built by the Great Southern and Western Railway in stages from 1846 and is of double track throughout.

Dubliner Henry Kelly delivers the historical and contemporary narration.

Multiple cameras follow the progress of our train from within the cab, the trackside, stations and even the CTC Central Traffic Control centre at Connolly.

DVD by VIDEO 125 - Dublin to Sligo - Driver's Eye View

114 minute DVD, narrated by Henry Kelly, £19.95

In 2004, trains on the Intercity route from Dublin to Sligo were still hauled by diesel locomotives. However, 2004 is destined to be their penultimate year of operation before route modernisation and the inauguration of DMU traction. Bearing this in mind and the popularity of the Rosslare DEV produced last year, Irish Rail invited Video 125 back to record this classic line before the changes take place.

Our train of Mk 2 coaches - hauled by class 071 locomotive 088, starts its journey in one of the terminal platforms at Dublin's Connolly Station. The line follows the course of the Royal Canal most of the way to Mullingar - the railway having actually purchased the canal before building the line.

After leaving the western suburbs of the capital, the line is controlled by time-honoured electric key token block sections and semaphore signalling. Many level crossing gates are still opened and shut by hand. As well as seeing this scenic line from the driver's cab, there are the usual trackside shots, shots of the drivers at work, shots of the signalmen at work and aerial shots taken from a helicopter accompanying our train all the way to the west coast town of Sligo.

DVD by VIDEO 125 - Rosslare to Dublin - Driver's Eye View

106 minute DVD, narrated by Jon Slattery, £19.95

This is one of the most interesting and spectacular routes running up the east coast from Rosslare Europort to Dublin Connolly. After running round its train, our class 071 diesel sets off with a rake of Mk 2 coaches. At first the line skirts the coastline alongside the Irish Sea. At Wexford our train slows to walking pace as it traverses the long streetrunning section next to the harbour. Turning inland, the line follows the course of the River Slaney offering up further magnificent views from the cab. There are only three trains a day on this route and we pass one of them at Enniscorthy. At Wicklow we are back on the coast for a high speed section on long welded track. The overhead wire heralds the start of the Dublin Area Rapid Transit (DART) at Greystones. Soon we encounter the most difficult section to build, at Bray Head. Here the much-photographed tunnels cling on to the side of the sheer rockface. Photographers rarely get the chance to see the tunnels from the driving cab let alone from a helicopter flying alongside. Running through Dun Laoghaire (Dun Leary) the Irish equivalent of the Cote D'Azur, we enter the Dublin conurbation. This was the very first railway in Ireland, dating from 1834. Half a dozen or so level crossings close for our

passage before we pass through Dublin Pearse station, the original southern terminus, and arrive at Connolly Station in the heart of Ireland's capital. Filmed in the summer of 2003 with the generous co-operation of Irish Rail.

DVD by VIDEO 125 - The Western Corridor - Waterford to Galway - Driver's Eye View 155 minutes, narrated by Henry Kelly, £20.00

The catalyst for this Driver's eye view was the relaying and reopening of the Western Rail Corridor from Ennis to Galway in 2010, enabling passengers to travel all the way from Waterford in southern Ireland to Galway in the north west with two changes. We travel on these three trains in the drivers' cabs. All three are formed of 2-car 2700 DMUs. Train 1 starts out from Waterford beneath the only elevated signal box still in use in Ireland. We then diverge onto the Limerick Junction branch which takes us over dozens of manually operated level crossings and through stations with traditional block semaphore signaling - a genuine time warp if ever there was one. At Limerick Junction we cross the Dublin to Cork main line on Ireland's only surviving flat crossing before changing ends and reversing into the station. We see inside the following signal boxes: Waterford Central (elevated) Waterford West, Carrick on Suir, Clonmel and Limerick Junction. Make sure you don't miss this train by the way, the next is in six hour's time!

Train 2 is the Limerick shuttle, taking us non-stop from Limerick Junction to Limerick City itself. Part of this route is controlled by the Central Traffic Control at Dublin and we take a look inside this as well as seeing Dromkeen manually operated level crossing. Train 3 Our final 2-car 2700 begins at Limerick Colbert station and takes us over the route we have just traversed for just under a mile before beginning a large 180 degree turn towards Ennis. There we join the newly revived Western Corridor signaled from Athlone, the signal centre of which we also visit. At Athenry, we join the Dublin to Galway Intercity main line. Reversing in the platform, we now sprint non-stop to the West Coast terminus at speeds up to 70 miles an hour.

Our entire trip from Waterford to Galway is followed by a helicopter, showing us the train and the terrain. Such attractive rural scenery shouldn't be missed, so, unusually, this Driver's eye view runs for over 2½ hours - 'though still at the standard price!

Dark Days and Brighter Days for Northern Ireland Railways by Edwin McMillan
Paperback, 26 x 21 cm, 103 colour and 48 b&w photos, 288 pages, £18.00

The railway system that makes up Northern Ireland Railways was formed in 1967 and remains open to this day despite threats of closure and the devastating effects of the 'Troubles'. This new book records its history through the eyes of the author, an NIR employee for 40 years.

With interesting stories and much first-hand detail, this volume recounts the frequent dark days on this small network. On many occasions throughout the 'Troubles' there was disruption to train services; buildings and infrastructure were targeted; rolling stock destroyed; and passengers and staff were killed and injured. However, railway staff, including the author himself, had a determination to keep services running, many putting their lives at risk in the process.

On the brighter side, and through all adversity, Belfast Central Railway was re-opened; the Cross-Harbour Rail Link was constructed; railway routes and stations were re-opened; relaying of track continued; new stations were built; and new generations of trains were brought onto the railway.

Documented in detail, and featuring a comprehensive and unique timeline of incidents during the 'Troubles', this record of NIR is illustrated with many images from the author's own personal collection.

Farewell the Derry Road by Eric Challoner
Paperback, 26 x 21 cm, 35 colour and 177 b&w photos, 160 pages, £18.00

The 'Derry Road' was the 75 mile Great Northern Railway route between Portadown and Londonderry. It was a busy railway, serving the major towns of Dungannon, Omagh, Newtown Stewart and Strabane, and many smaller places in between. In its heyday it provided a vital link between Dublin and Counties Donegal, Londonderry and Tyrone. The line was opened in stages between 1847 and 1861 and closed on 14 February 1965. The 'Derry Road' carried heavy traffic in both passengers and goods. To the very end, there were two nightly goods trains in each direction, echoing through the Tyrone hills in the hours of darkness and reminding country folk that, even as they slept, the railway was working on. In daylight

hours comfortable restaurant car expresses carried passengers to Belfast and Dublin and back again. The closure in 1965 was against the wishes of the passengers and local population. It was a political decision by a government that was pursuing a road-based public transport policy. Indeed, it has been claimed that if the line had lasted just another year it would still be open and would be thriving. The author, Eric Challoner, is from Shropshire but has roots in the Pomeroy area and knew the line well. His book is essentially a tribute to a much-loved railway, rather than a detailed history. His evocative account of the last journey to Belfast will bring tears to the readers' eyes

Fermanagh's Railways - Second Edition by Charles Friel and Norman Johnston Paperback, 26 x 21 cm, 250 b&w photos, 176 pages, £18.00

Colourpoint Books has launched the second edition of this highly successful book which first appeared in early 1998. Fermanagh's Railways is a tribute in words and pictures by two railway enthusiasts who have personal associations with the county and its railways; Charles Friel was born in Enniskillen and Norman Johnston is the grandson of a Maguiresbridge station master. Like its predecessor, the new book opens with both authors setting the scene with their personal reminiscences. Following an outline of the history of railways in Fermanagh, the bulk of the book is devoted to a detailed journey from Clones through Enniskillen to Bundoran, with a visit to that part of the Clogher Valley in Fermanagh. Included too is coverage of the Sligo, Leitrim and Northern Counties between Enniskillen and Belcoo. There is a track diagram for every station along with several pictures, each with its own lengthy caption. And the new book is not just about trains. The authors have included 17 pictures of the bus services provided in the county by the GNR and the SLNCR as well as the Enniskillen's own Erne Bus Company, better known as Cassidy's buses. The new edition also has increased coverage of the events that led to the closure, the happenings on the last day itself and the aftermath of closure. And the good news is that the story is not over yet! The final part of the book covers the restorations at Belcoo and Brookeborough as well as the various events that have brought railway men and women together to mark the closure anniversaries in recent years. Both the text and the extended photo captions include a lot of information that has only recently come to hand. The new edition has 21 maps and diagrams and an amazing 250 pictures packed into its 176 pages. Many fascinating photographs have also surfaced in recent years and no fewer than 88 of them are being published here for the first time! The new edition will help the enthusiast and layperson alike have a greater insight into the stations, the trains and the people of the railway age in Fermanagh - whether they have been there or not. The new edition has a larger page size than before and the quality of paper has improved too.

Fishguard & Rosslare Railways & Harbours Company by Ernie Shepherd
Paperback, 26 x 21 cm, 109 b&w photos, 22 maps and diagrams, 288 pages, £20

Ask the average person in Ireland, or even the average railway enthusiast, how many companies own railways in the country and you can be almost certain that they will not make any mention of a Company which still technically owns the line from a point just south of Wexford Station to Rosslare Harbour a distance of some ten miles, and, although currently having no passenger service, the line between Rosslare Strand and Waterford; this is the Fishguard & Rosslare Railways & Harbours Company (F&RR&H).

At the height of its existence, the Company owned a total of 104 miles of track in Ireland as well as just short of a mile of line at Fishguard Harbour. The Company is now jointly owned by Irish Rail and Stena and board meetings are still held once a year, attended by representatives of both organisations. When the author began his research into the history of this Company, he was of the view that there would be little to record, bearing in mind the comparatively short mileage and the fact that the Company has only been in existence for a little over 100 years, but as time has gone by it has become patently obvious that the history of the F&RR&H is a complicated one, full of interest and, at times, intrigue. To do full justice to the story, it has been found necessary to broaden the research beyond the actual Fishguard Company. For example, on the Irish side it has been necessary to begin the story with Brunel's original schemes for railways connecting Dublin with Waterford and the latter city with Cork. On the Welsh side, the original South Wales Railway played an important part in the story, as did the line from Clynderwen through the Preseli Mountains to Fishguard. Many years of research by author Ernie Shepherd have produced this first history of the Company including some 109 images, most previously unpublished.

From The Wilds Of Donegal - a Photographic Tribute to the County Donegal Railways inc. the Glenties Branch by John Piercy
Paperback, 26 x 21 cm, 58 b&w photos, 3 maps and diagrams, 78 pages, £12

This book features photographs taken by the author on the last day of operation of the fondly remembered 'Wee Donegal' on 31-12-1959, supplemented by pictures from other sources. These portray the Company's famous mixture of steam traction and early diesel railcars. The atmosphere of the system is captured by reprints of tickets, timetables, and Excursion Arrangements hand bills. One of the latter assures potential travellers that 'Pleasure Parties' can be accommodated at Rossnowlagh. The arrangements for extra trains on monthly Fair Days show how the County Donegal tried to tap every source of traffic. The book is published by the Shalom Habakkuk Trust and proceeds go to help disabled Holocaust survivors.

GNR(I) 1944 Classification of Coaching Stock edited by Stephen Rafferty Paperback, 330 x 21 cm, 34 pages, £5.00

This booklet has been produced by the 'Syndicate' - a group of Irish enthusiasts based in South East England. Part One of the booklet is a reproduction of a 1944 GNR(I) document giving details of all current coaching stock including guards' brakes, mail and parcel vans, rail motor vehicles and rail buses. Part Two is a supplement which brings the story up to date. It lists coaches built or acquired since 1944, diesel railcars and multiple units. It gives details of the withdrawal of all units, including those which have been preserved. This publication is packed with information and it makes for fascinating reading for anyone with an interest in the GNR(I)

Great Northern Railway (Ireland) by Dr.E.M.Patterson
Paperback, 21 x 15 cm, 190 b&w photos, 240 pages, £14.95.

The Great Northern Railway of Ireland, maintained an independent existence for 77 years, much of that time prosperously established as the second largest and certainly the most enterprising of the Irish railway systems. Springing from the need to link Dublin and Belfast by rail, the Great Northern was the result of amalgamation of numerous smaller companies. The system began in the mid-1830s. Ireland's population had by then risen to more than eight million, and it was increasing. Dublin was the capital and the only considerable city, but Belfast had embarked on industrialisation and was growing at a phenomenal rate. Between the two places the best means of communication was by coach, a 100 mile journey over rough roads. It took longer indeed to travel between Dublin and Belfast than it did to cross from either in a small vessel to the port of Liverpool. Perhaps because no gathering of company promoters could be assembled who would agree on such a far-sighted railway policy, the Dublin-Belfast link had to be forged piecemeal. Rail access to Londonderry was similarly done in stages. Between these routes, the Ulster Railway had reached Clones, which was already on the course of the Dundalk & Enniskillen Railway. Secondary and branch lines were supplementing these main routes. Amalgamation of the four main line companies of the area took place in 1875-6. The disaster of the Potato Famine initiated wholesale emigration from Ireland, and in the course of a century the population shrank by half. So it was that the Great Northern, was presented with the difficulty of paying its way. In spite of this the Great Northern was at its most prosperous in the 30 years or so preceding World War I. The political and technical changes which followed that conflict produced a rapid change in fortunes: the political division of Ireland, civil war, tariff restrictions, and above all the development of road transport, all reacted against the Great Northern. Falling receipts and soaring operating costs brought the company to its knees shortly after the end of World War II. Five years of shared nationalisation followed, during which much of the system suffered closures. In 1958 what was left was divided and administered thereafter by the Ulster Transport Authority and by Coras Iompair Eireann. First published in 1962, in this new edition of The Great Northern Railway (Ireland) Dr Patterson's text remains largely unaltered, except where more recent research has revealed new data. The book is now illustrated throughout with 190 photographs and maps. Appendix One (List of Stations and Halts) has been significantly revised and updated. No attempt has been made to include a history of the former GNR(I) lines under UTA/NIR/CIE/IE auspices.

Irish Railway Rambler colour album by Michael McMahon
Paperback, 28 x 21 cm, 310 colour photos, 176 pages, £16.00

This is a personal photographic memoir drawn from three decades of observation, starting in 1975, during what are now regarded as the "museum years" of post-steam Irish Railways. This period of great change saw the traditional infrastructure of mechanical signalling, travelling post offices, steam heating, goods services, and 19th Century station buildings etc. progressively give way to the utilitarian, electronic era. Train formations and their operation also changed beyond recognition as the locomotive and carriage combination was replaced by modern, anonymous multiple unit operation.

The author was uniquely positioned to witness the closing years before regeneration changed so much. His early photographic locations were limited to stations and the line-side but he later made extensive use of Rail Runabout, Rover and Rambler tickets. Later he enjoyed the rare privilege of all Ireland footplate passes, leading to an estimated 80,000 miles of footplate travel between 1982 and 1995, an achievement that is probably, and will remain unique in the annals of Irish Railway enthusiasm.

During these wanderings Michael met and made friends with innumerable railwaymen at stations, on trains and in signal cabins, exchanging news and views, and listening to stories from times past. These selected 230 images from his immense collection are a fitting tribute to the railwaymen and the railway of a bygone age, and to the fellow rail enthusiasts who so willingly helped along the way.

Ireland's Narrow Gauge Railways - a Reference Handbook by Joe Begley and Steve Flanders
Paperback, 21 x 15 cm, 58 b&w photos, 160 pages, £12.95

This book could be subtitled: 'Everything you want to know about the Irish Narrow Gauge', eg. from 1920 to 1923, there were 562 miles of Irish narrow gauge railway. A chapter is devoted to the history of each of the 18 narrow gauge companies, along with tables of dimensions of the locomotives and rolling stock. Each chapter concludes with a chronology and a table of distances showing route mileage. The book is illustrated with photographs from the collections of Richard Casserley, R.W. Kidner, John Langford, R.W. Rush and W.A. Camwell. The appendices include the narrow gauge mileage from 1875 to 1961, where to find rolling stock diagrams (useful for modellers), and a comprehensive bibliography which includes books and magazines. To say that this book is packed with information would be an understatement. The authors intend to donate their royalties to the restoration of County Donegal Railways class 5 locomotive "Drumbo" (currently at Whitehead) to full steaming condition.

Irish Railways 2014 by the Inter City Railway Society

Paperback with twin ring wire binding, 21x 15 cm, 3 colour photos, 64 pages, £6.00

REDUCED FROM £8.99 This

publication contains details of locomotives, diesel and electric units, industrial locos, coaching stock and light rail currently in and out of use on railway networks in the Republic of Ireland (Eire) and Northern Ireland.

Also included in this Edition are extant wagons belonging to Iarnrod Eireann. These are listed in number form only. Details known of conversions/specific usage are shown in the headings.

For ease of reference, in the Locomotive section, all locos, regardless of status (Operational, Stored, Preserved or Privately Owned), are listed in one section.

Entries are made as follows:

Number - Details - Owner - Livery - Operator - Status - Depot - Previous Numbers - Name

Irish Traction In Colour by Derek Huntriss.

Hardback, 30 x 22 cm, 176 colour photos, 96 pages, £12.00, *reduced from £19.99.*

As in Great Britain, the period from the mid-1950s onwards saw considerable changes to the railways of Ireland with contraction seeing, for example, the demise of the final narrow gauge lines and the complexities of the division of the Ireland leading to the closure of the bulk of the erstwhile GNR(I) network. It was also a period that witnessed the final elimination of main line steam in both the Republic and Northern Ireland, although the latter retained steam for longer than the rest of the United Kingdom, as diesel traction was introduced. Initially many of the new locomotives and diesel-units delivered for use on

Ireland's network were built in Britain but increasingly overseas manufacturers, most notably General Motors, came to dominate, particularly with CIE.

In this title Derek Huntriss reflects the changes in Irish traction between the mid-1950s and the early 1980s, encompassing the last steam operations and the career of the first generation of Irish diesel locomotives. During these years Ireland acted as a magnet for many of the leading railway photographers from Britain and the book draws upon these collections to provide images covering railways in both the Republic and Northern Ireland.

LMS in Ireland by Mark Kennedy

Paperback, 28 x 22 cm, 250 b&w photos, 96 pages, £8.00, was £12.99

On its formation in 1923, the LMS inherited extensive interests in Ireland. This pictorial survey explores the many aspects of the LMS including road services, shipping, railway air services, the effects of the Second World War, the efforts of the NCC to develop tourism in the area it served and what became of the lines following the nationalisation of Britain's railways in 1948. Many photographs are published for the first time from the archives of the Ulster Folk & Transport Museum

Locomotive Compendium Ireland by Colin Boocock

Hardback. 30 x 22 cm, 6 maps, 136 b&w and 71 colour photos, 128 pages, £15.00, was £19.99

A survey of every class of steam and diesel locomotive, standard and narrow gauge, that has worked on the public railways in Ireland since 1949, excluding multiple units, industrial railways and pleasure railways. Each locomotive design is examined along with any significant differences between engines within each class. Locomotive dimensions, use and operating history are also included making this a valuable reference source for all interested in Irish Railways.

Locomotive Prints by Richard Armstrong. £10 each or all 6 for £50

These A4 size, super detail colour prints, by our member Richard Armstrong, are printed on 350gm silk board. The subjects of the prints are:

- 1) GNR(I) 4-4-0 No. 85 'Merlin in blue livery
- 2) GNR(I) 4-4-0 No. 171 'Slieve Gullion' in blue livery
- 3) GS&WR 0-6-0 No. 186 in green livery
- 4) GS&WR 0-6-0 No. 186 in grey livery
- 5) GSR 2-6-0 No. 461 in green livery
- 6) American wood burning 4-6-0 locomotive

Note that these prints are also available in A3 size. For more details, contact Richard at rgarmstrong@hotmail.co.uk

Locomotives of the Great Southern Railways by Jeremy Clements and Michael McMahon Hardback, 28 x 21 cm, 350 B&W photos, 384 pages, £35.00

This is a long overdue and detailed study of the locomotives of the Great Southern Railways of Ireland, which was the largest of the major Irish railways. It has been thoroughly researched by Jeremy Clements and Michael McMahon, using the archives of the Irish Railway Record Society in Dublin.

The scope of the book includes all locomotives inherited by the GSR in 1924, broad and narrow gauge, described on a class by class basis, including the pre-1924 history of each engine. This is followed by the details of all locomotives built or acquired between 1924 and 1944 and their subsequent fate under CIÉ.

As well as steam locomotives, the book covers GSR steam and petrol railcars, and the unique Drumm electric trains. The book's chapter headings are:

- 1 Twenty difficult years
- 2 Motive power development
- 3 Classes, numbers and names
- 4 Locomotives of the Great Southern and Western Railway
- 5 Locomotives of the Dublin, South Eastern Railway
- 6 Locomotives of the Cork Bandon and South Coast Railway and the minor companies
- 7 Locomotives of the Midland Great Western Railway

- 8 Locomotives of the narrow gauge
- 9 Locomotives of the transitional period 10 Great Southern Railways' locomotives
- 11 Tenders
- 12 Other motive power
- 13 The fuel saga
- 14 Aftermath

Locomotives of the LMS NCC and their Predecessors by W.T.Scott
 Hardback, 28 x 21 cm, 250 B&W photos, 192 pages, £25.00

A detailed history of locomotives OF THE LMS NCC (London, Midland and Scottish Railway Northern Counties Committee) has been long overdue and the task has been ably undertaken by locomotive historian and NCC enthusiast Bill Scott. The NCC extended from its headquarters at Belfast York Road to Larne, Ballycastle, Portrush, Londonderry, Dungiven and Cookstown. Starting in 1848, this detailed work covers the early engines operated by the constituents of the BNCR (Belfast and Northern Counties Railway), which was formed by an amalgamation of smaller companies in 1861, through to purchase by the Midland Railway in 1903. Takeover by the LMS in 1923 led to the appearance of crimson lake locomotives in Northern Ireland and to modern classes such as the outside cylinder W class 2-6-0s and the WT class 2-6-4Ts. Some of the WT class (by then owned by Northern Ireland Railways) had the distinction of being the last steam locomotives in use in the British Isles when the Magheramorne to Belfast "Spoil Contact" finished in 1970. The book's chapter headings are :

- 1 Pre-BNCR Days
- 2 Early years of the BNCR 1861-76
- 3 Bowman Malcolm: The early Years
- 4 The Compound Years
- 5 The A Class
- 6 Life under the Midland: 1903-23
- 7 Wind of Change: The LMS
- 8 Malcolm Speir and the Moguls
- 9 The Jeeps
- 10 The Visitors (Jintie, Sligo Tanks, etc)
- 11 The Narrow Gauge
- 12 Diesel Traction on the NCC
- 13 NCC Steam in preservation
- Appendix 1 Liveries
- Appendix 2 Engine Headlamps
- Appendix 3 Gradients and Enginemen on the NCC
- Appendix 4 Locomotive Weight Distribution Diagrams
- Appendix 5 NCC Maximum Load Tables 1896 and 1938

All chapters contain tables giving dimensions of each class and details of individual locomotive histories.

Parting Shot - railway photographs from 1964 to 1973 by Norman Johnston
 Paperback, 26 x 21 cm, 198 colour & 37 b&w photos, 160 pages, £16.00

Norman Johnston is widely regarded as one of Ireland's foremost railway historians, who has meticulously photographed and recorded the changing world of Irish railways from the early 1960s.

This book draws from his remarkable collection and showcases some of what Norman regarded as the best, most interesting and significant images that he took during the pivotal period between 1964 and 1973. The pictures are presented in roughly chronological order and include some CIÉ as well as UTA and NIR. All are accompanied by extended captions filled with detail, anecdotes and personal reflection.

Norman began writing the book during the last two months of his life, completing the manuscript just seven days before his death on 31 August 2014. This book is both a fascinating record of Irish railways during this formative period, and a fitting tribute to a man who has contributed much to both the transport heritage scene and the lives of those who knew him.

The book is published by Colourpoint Books, the company which Norman founded in conjunction with his wife, Sheila, and which contributed so much to our knowledge of Irish railways in

terms of books published. Norman's sons, Malcolm and Wesley, now run the business and continue to publish books of railway and transport interest.

Rails around Belfast - an Irish Railway Pictorial by Andrew Crockart & Jack Patience
Paperback, 28 x 22 cm, 200 b&w photos, 80 pages, £8.00, *reduced from £13.99*

A nostalgic look back to the extensive railway network around Belfast covering the period from the 1930s to the end of steam traction in the early 1970s. This pictorial album presents many previously unpublished photographs and concentrates on an area centred on Belfast and out to Lisburn, Antrim, Carrickfergus, Newtownards and Bangor. A section also features the trams that once graced the streets of the city providing street scenes of a bygone age. Quality photos and informative captions combine to make this an attractive addition to the series.

Rails through the West -Limerick to Sligo by Jonathan Beaumont and Barry Carse
Paperback, 28 x 21 cm, 156 colour and 13 b&w photos, 1 map, 4 track plans, 144 pages, £16.00

This pictorial album, illustrated mainly in colour from the 1960s to the present, is a portrait of the Limerick to Sligo railway line in its Indian Summer. The Athenry to Galway plus the Claremorris to Ballina lines are also included. The colour photography of Barry Carse allows the line to come to life on these pages reviving memories of locomotive hauled passenger trains, loose coupled freights, sugar beet specials, pilgrim trains to Claremorris for Knock, and traditional semaphore signaling. Now, at the end of the first decade of the 21st Century, a century after the GSWR took over the line's operation, the Western Rail Corridor, as it is often identified, is coming back to life. At the south end (Limerick to Athenry), a busy and well used passenger service operates with modern trains over well maintained track; in the middle (Athenry to Claremorris), renewal work is planned, and at the northern end (Claremorris to Sligo), all is quiet, save for the birds in the trees which grow between the rails.

Rails through North Kerry - Limerick to Tralee and Branches by Jonathan Beaumont and Barry Carse. Paperback, 28 x 21 cm, 156 colour and 22 b&w photos, 1 map, 2 track plans, 144 pages, £16.00

A scenic, pictorial journey along the meandering railway route known as the 'North Kerry' line which carried traffic between Limerick City and Tralee through beautiful countryside. Illustrating the twilight years of these lines from 1955 onwards, it depicts scenes rarely covered by enthusiasts and provides a picture of an interesting, but hitherto sparsely documented network.

In addition to the main route, and using primarily colour photography, the book also explores the adjacent branch lines of: Limerick to Castlemungret; The Croom Branch, Patrickswell to Charleville; Ballingrane to Foynes; Tralee to Fenit Pier; and Gortatlea to Castleisland.

There are photographs from a number of contributors, but mainly Barry Carse's own extensive collection. Goods traffic thrived through the 1950s and on into the 1970s as the regular passenger trains breathed their last. Images of the special passenger trains for events like Listowel Races, Knock Pilgrimages, and GAA events are also included.

Today, parts of the route have found a new lease of life - many of the stations have been put to use as private residences and the highly successful Great Southern Trail has brought cyclists, hitch hikers and tourists into this beautiful area.

Rails to Achill - a West of Ireland Branch Line by Jonathan Beaumont
Paperback, 21 x 15 cm, 130 b&w photos, 25 drawings, 160 pages, £10.95

If you travel from Westport in the west of Ireland through Newport and Mulrany to Achill Sound today, here and there you will see overgrown sections of railway embankment, bridges and a couple of tunnels, as well as the magnificent stone viaduct across the river in Newport. These are the surviving remnants of the old Achill line - a branch line built at the close of the 19th century to help develop the area and link it with the outside world. The promoters of the line had high hopes for its future, and the railway was opened to the public in several sections in 1894/5. It proved to be a great social and economic asset to this area of County Mayo, but traffic never consistently reached the levels originally anticipated, and as a result the line was not profitable for much of the year. Development of road traffic in the 1930s sealed the fate of the rails to Achill, and the last train ran

in the autumn of 1937 - a mere 42 years after the line had opened. Since then, trains have operated from Dublin just as far as Westport, which is now the railhead for the area. The track onwards to Achill was dismantled in 1938. Today, the remaining stone and earthworks, along with the old railway station buildings at Newport, Mulrany and Achill Sound stand in mute testimony to the line; the local businessmen who promoted it, the builders, and the people who used it. The course of the line is still very identifiable for most of its length, despite over 60 years having elapsed since the last train ran. Here and there, parts of it have a new use now. The viaduct in Newport is a beautifully restored prominent local landmark with a path along the top, giving the visitor a glimpse of the spectacular views that were possible from the train. Newport goods shed is now a small chapel, while Achill station has become a guesthouse. This is the story of the 'Achill Railway' - described by travellers at the turn of the 20th century as 'one of the most scenic railway journeys in these Islands'

Railways of Ireland by Charles Winchester

Paperback, 24 x 18 cm, 21 colour and 73 b&w photos, 6 maps, 96 pages, £14.99

The text of this book, which is published in connection with 2014 being the 180th anniversary of Irish Railways, comes from a series of articles written by Clarence Winchester for the weekly publication 'Railway Wonders of the World' during 1935 and 1936. The earliest days of railways in Ireland are described, followed by 'The Largest System' (Great Southern Railways), 'A Frontier Line' (Great Northern Railway [Ireland]), 'Rail Omnibus Service' and the 'North Atlantic Express'. The final 16 pages are a reprint of the 1935 Great Southern Railways 'Ireland: Gem of the Sea' guidebook for tourists. This book is notable for the high quality of reproduction of various railway companies' colour posters. One of these describes Ireland as 'Land of Eternal Youth' - if only!

RPSI Greetings Cards: set of 4 with envelopes - message space blank, 10.5 x 15 cm, £10

With the message space left blank, these cards can be used for most occasions by writing your own message - birthdays, wedding acceptance, party invitations, etc. The illustrations on the cards which are from oil paintings by Richard Armstrong are as follows:

85 Enterprise

A Print of the Ulster folk & Transport Museum owned Locomotive "Merlin" which is on long term loan to the Railway Preservation Society of Ireland. on the 12th October 2012 with a "Steam Enterprise" to Dublin.

I'm Free

A Print of the Ulster folk & Transport Museum owned Locomotive "Merlin" which is on long term loan to the Railway Preservation Society of Ireland nearing completion of her overhaul. The painting was from a photograph by Mike Beckett on the 5th December 2013 and given the name "I'm Free".

Peek-a-Boo

A Print of the Ulster folk & Transport Museum owned Locomotive "Merlin" which is on long term loan to the Railway Preservation Society of Ireland nearing completion of her overhaul. The painting was from a photograph taken by R Armstrong on the 25th June 2013 and given the name "Peek-a Boo".

171 at Connolly

A print of the Railway Preservation Society of Ireland owned Locomotive No.171 "Slieve Gullion" at Connolly Station, Dublin on the 13th May 1984 as part of the "Galway Bay" railtour returning to Belfast.

RPSI car sticker/book marker 4 cm x 29 cm, £2.00

Locomotives No.85 'Merlin' and No.171 'Slieve Gullion', both in Great Northern Railway (Ireland) blue livery, face each other against a yellow background.

Shifting The Stout, the Guinness Brewery, Dublin, its narrow gauge railway system and other transport by Paul Webb

Paperback, 30 x 21 cm, 59 b&w photos, 1 map, 12 pages of drawings, 68 pages, £8.50

This book is packed with information about the transport systems associated with the Guinness Brewery in Dublin, such as the narrow gauge spiral tunnel within the brewery or the Guinness river barge which made it all the way to Scapa Flow under its own steam! The book chapters are:

- 1) Brewing in Dublin and Ireland
- 2) The enlargement of the brewery and the coming of the railway
- 3) Permanent way
- 4) Narrow gauge locomotives
- 5) Narrow gauge rolling stock
- 6) Converter wagons
- 7) Broad gauge locomotives
- 8) Road transport
- 9) Canal boats
- 10) Ships
- 11) Drawings of the locomotives and rolling stock

The brewery had 24 steam and 12 diesel narrow gauge (1'10") locomotives, plus 1 petrol, 2 steam and 1 diesel broad gauge (5'3") locomotives. 0-4-0ST No.3BG 'Guinness' was the first locomotive to be acquired by the recently formed Railway Preservation Society of Ireland when it was donated by Guinness in 1965.

Sligo, Leitrim and Northern Counties Railway by Neil Sprinks

Paperback, 28 x 22 cm, 180 b&w photos, 2 maps, 80 pages, £12.99

The SL&NCR was a unique railway, being the last in the British Isles to retain its independence. It retained many other characteristics, including its locomotives being known by name only, never carrying numbers. Closed in 1957, this superb photographic collection covers the delights of this Irish railway during its last 20 years of operation with a look at its history and with detailed expansive captions.

Steaming in Three Centuries - the Story of the 101 Class Locomotives of the Great Southern and Western Railway by Irwin Pryce and Leslie McAllister

Paperback, 25 x 17 cm, 32 colour photos, 200 b&w photos, 6 drawings, 102 pages, £8.00

Was £12.95 The

World's oldest main line locomotive? Built in 1879, No.186 is running today in her 127th year. This is her story and that of her remarkable sisters.

The 119 goods locomotives of the '101' Class of the Great Southern and Western Railway were Ireland's most numerous locomotive type and hold a special place in the worldwide railway scene, as one of them has seen service in *three centuries*, hence the title!

For the first time ever, illustrations of over a hundred different locomotives of the type are brought together within the covers of a book, an achievement unlikely to be repeated. See the class at work throughout Ireland, literally "from Derry to Kerry" and from Portrush to Valencia Harbour. Although originally conceived as goods locomotives, they are shown on all kinds of other work - from assisting mainline expresses, through branch-line passenger trains to more lowly (but necessary) tasks such as shunting.

This is the story of an Irish locomotive but full of names familiar to railway enthusiasts on both sides of the Irish Sea, such as Alexander McDonnell, Sir John Aspinall, Henry Ivatt and Robert Coey. Richard Maunsell and Oliver Bulleid get a mention, for they, too, were Inchicore men in their time.

The text reminds the reader of the inherent strengths of the six-wheeled steam locomotive, which like today's "4x4" is powered on all its wheels and could go anywhere and do (almost) anything. The story continues by tracing the '101' class from inception on the drawing boards of Beyer Peacock in Manchester in the 1860s; through much further development over a period of forty years by a series of eminent engineers at Inchicore. Retired Waterford

driver, Jack O'Neill, tells of his experiences driving and firing them; while a former deputy chief engineer evaluates them as an asset to the CIE of his day. For the more-technically-minded, the genesis and development of the class are fully covered and the locomotives are compared in detail to a similar type built for the Midland Great Western Railway. There is also a short description of their ill-starred cousins, the '700' and '710' classes, built in the twentieth century. The story concludes with the remarkable second life for two of the type preserved by the Railway Preservation Society of Ireland and in particular the recent restoration, after nearly twenty years out of service, of No.186, the World's oldest main line locomotive, still a sprightly 127 year old!

These locomotives saw a century of railway service, a feat inconceivable in the modern world where most railway equipment seldom sees thirty years of service. Their century of company service is described in words and pictures. Appropriately, a hundred and one different members of the class are illustrated, out of the 119 built. Drawing on a number of notable collections, the compilers have selected over 200 photographs, few of which have been published before, to cover the class's long history. The earliest was taken 120 years ago! This is the largest collection of photographs of the class ever brought together. The illustrations offer something for everyone, showing the locomotives around the cities of Dublin and Cork and the city destined to be their home right at the end of steam in 1963 - Waterford. Other locations covered read like a gazetteer of Ireland, including - Bray, Cobh, Clonmel, Limerick, Limerick Junction, Rosslare, Thurles, Tralee, Valencia Harbour, Wexford and Youghal. In RPSI ownership, No.186 has been everywhere on the Irish railway map, adding such unlikely places as Portrush and Derry to this list. No. 184, her preserved younger sister (by a year!) has even starred in the film "The First Great Train Robbery" with Sean Connery.

Steam in Ulster in the 1960s by Richard Whitford and Ian Sinclair

Paperback, 21 x 24 cm, 60 b&w photos, 64 pages, £6.00 *REDUCED FROM £8.99*

Many of today's railway enthusiasts were first attracted to the hobby by the urge to capture the last days of steam on Ulster's railways in the early 1960s. Those were the days when excursion trains brought steam to Bangor, Warrenpoint and Portrush. You could see steam locos shunting Belfast docks or hauling freight trains which look endless by present day standards. Relive this era through the images captured by Richard Whitford who took photographs from 1960 when there was still an amazing variety of engines. Captions by Ian McLarnon Sinclair.

Steam Locomotives (non standard gauge) of Great Britain, Northern Ireland and Isle of Man by Robert Randall

Paperback, 15 x 11 cm, 49 colour photos inc. 4 Irish, 64 pages, £6.99

This book contains listings of non-standard gauge (4'8½") locomotives that are preserved or are awaiting restoration within the UK. All preserved Irish 5'3" gauge and most preserved Irish 3'0" locomotives are listed along with locos of other gauges. Listings are according to builder, works number, name and fleet number, gauge, wheel arrangement, year built, and current location. The book enables Irish locomotives which have been preserved elsewhere to be traced, eg. a Portstewart tramway locomotive in the Streetlife Museum, Hull. This is a remarkably comprehensive publication.

The Belfast and County Down Railway by Desmond Coakham

Hardback with dust covers, 29 x 22 cm, 260 b&w photos, 265 pages, £25.00

A must for anyone with an interest in Railways as well as all those with childhood memories of summer day train journeys to and from Belfast and the country towns and seaside of County Down. The Belfast and County Down Railway connected the City to, among other places, Bangor, Newtownards, Donaghadee, Ballynahinch, Downpatrick and Newcastle. Today, only the Bangor line remains open but many people have fond memories of the old BCDR and are eagerly awaiting this book. Its author, Des Coakham, knew the BCDR personally and is the acknowledged expert on the subject. His book will become the definitive history of the line and is packed with interesting detail about the line, its personalities and its long history. There are full details of its locomotives and rolling stock and about 200 photographs and drawings. Also included is information about the building of Newcastle's

famous Slieve Donard Hotel, originally owned by the BCDR. The chapter headings are: □ In the beginning

- Expansion
- The Belfast, Holywood and Bangor Railway
- A mid-Victorian railway
- Arrivals and departures
- The climb to the summit
- Peak of prosperity
- Trials of war
- Road competition and counter-measures □ Dawn of the diesel age □ Peace in our time?
- The BCDR as we knew it
- Locomotives
- Rolling stock
- Track, signals and traffic
- The twilight years

The County Donegal Railways Dr.E.M.Patterson - revised edition with additional material by J.Begley & S.Flanders

Paperback, 26 x 21 cm, 34 colour & 55 b&w photos, 32 maps and diagrams, 192 pages,£18

This is a new edition of Dr EM Patterson's first volume on the history of the narrow-gauge railways of North-West Ireland, originally published in 1962.

The County Donegal Railways had a route of 124 miles, five termini and three junction stations. For the most part they traversed hilly and thinly-populated country and for two generations they were a busy and efficient operation.

This edition adds a valuable chapter of interviews and memories of some of the surviving workers and others who had contact with the railway. It also includes a chapter on the County Donegal Railway today (as over 50 years after closure, much can still be seen of the former network), and some additional Glover drawings of locomotive, carriage and wagon stock.

The Steaming Sixties No.11 The Ulster Transport Authority by Terence Dorrity

Hardback, 19 x 25 cm, 64 colour photos, 64 pages, £12.99

In the 1960s railways in Ireland were run by the Ulster Transport Authority (UTA) in the North and Córas Iompair Éireann (CIE) in the Republic. Like British Railways and CIE, the UTA was the result of nationalisation of the railways and it also included bus services and road haulage under its remit. Although obviously not part of British Railways the UTA network was, in a sense, the United Kingdom's seventh railway region. At the time that the photographs in this book were taken, in 1963 and 1964, there was still a lot of railway activity to see and a fleet of steam locomotives that was very much to the British taste. The most numerous NCC locomotives, the WT class 2-6-4Ts and the W class 2-6-0s, clearly showed their LMS Derby roots. The ex-GNR(I) locomotives were of particular interest. A number of them were 4-4-0s, a wheel arrangement that was becoming rare in Britain at the time, and some of them still carried the GNR(I) blue livery and names. Steam locomotives could be seen hauling express, local and freight trains. There were two busy operational steam sheds in Belfast, at Adelaide and York Road and, among others, a roundhouse at Portadown. It was all shortly to end, but with the pictures in this book we can relive a little the swansong of steam in Ireland.

Through the Hills of Donegal - an illustrated update on the history and current status of the County Donegal Railway, by Joe Carroll and Neil Tee

Paperback, 30 x 21 cm, 20 colour and 112 b&w photos, 64 pages £10.00

This book gives a brief history of the narrow gauge (3 foot) railway lines which were operated until 1959 by the County Donegal Railways Joint Committee. Between 1960 and 1971, the company ran bus and road freight services. Happily, a surprising amount of the railway rolling stock survives today and the items are at various stages of restoration. The book brings the restoration story right up to date and it includes a chapter entitled:

'The remaining County Donegal Stock and where to see it'. The back cover has three striking, panoramic views of the station in Letterkenny: one taken in 1959, a model of Letterkenny station by Andy Cundick, and a July 2014 taken from the same vantage as the first photo. Thankfully, not everything has disappeared!

The Tracks of my Railway Years by Roy Carlisle. Paperback, 28 x 21 cm, 275 colour and 123 b&w photos, 1 map, 179 pages, £16.99

This book is subtitled 'A personal Journey on Irish and UK Railways from the 1970s'. It could also be subtitled 'All those things which so many enthusiasts remember but so few photographed'. In the early 1970s, Roy set about recording the contemporary railway scene, mainly in Northern Ireland but with interludes throughout the island. The early railtours of the Railway Preservation Society of Ireland with wooden body coaches are featured, particularly the Portrush Flyer from 1973 onwards. Forgotten gems include Barn and Eden Halts on the Larne line, Limavady Junction, Ballymacarret Junction, the original Great Victoria Street Station in Belfast, the Ardee branch, the Sligo Quay branch and Rosslare Harbour station. The full range of motive power of the period is covered - remember NIR's fleet of three Diesel Hydraulic locomotives? CIE motive power is well illustrated due to an extensive visit to Inchicore Works, Dublin in 1975. Roy brings his story up to date with some steam activity in England and with a recent visit to the new Bellarena station - evidence of the railway revival which we are enjoying at present.

Tracks of the City - Introduction to the Railways, Tramways and Metro in Dublin by Donal Murray

Paperback, 26 x 21 cm, 104 colour and 66 b&w photos, 8 maps & diagrams, 112 pages £14.99

The story of the railways, tramways and metro in Dublin, a city which has long suffered from congestion on its roads.

Over the decades, the authorities ignored the railways, and closed the city's tram system, one of the largest in Europe, before renewed investment from the 1980s saw the development of additional lines and stations, the DART, the Luas, and proposals for Metro North, Metro West and the Dublin Interconnector.

The book also covers the future Luas plans and proposals for Bus Rapid Transit, and its generous illustration shows the important role rail and guided transport plays in keeping the city moving.

UK & Ireland Tram & Light Rail Systems by Bob Rowe

Colour card covers, 15 x 11 cm, 73 colour photos, 8 maps, 68 pages, £6.00

This new edition, updated to July 2014, gives a brief history of, and current stock lists for, these systems: Blackpool, Docklands Light Railway (London), Edinburgh, LUAS (Dublin), Metrolink (Manchester), Midland Metro (Wolverhampton-Birmingham), Nottingham Express Transit, Supertram (Sheffield), Tramlink (Croydon) and Tyne & Wear Metro. There is a 'Comparative Table', giving route length, no. stops, no. of trams, etc. The ideal companion for your tramway visits or just for reference.

Ulster Transport Authority in Colour by Derek Young

Hardback, 30 x 20 cm, 280 colour photos, 128 pages, £17.00. was £22.00

The Ulster Transport Authority controlled public transport in Northern Ireland from 1948 to 1967 and was the forerunner of Translink. This book is a full colour album on the UTA covering the steam and diesel trains operated by the Authority, as well as its well known green buses. The book includes many station and bus station views and close ups of long forgotten features of our transport system - somersault signals, tablet snatchers, mixed gauge at Larne harbour and crowds of holiday makers waiting for their trains and buses. The pictures include steam on the Bangor line, the NCC Derry Central, early diesels, NCC engines on the GNR and much much more.

The author of this book, Derek Young, was a founder member of the RPSI. You can read more about his role in the formation of the Society in "How the RPSI was formed" at:

www.rpsi-online.org/aboutus/howtherpsiwasmformed.htm#how

Waterford and Limerick Railway By C.E.J.Fryer

Paperback, 21 x 15 cm, 153 b&w photos, 7 maps, 160 pages, £10.95

This Railway linked Waterford and Limerick with Tralee and Sligo.

Unlike many other Irish railways constructed during the 19th century, the main line linking the two cities after which it was named is still in being, though all but two of its branches and extensions have ceased to carry passenger traffic and some have closed altogether. One can still, however, make the journey from Waterford to Limerick and Athenry in a day all through the year and find plenty of lineside interest.

The line's period of glory was its final decade as an independent company. It had the good fortune to have then, as its locomotive, carriage and wagon superintendent one of the most famous of British locomotive engineers in the days of steam, J. G. Robinson, who learned and developed at Limerick the skills and expertise that were subsequently to make him famous on the Great Central. He gave his engines and carriages the most colourful livery then to be seen in Ireland, and the outlines of the few locomotives he designed at Limerick foreshadow the graceful aspects of those he later built for the Great Central Railway. The Waterford & Limerick line is still well worth a visit, both for its own sake and for the attractive surroundings, the lush countryside and the charming Irish towns where one can stroll around.