

# **RPSI SALES CATALOGUE**

The following items are available from:

R.P.S.I. SALES; 103 WYNCHURCH ROAD; BELFAST BT6 0JJ; N.Ireland.

Note that all items are books, unless described otherwise. Book dimensions are for height followed by width. Please print out and use the order form at on the previous page

- use the "back" button on your browser to go back to the form.

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, £14.99.

Along UTALines 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.

Austerity Ulster 1947 to 1951 - photos from the UTA Archive 1 by Norman Johnston

Paperback, 20 x 24 cm, 60 b&w photos, 64 pages, £8.99.

This highly unusual book portrays aspects of life in Northern Ireland in the immediate post-war years. The themes are transport related and include street scenes in Belfast, the UTA stand at the Balmoral Show, passengers travelling by train and bus, air services from Nutts Corner, heavy haulage by road, the UTA engineering works and much much more. How times have changed. Vast crowds line the streets of Belfast to see the parade of industrial vehicles. At Nutts Corner, the bus delivering passengers is parked on the runway, practically touching the wing of the aeroplane.

Back In Steam - the Downpatrick and County Down Railway from 1982 by Gerry Cochrane.

Paperback, 26 x 21 cm, 92 colour & 62 b&w photos, 128 pages, £14.95.

This is a book about a dream - a dream that started with one man in 1982. Between these covers, Gerry Cochrane describes how his idea of restoring the railways in the Downpatrick area was gradually turned into reality, with the hard work of the many volunteers who, over the years, caught the vision and, with the backing of Down District Council, now operate one of Downpatrick's major tourist attractions.

It is a story of perseverance in the face of adversity, of disappointments and successes and it is detailed for the first time. Appendices include a list of grants obtained between 1994 and 2008, and a stock list of 3 steam locomotives, 5 diesels, 2 railcars, 20 carriages and 17 wagons.

British Railway Signalling in Colour by Robert Hendry

Paperback, 28 x 22 cm, 190 colour photos, 80 pages, £14.99

The first all colour book devoted to all aspects of railway signalling on British Railways. Much of what is illustrated has been superseded and the evolution of the signal box and signal panel up to recent times is explored. Included are signalboxes, signals, signal lever frames, the first signal panel in the world to be installed by the LNER, and much more. Useful appendices add to this comprehensive and authoritative review. Portadown South, Poyntzpass, Warrenpoint, Athy, Gorey and Kilkenny signal cabins are included.

Bulleid & the Turf Burner by Ernie Shepherd.

Paperback, 28 x 22 cm, 2 colour & 65 b&w photos, 100 pages, £17.95.

Featuring previously unpublished historic photographs, this book tells the full story of the Turf Burner, from early experiments with alternative fuels in the first half of the nineteenth century, through to the involvement of O.V.S. Bulleid and the development and subsequent running of CCl, more than a hundred years later. The definitive work on the subject, the author has discovered previously unused sources of information, and has incorporated them into an authoritative, yet highly readable volume. Augmented by 80 plans, drawings and photographs, this book is a must for every admirer of Bulleid, and for all Irish railway enthusiasts.

CD - Steam Sounds by the Slaney by Brian Stinson

60 minutes of No. 171 "Slieve Gullion", £10

This CD consists of just tracks containing stereo recordings of the last leg of the 1993 RPSI International Railtour named after King John (Sean Ri). The run by ex Great Northern Railway of Ireland S class 4-4-0 Loco. No. 171, Slieve Gullion, is between Wexford and Wicklow on the D&SER main line to Dublin, with the exception of the 20 miles between MP 71 and MP 51 1/2. The progress of the train can be easily followed using sheets 77, 69, 62 & 56 from the Ordnance Survey of Ireland Discovery Series or any largish scale map that shows the railway mile posts. The CD Track time references on the back label, show the times at which the locomotive whistled and most of these have been used in conjunction with the average 'start-to-stop' speed to pin-point the exact location of the train. Some of the whistling was of a salutary nature as nothing of railway interest could be attributed to those points on the line.

Chasing the Flying Snail by Tony Burgess

Paperback, 20 x 24 cm, 54 b&w photos, 64 pages, £8.99.

In the early 1950s the railways operated by Córas Iompair Éireann (CIÉ) in the Republic of Ireland had the appearance and atmosphere of a working museum. That, of course, was part of the undoubted charm which attracted many railway enthusiasts. In this book, the first in a new Colourpoint series showcasing the work of photographers of Irish railways, Tony Burges takes us on a trip around the CIÉ network, using photographs taken during his visits in 1953 and 1957. He visited many parts and captured CIÉ operations at locations such as Rosslare, Wexford, Waterford, Cork, Tralee, Dromod, Portarlinton and Dublin. He photographed not only the rolling stock but also the stations, many of which have long since disappeared or been converted to other uses. So read on and join us *Chasing the Flying Snail*.

CIÉ 1958 to 1962 by Jack Patience

Paperback, 20 x 24 cm, 60 b&w photos, 64 pages, £8.99.

CIÉ in the years after 1958 was in an interesting era of transition. The southern half of the GNRI had just become part of CIÉ and its Irish North routes still had goods traffic. On CIÉ proper, steam and newer diesel trains were working uneasily side by side and the rolling stock was a similar mix of ancient and modern. The photographs in the book cover a large area of Leinster, Munster and south Ulster and include some Cavan and Leitrim shot

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, £7.50

When the Boyne Viaduct at Drogheda was opened on 30<sup>th</sup> of March, 1855, it provided the missing link in the Dublin - Belfast route. This book was published to commemorate the 150<sup>th</sup> 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.

Death in the North Channel - the Loss of the Princess Victoria in January 1953 by Stephen Cameron, Paperback, 26 x 21 cm, 180 b&w photos, 144 pages, £14.95.

The sinking of the *Princess Victoria* on 31 January 1953, with the loss of 135 lives, was the worst maritime disaster in the waters off the British Isles. In this detailed and sensitive account, Stephen Cameron painstakingly recounts how the tragedy unfolded, from the construction of the vessel to the final heart-rending search for survivors after that vessel was no more. The author also poses the question which for 50 years has haunted the survivors and the relatives and friends of those who were lost: Was this a tragedy that could have been avoided? Contains details and photographs of most passengers, plus a transcript of the distress calls and lifeboat communications.

Dublin Northwards in the 1950s by Gaius Sutton and Keith Smith

Hardback, 24 x 17 cm, 140 b&w photos, 96 pages, £14.95.

This book is a photographic album which follows a journey made by Dr.G.Sutton in 1957. He travelled from Dublin to Strabane via Howth, Dundalk, Clones, Cavan, Enniskillen, Bundoran and Omagh over the lines of the Great Northern Railway (Board). He then travelled over the County Donegal Railways lines from Strabane to Letterkenny, Killybegs and Ballyshannon. He also covered the Sligo, Leitrim and Northern Counties Railway from Enniskillen to Sligo and the Cavan and Leitrim Railway between Belturbet, Dromod and Arigna.

Brian Stinson DVDs are recorded on location during various RPSI railtours and special trains using a Panasonic 3CCD digital movie camera writing onto mini DV 60 tapes with digital stereophonic sound. No background music or commentary has been included but a short explanatory text is displayed at the start of each clip, which disappears before the action begins.

DVD by Brian Stinson - Hibernian Steam Scene Volume 1 - the GNR(I) blue 4-4-0s  
79 minutes, £15

The DVD Program runs for 79 minutes and consists of scenes from five RPSI trains operated over the period from 2000 to 2002 as follows,

'**AMERICAN MAIL**' International Railtour, 13th to 15th May, 2000.

Day 1 : Dublin-Mallow-Cork with ex GNR(I) class V 4-4-0 Loco. No.85, Merlin

Cork-Cobh Shuttles with ex GNR(I) class S 4-4-0 Loco. No. 171, Slieve Gullion.

Day 2 : Cork-Mallow-Limerick Junction with ex GNR(I) class V 4-4-0 Loco. No.85, Merlin

Limerick Junction-Waterford-Kilkenny-Dublin with ex GNR(I) class S 4-4-0 Loco. No. 171, Slieve Gullion.

Day 3 : Dublin-Belfast with ex GNR(I) class V 4-4-0 Loco. No.85, Merlin

'**INTERNATIONAL BACHELOR FESTIVAL**', 15th July, 2000.

Dublin-Mostrim-Mullingar 2 trips with ex GNR(I) class S 4-4-0 Loco. No. 171, Slieve Gullion.

'**CORRIB**' International Railtour, 11th to 13th May, 2002.

Day 1 : Dublin-Portarlinton-Athlone-Galway with ex GNR(I) class S 4-4-0 Loco. No. 171, Slieve Gullion.

Day 2 : Galway-Athlone-Knockcroghery-Athlone-Portarlinton-Dublin with ex GNR(I) class S 4-4-0 Loco. No. 171, Slieve Gullion.

'**The DONNYBROOK SCOUT**' Private Charter, 19th May, 2002.

Dublin-Boosterstown-Bray-Wicklow-Bray with ex GNR(I) class S 4-4-0 Loco. No. 171, Slieve Gullion.

'**SEA BREEZE**' Excursion to Rosslare Harbour, 8th June, 2002.

Dublin-Wexford-Rosslare Harbour-Wexford-Dublin with ex GNR(I) class S 4-4-0 Loco. No. 171, Slieve Gullion.

DVD by Brian Stinson - Hibernian Steam Scene Volume 2

85 minutes, £15

The DVD Program consists of scenes from twelve RPSI trains, hauled by ex London, Midland & Scottish Railway (Northern Counties Committee) class WT 2-6-4T Loco. No. 4, ex Great Northern Railway (Ireland) class V 4-4-0 Loco. No. 85 & Great Southern & Western Railway class J15 0-6-0 Loco No. 186, run over the period from 2002 to 2004 as follows,

'**STRAWBERRY FAIR**' Excursion, 6th July, 2002.

Dublin-Enniscorthy-Rosslare Hbr-Enniscorthy-Dublin

'**SEA BREEZE**' Excursion to Rosslare Harbour, 1st May, 2004.

Dublin-Wexford-Rosslare Harbour-Wexford-Dublin

'**STEAM ENTERPRISE**' Excursion, 27th July, 2002.

Dublin-Belfast-Whitehead-Belfast-Dublin

'**SLIEVE KIMALTA**' International Railtour, 8th to 10th May, 2004.

Day 1 : Dublin-Limerick Jun-Ballybrophy-Roscrea-Limerick

Day 2 : Limerick-Limerick Junction-Ballybrophy-Dublin

'**PLAINS of MAYO**' International Railtour, 10th May, 2003.

Dublin-Athlone-Claremorris-Westport-Claremorris

'**TULLAMORE 150**' Private Charter, 20th June, 2004.

Dublin-Tullamore-Clara-Tullamore-Dublin

'**SEA BREEZE**' Excursion to Rosslare Harbour, 24th May, 2003.

Dublin-Wexford-Rosslare Harbour-Wexford-Dublin

'**NORTHERN ENTERPRISE**' Excursion, 24th July, 2004.

Dublin-Belfast-Whitehead-Belfast-Dublin

'**SEA BREEZE**' Excursion to Rosslare Harbour, 7th June, 2003.

Dublin-Wexford-Rosslare Harbour-Wexford-Dublin

'**NORTHERN ENTERPRISE**' Excursion, 4th September, 2004.

Dublin-Belfast-Whitehead-Belfast-Dublin

'**MARBLE CITY**' Excursion to Kilkenny, 20th March, 2004.

Dublin-Kilkenny-Thomastown-Kilkenny-Dublin

'**SANTA SPECIALS**' various trains in 2002, 2003 & 2004.

Dublin-Maynooth-Dublin

DVD by Brian Stinson - Hibernian Steam Scene Volume 3

79 minutes, £15

The DVD Program consists of scenes from eleven RPSI trains run over the period from 2004 to 2005 hauled by a combination of the following three locomotives, ex Great Northern Railway of Ireland class V 4-4-0 Loco. No 85, Merlin, ex London, Midland & Scottish Railway (Northern Counties Committee) class WT 2-6-4T Loco. No. 4 and Great Southern & Western Railway class J15 0-6-0, No. 186.

'**SLAINTE**' Steam special, 21st & 22nd August, 2004.

Day 1 : Dublin-Limerick Junction-Mallow-Cork with No. 85

Day 2 : Cork-Mallow-Limerick Junction-Dublin with No. 85

'**THREE CITIES**' Railtour, 30th May, 2005.

Whitehead-Belfast-Dundalk-Dublin with No. 4.

Dublin-Dundalk-Belfast-Whitehead with No. 186

'**THURSDAY EXCURSION**', 2nd September, 2004.

Dublin-Dundalk-Belfast-Whitehead with No. 85

Whitehead-Belfast-Dundalk-Dublin with No. 4

'**THE MIDLANDER**' Excursion, 23rd July, 2005

Dublin-Mullingar-Longford-Mullingar-Dublin with No. 4.

'**BRAY 150**' Private Charter, 19th September, 2004.

Dublin-Bray, & 3 x Bray-Greystones-Wicklow trips

Bray-Dublin all with No. 4

'**TULLAMORE FESTIVAL**' 20th August, 2005.

Dublin-Tullamore-Athlone-Tullamore-Dublin with No. 4

'**GOOD FRIDAY**' Special, 25th March, 2005.

Dublin-Wicklow-Arklow with No. 4

Arklow-Wicklow-Dublin with No. 4

'**BOYNE BRIDGE 150**' Private Charter, 3rd September, 2005

Dublin-Drogheda-Dundalk-Drogheda-Dublin with No. 4

'**GREYSTONES 150**' Celebrations, 10th October, 2005

Dublin-Greystones-Wicklow-Greystones-Dublin with No. 4.

'**SEA BREEZE**' Excursion to Rosslare Harbour, 11th June, 2005.

Dublin-Wexford-Rosslare Harbour with No. 4

Rosslare Harbour-Wexford-Dublin with No.

**SANTA SPECIALS**' various trains in 2005.

Dublin-Maynooth-Dublin

DVD by Brian Stinson - Hibernian Steam Scene Volume 4

88 minutes, £15

The DVD Program consists of scenes from the seven RPSI trains, listed below, that were run during the year 2006 and these were hauled by the following locomotives, ex London, Midland & Scottish Railway (Northern Counties Committee) class WT 2-6-4T Loco. No. 4 and ex Great Southern & Western Railway class J15 0-6-0 Loco. No. 186. Unfortunately, Loco. No. 4 was declared a failure before the 'Rosslare 100' Centenary train and was substituted by 2 different pairs of Iarnrod Eireann General Motors Bo-Bo Diesel Electric locomotives, Nos. 167 & 149 for the Dublin to Waterford leg via Rosslare Harbour and Nos. 142 & 170 for the Waterford to Rosslare Harbour leg.

**'THREE CITIES' Railtour, 29th May, 2006.**  
Whitehead—Belfast—Dundalk—Dublin with No. 4.  
Dublin—Dundalk—Belfast—Whitehead with No. 186

**'MID SUMMER STEAM', 17th June, 2006.**  
Dublin—Mullingar—Dublin with No. 4

**'SEA BREEZE' Excursion to Rosslare Harbour, 2nd July, 2006.**  
Dublin—Wexford—Rosslare Harbour with No. 4  
Rosslare Harbour—Wexford—Dublin with No. 4

**'MICHAEL DAVITT' Centenary Special, 15th & 16th July, 2006.**  
**Day 1 :** Dublin—Athlone—Foxford—Ballina with No. 4  
**Day 2 :** Ballina—Foxford—Athlone—Dublin with No. 4

**'WICKLOW 400' Shuttles, 30th July, 2006.**  
Dublin—Bray—Wicklow—Arklow with No. 4.  
Arklow—Wicklow—Bray—Wicklow—Arklow with no. 4.  
Arklow—Wicklow—Bray—Dublin with No. 4.

**'ROSSLARE 100' Centenary Special, 13th August, 2006**  
Dublin—Rosslare Harbour—Waterford with IE Diesels Nos. 167 & 149  
Waterford—Rosslare Harbour with IE Diesels Nos. 142 & 170

**'SANTA SPECIALS' various trains run during December 2006.**  
Dublin—Maynooth—Dublin

The **Start & Finnish background audio** is that of ex GS&WR 0-6-0 Loco. No. 186 restarting on Glenmore Bank on the New Ross Branch after stopping for a 'blow up' on the stiff climb from Abbey Junction with the carriages of the 1973 **'Three Rivers' Railtour** which visited the Waterford area..

**DVD by Brian Stinson - Hibernian Steam Scene Volume 5**  
72 minutes, £15

The DVD Program consists of scenes from the seven RPSI trains, listed below, that were run during the year 2007 and these were hauled by the following locomotives, ex London, Midland & Scottish Railway (Northern Counties Committee) class WT 2-6-4T Loco. No. 4 and ex Great Southern & Western Railway class J15 0-6-0 Loco. No. 186. Views of the new IE Rotem Diesel Hydraulic Railcars on the first day of public service on the line to Sligo are included at the end of this DVD Program.

**'BRAY SHUTTLES', 2nd June, 2007.**  
Dublin Connolly—Bray—Dublin Connolly with No. 186.  
Scheduled for two return trips, the first trip was unfortunately lost by Loco. No.186 being trapped in the locomotive sidings by a Diesel Ralcar Set. The second trip ran as planned.

**'STEAM ENTERPRISE', 17th June, 2007.**  
Whitehead—Belfast—Dublin Connolly with No. 4  
Dublin Connolly—Belfast—Whitehead with No. 186  
Loco. No. 4 was required by the Dublin Base to run a series of three 'Sea Breeze' trains to Rosslare Harbour.

**'SEA BREEZE' Excursion to Rosslare Harbour, 8th July 2007,**  
Dublin—Wexford—Rosslare Harbour with No. 4  
Rosslare Harbour—Wexford—Dublin with No. 4

The **Start & Finish background audio** is that of ex GS&WR 0-6-0 Loco. No. 186 departing from New Ross Station with the carriages of the 1973 **'Three Rivers' Railtour** as it heads back to Waterford.

**'SEA BREEZE' Excursion to Rosslare Harbour, 29th July 2007,**  
Dublin—Wexford—Rosslare Harbour with No. 4  
Rosslare Harbour—Wexford—Dublin with No. 4

**'SEA BREEZE' Excursion to Rosslare Harbour, 26th August 2007,**  
Dublin—Wexford—Rosslare Harbour with No. 4  
Rosslare Harbour—Wexford—Dublin with No. 4  
The footage of the three 'Sea Breeze' has been edited as a single return trip

**'STEAM ENTERPRISE', 9th September, 2007**  
Whitehead—Belfast—Dublin Connolly with No. 186  
Dublin Connolly—Belfast—Whitehead with No. 4

**'COUNTRY MEETS TOWN', 15th September 2007.**  
Whitehead—Belfast—Lisburn—Portadown with No. 4  
Portadown—Lisburn—Belfast—Whitehead with No. 4  
Two Lisburn—Portadown and return trips were run.

**DVD by Brian Stinson - Hibernian Steam Scene Volume 6**  
61 minutes, £15

The DVD Program consists of scenes from the seven RPSI trains, listed below, that were run during the year 2007 and these were hauled by the following locomotives, ex London, Midland & Scottish Railway (Northern Counties Committee) class WT 2-6-4T Loco. No. 4 and ex Great Southern & Western Railway class J15 0-6-0 Loco. No. 186. Although the **'Mince Pies & Mulled Wine' Special** originated in Northern Ireland all of the footage of this train was shot South of the border.

**'BALLYMENA SHOPPER', run on 1st December 2007.**  
Whitehead—Belfast—Antrim—Ballymena with No. 186.  
Ballymena—Antrim—Belfast—Whitehead with No. 186

**'ANTRIM SANTA SPECIAL', run on 1st December 2007.**  
Ballymena—Antrim—Ballymena with No. 186

**'PORTADOWN SHOPPER', run on 8th December 2007.**  
Whitehead—Belfast—Lisburn—Portadown with No. 186  
Portadown—Lisburn—Belfast with No. 186

**'LISBURN SANTA SPECIAL', run on 8th December 2007.**  
Portadown—Lisburn—Portadown with No. 186

**'WHITEHEAD SANTA SPECIAL', 8th December, 2007.**  
Belfast—Whitehead with No. 186  
Whitehead—Belfast with No. 186

**'WHITEHEAD SANTA SPECIALS', 15th December, 2007.**  
Belfast—Whitehead with No. 186  
Whitehead—Belfast with No. 186

**'MINCE PIES & MULLED WINE' was run on 30th December 2007.**  
Whitehead—Belfast—Dundalk—Dublin Connolly with No. 186  
Locomotive No. 186 was switched at Dublin Connolly with locomotive No. 4.  
Dublin Connolly—Dundalk—Belfast—Whitehead with No. 4.

The **Start & Finish background audio** is that of ex GS&WR 0-6-0 No. 186 departing from Waterford Station on the 1973 **'Three Rivers' Railtour** firstly running slowly to Abbey Junction and then starting to climb the bank up towards Glenmore.

DVD by Brian Stinson - Hibernian Steam Scene Volume 7

65 minutes, £15

The DVD Program consists of scenes from the eight RPSI Dublin based special trains which ran in 2008. They were hauled by a combination of ex London, Midland & Scottish Railway (Northern Counties Committee) WT class 2-6-4T Loco. No. 4 and ex Great Southern & Western Railway class J15 Loco. No. 186 as follows:

**'STRAWBERRIES & STEAM' ENTERPRISE** : Run on 22nd June 2008.

Whitehead—Belfast—Portadown—Dundalk—Dublin with No. 4  
Dublin—Dundalk—Portadown—Belfast—Whitehead with No. 186

**'NARNIA EXPRESS'** : Run on 28th June 2008 .

Dublin—Maynooth—Enfield —Mullingar with No. 4  
Mullingar—Enfield—Mullingar with No. 4

**'NARNIA EXPRESS'** : Run on 29th June 2008.

Mullingar—Enfield—Maynooth—Dublin with No. 4

**'SEA BREEZE' SPECIAL** : Run on 3rd August 2008.

Dublin—Arklow—Wexford—Rosslare Strand & Return with No.4

**'AUTUMN LEAVES' SPECIAL** : Run on 16th November 2008.

Whitehead—Belfast—Portadown—Dundalk—Dublin with No. 186  
Dublin—Dundalk—Portadown—Belfast—Whitehead with No. 4

**DUBLIN 'SANTA TRAINS'** : Recorded on 6th December 2008.

Dublin—Maynooth & Return 3 trips each day with No. 4

**DUBLIN 'SANTA TRAINS'** : Recorded on 21st December 2008.

DVD by Brian Stinson - Hibernian Steam Scene Volume 8

62 minutes, £15

The DVD Program consists of scenes from the nine RPSI Whitehead/Belfast based special trains which ran in 2008. Included is a rare visit by steam to the mothballed Lisburn - Antrim line. They were hauled by a combination of ex London, Midland & Scottish Railway (Northern Counties Committee) WT class 2-6-4T Loco. No. 4 and ex Great Southern & Western Railway class J15 Loco. No. 186 as follows:

**'BANGOR STEAM' EXCURSION** : Run on 9th AUGUST 2008.

Portadown—Lisburn—Belfast—Bangor—& Return with No. 186

**'BANGOR BELLE'** : Run on 24th August 2008 .

Lisburn—Belfast—Bangor—& Return 2 trips with No. 186

**'COUNTRY COMES TO TOWN'** : Run on 20th September 2008.

Portadown—Lurgan—Lisburn—& Return 3 trips with No. 186

**DUNDALK EXCURSION** : Run on 28th September 2008.

Whitehead—Belfast—Portadown—Dundalk—Dublin with No. 186

**'BROOMSTICK BELLE'** : Run on 26th October 2008.

Belfast—Whitehead—& Return w2 trips with No. 4

**DRIVER TRAINING SPECIAL** : Run on 29th October 2008.

Whitehead—Belfast—Crumlin—Antrim—Ballymena—& Return with No. 4

**'AUTUMN LEAVES' SPECIAL** : Run on 16th November 2008.

Whitehead—Belfast—Portadown—Dundalk—Dublin with No. 4  
Dublin—Dundalk—Portadown—Belfast—Whitehead with No. 186

**BELFAST 'SANTA TRAINS'** : Recorded on 13th & 20th December 2008.

Belfast—Whitehead—& Return 2 trips each day with No. 186

**'MINCE PIES & MULLED WINE' SPECIAL** : Run on 28th December 2008.

Whitehead—Belfast—Portadown—Dundalk—Dublin with No. 186  
Dublin—Dundalk—Portadown—Belfast—Whitehead with No. 4

DVD by Brian Stinson - May 2005 - Suir Valley Railtour

60 minutes, £12

The DVD begins with No.186 and 5 Mark 2 coaches arriving from Belfast into Dublin Connolly Station on Tuesday 10<sup>th</sup> May. Then, Thursday 12<sup>th</sup> May, No.186, 5 wooden body coaches, Dublin-Rosslare Harbour-Waterford; Saturday 14<sup>th</sup> May, No.4, 8 Mark 2 coaches, Dublin-Rosslare Harbour-Waterford; Sunday 15<sup>th</sup> May, No.186, 6 Mark 2 coaches, Waterford-Limerick-Waterford; Monday 16<sup>th</sup> May, No.4, 8 Mark 2 coaches, Waterford-Lavistown Loop-Dublin-Belfast; Tuesday 17<sup>th</sup> May, No.186, 5 wooden body coaches, Waterford -Rosslare Harbour-Dublin. Among the many outstanding locations are: through the Vale of Avoca, beside the River Slaney, along Wexford Quays, spectacular bird's eye view of crossing the Barrow bridge, Waterford departure seen from across the river, the river Nore and Barrow viaducts, and crossing the River Liffey bridge at Heuston Station. The DVD concludes with an outstanding shot of No.186 and train heading north through Greystones, seen from the top of Bray Head. There is an accompanying booklet with a route map and details of the locomotives and coaches used on the railtour

DVD by Brian Stinson - May 2006 - Earl of Desmond Railtour

45 minutes, £12

The DVD Program consists of scenes from the six RPSI special trains involved, which were hauled by a combination of ex Great Southern & Western Railway class J15 0-6-0 Loco. No. 186 and ex London, Midland & Scottish Railway (Northern Counties Committee) class WT 2-6-4T

Loco. No. 4 as follows:

Day 1: 29th April 2006, Positioning Train No.1, Whitehead-Dublin with Loco. No. 186

Day 2: 4<sup>th</sup> May 2006, Positioning Train No. 2 Dublin-Mallow with Loco. No. 186

Day 3: 6th May 2006, Main Tour Train, Dublin- Limerick Junction-Mallow with Loco. No. 4, Mallow-Killarney-Tralee with Loco. No. 186

Day 4: 7<sup>th</sup> May 2006, Main Tour Train, Tralee-Killarney-Mallow with Loco. No. 186

Mallow-Limerick Junction-Dublin with Loco. No. 4

Day 5: 8<sup>th</sup> May 2006, Main Tour Train, Dublin-Dundalk-Belfast-Whitehead with Loco. No. 4

Day 6: 9<sup>th</sup> May 2006, Positioning Train No.3, Mallow-Dublin with Loco. No. 186

DVD by Brian Stinson - May 2007 - Garavogue Railtour

90 minutes, £12

The DVD Program consists of scenes from the four RPSI special trains involved, which were hauled by a combination of ex London, Midland & Scottish Railway (Northern Counties Committee) class WT 2-6-4T Loco. No. 4, and four different IE General Motors Bo-Bo Diesel Electric Locomotives and were run over the period 11th May 2007 to 14th May 2007 as follows:

Day 1: 11th May, Dublin-Limerick Junction with No.4, Limerick Junction-Limerick-Roscrea-Ballybrophy-Dublin with IE General Motors Bo-Bo Diesel Electric Loco. Nos. 184 & 189

Day 2: 12th May, Dublin-Mullingar with No.4, Mullingar-Longford-Boyle-Sligo with IE General Motors Bo-Bo Diesel Electric Loco. Nos.152 & 190

Day 3: 13th May, Sligo-Boyle-Longford-Mullingar with IE General Motors Bo-Bo Diesel Electric Loco. Nos.152 & 190, Mullingar-Dublin-Bray with No.4

Day 4: 14th May 2007, Dublin-Dundalk-Belfast-Whitehead with No.4

Included in the section for Day 3 is a selection of slides depicting scenes from the RPSI 1975 'Burma Road' Railtour to the former Waterford, Limerick & Western Railway's Claremorris to Sligo line plus some authentic on-train audio clips. 'LIVE STEAM at SLIGO' & 'LIVE STEAM at DROMOD' include some VHS video of the 1996 Knocknarea Railtour at Sligo and at The Cavan & Leitrim Railway in Dromod.

DVD by Brian Stinson - May 2008 - Barrow Bridge Railtour

85 minutes, £12

The DVD Program consists of scenes from the five RPSI special trains involved, which were hauled by a combination of ex London, Midland & Scottish Railway (Northern Counties Committee) class WT 2-6-4T Loco. No. 4 and ex Great Southern & Western Railway class J15 Loco. No. 186. Extra VHS Video sequences of the 1993 Sean Ri Railtour have been included to show past items of interest on the run out from Waterford North Station, crossing the Barrow Bridge and arrival at Wellingtonbridge & Rosslare Europort Stations.

Day 1: 7<sup>th</sup> May 2008. Positioning Train 1. Whitehead-Belfast-Dundalk-Dublin with No.4

Day 2: 8<sup>th</sup> May 2008. Mullingar Railtour. Dublin-Enfield-Mullingar and return with No.186

Day 3: 10<sup>th</sup> May 2008. Main Tour Train. Dublin-Waterford-Clonmel-Waterford with No.4

Day 4: 11<sup>th</sup> May 2008. Main Tour Train. Waterford-Rosslare Harbour-Gorey-Dublin with No.4

Day 5: 12<sup>th</sup> May 2008. Positioning Train 2. Dublin-Drogheda-Dundalk-Whitehead with No.4

DVD by Brian Stinson - Jan 2009 - Top Link Railtour

97 minutes, £12

For many years, brothers Tony and Dan Renehan were the only steam drivers on the Irish Rail system. With his retirement scheduled for early 2009, Tony requested that his final driving turn be with steam from Dublin to Cork and back. The RPSI was happy to oblige and organised the "Top Link Railtour" for the weekend of 31<sup>st</sup> Jan/1<sup>st</sup> Feb, 2009. The Society's rake of Whitehead based Mark 2 coaches was hauled by ex-LMS NCC 2-6-4T No.4 Brian Stinson's video is complemented by a selection of still photos by Charles Friel.

This DVD covers:

'TOP LINK POSITIONING TRAIN' : 30th January 2009.

Whitehead-Belfast-Portadown-Dundalk-Dublin with No. 4

'TOP LINK' RAILTOUR : 31st January 2009.

Dublin-Thurles-Limerick Junction-Mallow-Cork with No. 4

'TOP LINK' RAILTOUR : 1st February 2009.

Cork-Mallow-Limerick Junction-Thurles-Dublin---Belfast-Whitehead with No. 4

'HIGHLIGHTS OF OTHER RPSI TRAINS' :

A selection of highlights from other RPSI Railtours and Special trains crewed by Tony and Dan Renehan on various dates between 1996 and 2008 has been included as a special tribute to the dedication of both men over the years to operating RPSI steam trains.

The DVD is rounded off with slides of the Cork-Youghal-Cobh Junction section of the 1976 "Seandun Railtour".

DVD by Brian Stinson - May 2009 - Carrowbeg Railtour, including the Comeragh Diesel Railtour

117 minutes, £12

The DVD Program consists of scenes from the five RPSI special trains involved. On four of the days, they were hauled by ex-London, Midland & Scottish Railway (Northern Counties Committee) class WT 2-6-4T Loco. No. 4, built 1947.

The 'COMERAGH' Diesel Railtour was hauled from Dublin to Waterford by IE General Motors '071' class Co-Co Diesel Electric Locomotive No. 078. The train was then hauled from Waterford to Limerick Junction and on to Dublin by a pair of IE GM '141' class Bo-Bo Diesel Electric Locomotives Nos. 171 and 141.

Day 1 : 7th May 2009, Whitehead-Belfast-Dundalk-Dublin with Steam Loco. No. 4

Day 2 : 8th May 2009, Comeragh Diesel Railtour, Dublin-Waterford-Limerick

Junction-Dublin IE GM '071' Loco. No. 078 and IE GM '141' Loco. Nos. 171 & 141

Day 3 : 9th May 2009, Dublin-Athlone-Claremorris-Westport with No. 4

Day 4 : 10th May 2009 Westport-Claremorris-Ballina-Ballyhaunis-Westport with No. 4

Day 5 : 11th May 2009 Westport-Athlone-Dublin-Dundalk-Belfast-Whitehead with No. 4

Extra VHS footage of the RPSI 1992 Grainne Uaile Railtour has been included to show footage of ex Dublin & South Eastern Railway K2 class 2-6-0 Loco. No. 461 together with past items of interest in the Claremorris, Westport and Ballina areas and footage of the railtour train after arrival at Dublin Connolly Station.

The Start background audio is that of GS&WR J15 class 0-6-0 Loco. No. 186 on the RPSI 'Burma Road' Railtour in 1975 and the Finish background audio is that of ex GS&WR J15 class Loco. No. 186 on the RPSI 1979 'Croagh Patrick' Railtour in 1979.

DVD by Brian Stinson - Steam Crew Training Specials 2007

90 minutes, £15

The scenes that make up the DVD Program, **Steam Crew Training Specials 2007**, were recorded on location, during the running of the various RPSI trains over the four week period from 15th October 2007 to 9th November 2007. The DVD Program consists of scenes from the IE/RPSI special trains involved, which were hauled by a combination of ex Great Southern & Western Railway J15 class 0-6-0 Loco. No. 186 and ex London, Midland & Scottish Railway (Northern Counties Committee) class WT 2-6-4T Loco. No. 4.

A program for training a number of existing diesel drivers to be able operate steam trains was agreed with Iarnrod Eireann and the volunteers were schooled in the theory of working with steam locomotives in the class rooms at the main Iarnrod Eireann works at Inchicore. For the hands on practical experience, the RPSI ex GS&WR J15 class 0-6-0 Loco. No. 186 was selected to haul a number of special crew training trains, on the real live day-to-day railway in a way not to cause disruption to the public service timetabled trains. The

training special rake was made up of four BREL/IE Mk2d vehicles, Brake Generator Van 5602, Standards 5225 & 5235 both in '201' livery and Standard 5203 in orange/black livery. The schedule worked out for the crew training specials was to run a single return journey on a daily basis Monday through Friday for four weeks on the section of the former Great Northern Railway of Ireland main line between Dundalk Station and the loop at the closed station at Mosney. Each operating day the train would proceed to the Freight Yard at Dundalk Station, the remaining stub of the former Irish North Western Railway line to Clones, Enniskillen, Omagh and Londonderry, to be coaled from a stock of palletised bagged locomotive coal with the aid of a fork lift truck

Departure from Dundalk was after the 09.50 hrs. service train to Dublin Connolly and calling briefly at Drogheda before running into the loop at Mosney. The steam locomotive would run round the crew training special and remain in the loop until the 11.00 hrs. 'Enterprise' service had passed. The steam crew training special would then make its way to Drogheda Station to take on water before returning to Dundalk. Upon arrival at Dundalk Station the train would run into the loop and the locomotive would run round before placing the four coach train in the outermost of the railcar sidings where the locomotive would be serviced with water from a fire hydrant, have the oil in the reservoirs replenished and have the fire cleaned, the ash and embers being dampened down with water from a hose to minimise any damage to the track.

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 Magheramorne, 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 - Trolleybus Days in Belfast  
35 minutes, £9.99

In the 1950s, Belfast had the largest fleet of trolleybuses to be found in the UK outside London. Introduced from 1938 onwards to replace Belfast's trams, the high capacity, clean and quiet trolleybuses, were a familiar sight on the streets of the city for the next 20 years. Trolleybus Days in Belfast presents colour films from 1963 featuring all the routes which were active at that time, including those to the east of the city which were withdrawn in that year. Additional material focuses on such once familiar scenes as barges and steamers on Belfast Lough and horse-drawn drays and carts progressing through the streets of the city. This programme will delight those interested in Belfast's fine trolleybuses, but more than that, it offers nostalgic memories of the city in the balmy days of the 1960s before the combined efforts of the troubles and the planners radically changed the appearance of the city forever.

DVD by Demand - Volume 1 - Irish Railways Miscellany from the 1950s to the 1970s  
55 minutes, £12.99

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, £12.99

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 Goragewood 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, £12.99

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, £12.99

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 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 Goragewood 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 Demand - Volume 5 - The 1940s and 1950s

55 minutes, £12.99

In this programme we see some quite unique footage of the Irish railway system in the 1940s and 50s which has never before been published. The DVD begins with three narrow gauge lines in Ulster; the County Donegal, the Londonderry & Lough Swilly and the Ballycastle line in County Antrim, all filmed in 1950. Moving on to the broad gauge, the Great Northern main line in 1947 and rare shots inside Dundalk works are followed by film of that most singular of GNR vehicles, the railbus. Coverage of the Dublin to Cork route in 1947 is next. The highlight of this is footage of '800 class' No 801 Macha hauling a heavy train out of Cork. Back in Dublin after a visit to Inchicore works, filmed in 1950, we recall the GNR's Hill of Howth tramway to the north of the city. We then head west to Dromod to look at the Cavan & Leitrim narrow gauge line before heading for Sligo where steam and diesel locos are seen. After a trip to Enniskillen on the Sligo, Leitrim & Northern Counties line we are off to Fintona Junction to see the famous Fintona horse tram. Perhaps the highlight of the programme is our colour and monochrome films of the erstwhile Dundalk, Newry & Greenore Railway. Largely financed by the British London & North Western Railway which lost its independence in 1923, its Irish offshoot continued to use Crewe built, 1870s vintage, saddle tanks right up to its closure. More remarkable still, the LNWR six wheeled carriages used on the line continued to be turned out in LNWR livery nearly 30 years after the demise of its parent. This DVD concludes with a look at the former Cork, Bandon & South Coast Railway's lines in west Cork and two of the spectacular branch lines in County Kerry, the last frames in the programme having been shot at what was then the most westerly station in the British Isles, that at Valentia Harbour.

DVD by Demand - Volume 6 - The Peat Railways of Ireland

55 minutes, £12.99

For those interested in Ireland's railways, the end of an era came in January 1961, with the closure of the West Clare Railway, the last 3ft gauge line in the country. However, that was anything but the end of the story as far as the 3ft gauge in Ireland was concerned. Today there are over 1,000 miles of narrow gauge railway still in use, twice as much 3ft gauge track as there was in the 1920s. This network operated by Bord na Mona, the Irish Peat Board, is probably the biggest industrial railway system in Europe. Used to convey peat harvested in the bogs to power stations and processing plants, long trains of bogie wagons are hauled considerable distances. Locomotives built by Hunslet, Simplex, Ruston and Deutz,

Gleismacs built at the old GNR works at Dundalk, and new 3ft gauge locos built in Ireland in the 1990s by Bord na Mona, are all seen in action. In this programme, largely filmed in the glorious summer of 1995 using broadcast quality Betacam cameras, trains are seen out on the bogs, at power stations, crossing specially built viaducts and a swing bridge over the Grand Canal, and in one memorable sequence, where a narrow gauge line passes under the main Dublin to Cork railway, trains on Ireland's two gauges are seen in action at the same time. This, the first modern image DVD in the Irish Railways series, will prove as much of a revelation and a delight as have the previous archive programmes.

DVD by Demand - Volume 7 - The 1960s from Steam to Diesel  
55 minutes, £12.99

The 1960s was a decade which saw major changes on Ireland's railways. On the down side there were significant line closures both north and south of the border and these years also saw the virtual elimination of steam traction. But it was also a period which offered a fascinating mixture of the old and the new and provided much of interest to those observing the railway scene in the country. The changing face of the railways of Ireland in the 1960s was faithfully recorded on cine film by Geoff Lumb, a Yorkshireman, who visited Ireland regularly throughout these years. A selection from his extensive archive of Irish railway films is published for the first time in this DVD. Following on chronologically from the fifth volume in the series which dealt with the 1940s and 50s, the programme begins with some of the last steam workings on the CIE network in the Irish Republic. These are contrasted with the diesels which were gaining supremacy. Several of the diesel types featured, like the A and C classes and the diminutive Deutz diesel hydraulics are now themselves but a memory. Among the CIE lines visited for the first time in the course of this series are those to Foynes, Ballaghaderreen, Fenit, Birr and Youghal. Moving north the railways of Ulster which were preferred to locomotives, are seen sharing the tracks with the steam locomotives they were replacing. A variety of former Great Northern and LMS/NCC steam engines are seen in action on lines throughout the province. Perhaps the highlight of the part of the programme is the sight of one of the then new CIE General Motors diesels working on the former Great Northern line to Derry in the last year of its existence.

DVD by Demand - Volume 8 - From Baltimore to Belfast  
55 minutes, £12.99

In 1951 the teenage son of an American diplomat arrived in Ireland, where his father had been posted by the State Department. That young man, Richard D Kehm, was a keen railway enthusiast and he owned a cine camera. Between 1951 and 1953, when the family left Ireland, and in visits later in the decade, Richard set out to record as much of Ireland's railway system on cine, as he could. In this first selection of his films we journey from one end of the country to the other, visiting locations and viewing trains, many of which appear in this series for the first time. Highlights include, on the 3ft gauge, steam on the West Clare and the famous cattle specials on the Tralee & Dingle line, and on the broad gauge the Dublin to Cork main line at a period when almost all the trains were hauled by steam locomotives. There are extended sequences at Kildare and Limerick Junction, steam on Dublin's Harcourt Street line, the Great Northern Railway's Hill of Howth tramway and the variety of motive power which could be seen on the GNR main line in the early 1950s. The programme concludes with the sight of an ex-Belfast & County Down Railway Baltic tank locomotive at work on the Bangor line.

DVD by Demand - Volume 9 - On Tracks Broad and Narrow  
55 minutes, £12.99

In this second volume of films made by Richard D Kehm, the then teenage son of an American diplomat posted to Ireland in the early 1950s, we visit many lines and locations, some of which have long since been deleted from the railway map of Ireland. This programme focuses mainly on the railways of the midlands and north of the island. Among places visited, some for the first time in this series, are Athlone, Ballyshannon, Banbridge, Belturbet, Castlecomer, Enniskillen, Galway, Glasnevin Junction, Goraghowood, Kilcock, Kiltimagh, Manorhamilton, Mullingar, Stranorlar, Tooban Junction and Warrenpoint. Filmed mostly in 1952, with some later footage dating from 1957, highlights on the broad gauge include a long sequence showing the comings and goings at Amiens Street through a whole afternoon, steam and early diesel traction on the former MGWR tracks, the famous Fintona horse tram and a railbus, railcar and 0-6-4 tanks on the Sligo, Leitrim & Northern Counties Railway. Ireland's once extensive network of narrow gauge lines is represented by the Londonderry & Lough Swilly and County Donegal Railways and the Cavan & Leitrim section of CIE.

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 multi-purpose 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, £18.95

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 Railway Review No.6.  
82 minutes, £18.95

This DVD features a review of the current Irish railway scene, concentrating on: The Sligo Line - we travel further along the line to see how new signalling and rolling stock have changed things over the past two years. Around Castlerock - NIR's last semaphore signals in regular use guard this station and the spectacular cliff scenery at nearby Downhill. Locos on the Mayo Lines - GMs in action in 2006 during the last days of semaphores. Network Notes - ranges over the system from Ballymoney to Banteer to see the return of the Gatwicks, a ballast train at work, the Sperry wagon, 80 class, and more. The Last Campaign - 2005 was the final sugar beet campaign, and we say farewell during what was one of the most efficient seasons of rail traffic in recent years. Gorey and Dundrum - two attractive stations show a bright image in classic settings. Cravens in the Cork Area - classic rolling stock on the Mallow and Tralee locals. Locations covered include Ballina, Ballycullane, Ballyhaunis,

Ballymoney, Ballymote, Banteer, Boyle, Broomhedge, Cahir, Carrick on Shannon, Carrick on Suir, Castlebar, Castlerea, Castlerock, Claremorris, Clonmel, Collooney, Cork, Dromod, Enfield, Gorey, Kilmokea, Limerick Junction, Lisburn, Mallow, Manulla, Maynooth, Millstreet, Mullingar, Newbridge, Rathdrum, Rathduff, Rathpeacon, Roscommon, Tipperary, Templemore, University, and Wellington Bridge.

DVD by Markle - Irish Railway Review No.7.

72 minutes, £18.95

IRR7 features a review of the current Irish railway scene, concentrating on: Kilkenny to Cherryville. We visit this section of the Dublin to Waterford line in late 2006, just before station modernisations wipe away the details of Irish country stations at their best. Trains include Mark 2 & 3 coaches, cement, timber and liner trains, plus 071, 121 and 201 class locos.

Network Notes. Old and not-so-old coaches in their last days, new loco liveries, Sligo line stock ready to change, the 80 class rumbles on and more on recent developments.

Limerick Junction Developments. Rationalisation does not make life much easier at the Junction as 9 locos turn up from all directions, while the passenger trains run strictly to time.

Locomotives on the Cork Main Line. Before the influx of railcars, we see some high speed running along Ireland's railway racetrack.

Docklands station. We see Ireland's latest terminal station in Dublin's financial district. CTC reaches Mayo. A short feature on the new system and the remodelled Manulla Junction.

CIE and IE freight visitors to NIR. A brief look back to the days when distinctive CIE and IE trains brightened up the scene in Northern Ireland.

Locations featured include Athy, Balla, Ballindine, Ballybrophy, Boyle, Carlow, Castleknock, Cherryville Junction, Clara, Claremorris, Clonsilla, Curragh, Docklands, Dromod, Hazelhatch & Celbridge, Howth Junction, Kilkenny, Knockmore, Limerick Junction, Lisburn, Manulla Junction, Moira, Muine Bheag, Newbridge, Portarlington, Roscommon, Sallins & Naas, Thurles, Tipperary, Trooperslane, Westport and Whitehead.

DVD by Markle - Irish Railway Review No.8.

74 minutes, £18.95

This DVD features a review of the current Irish railway scene, concentrating on Birdhill and Nenagh - we visit this section of line as permanent way work brings classic four wheel wagons and pairs of GM locos into action. Mallow and the Kerry line - complicated platform work at Mallow gives way to rural charm as we wend our way to Farranfore.

Network Notes. We have a look at the work which has been done to bring trains back to Middleton and the Western Rail Corridor. Ballymena gets its local service at last. Level crossings new and old are examined plus the Tullamore Cement returns. Loco hauled Mark 3s versus 22000 railcars. The latest stock fails to dislodge engines and coaches - for a while yet. Much classic haulage remains to be seen as the railcars expand their routes.

The Ennis Line - we see railcars shuttle back and forth past disused stations and the once weekly arrival of a pair of small GMs with a train of Mark 3 stock.

Locations featured include Antrim, Ardahan, Ardsolus and Quinn, Attymon, Ballybrophy, Ballycar, Ballycoskerry, Ballyhale, Ballyhaunis, Ballymena, Banteer, Birdhill, Carrigtwohill, Charleville, Craughwell, Ennis, Farranfore, Glounthaune, Gort, Killarney, Lavistown, Mallow, Middleton, Monastereven, Muckamore, Nenagh, Port Laoise, Portarlington, Rathmore, Sixmilebridge and Tullamore.

The DVD is entirely made in WIDESCREEN. This will show on normal format televisions, but looks really great on the modern widescreen sets.

DVD by Markle - Irish Railway Review No.9.

80 minutes, £18.95

The liner and timber traffic between Waterford and Mayo. This route has become Ireland's principal freight artery.

Farewell to the NIR 80 class as they go for refurbishment, but fail along the way, Nenagh's new commuter service to Limerick is not without its problems

The Headhunters Barbers Shop and Railway Museum in Enniskillen has a close shave with our roving hairy reporter

Network Notes observes new pointwork and the new stations on the Western Rail Corridor

We see railcars advancing as the Mark 3 coaches finally bow out

... and Finally, some freight clips we could not leave out.

**Locations featured** include Abbey Junction, Antrim, Ardrahan, Athy, Attymon, Balla, Ballybrophy, Ballyhaunis, Belcoo, Belview, Birdhill, Broomhedge, Carlow, Castlerea, Cherryville Junction, Claremorris, Craughwell, Dromkeen, Donamon, Enniskillen, Foxford, Geashill, Glenavy, Lavistown, Limerick Junction, Manulla Junction, Moira, Monasterevin, Nenagh, Portarlington, Thomastown, Tullamore, Waterford, Westport, Whitehead and Woodlawn.

DVD by Markle - Northern Ireland Railways Then and Now

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 Norman Campion - The Rail Donegal

57 minutes, £15

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 - 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 street-running 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.

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.

Five Foot Three No.50 - 2004 Annual RPSI magazine.  
Paperback, 21 x 15 cm, 3 colour & 39 b&w photos, 68 pages, £3.00

There are detailed reports on RPSI activities during 2004, plus these articles:  
"Sunset of Steam on Coras Iompair Eareann",  
"Controversial Topics",  
"Memo to the Locomotive Foreman",  
"Performance of the 800 Class Locomotives",  
"Comments and Recollections",  
"Great Southern & Western Railway coach 837",  
"Travels In Ireland",  
plus Letters and Book Reviews.

Five Foot Three No.51 - 2005 Annual RPSI magazine.  
Paperback, 21 x 15 cm, 3 colour & 40 b&w photos, 68 pages, £3.00

There are detailed reports on RPSI activities during 2005, plus these articles:  
"A Few More Shades",  
"R.P.S.I. 40"  
"The Origins of the Transport Museum"  
"Comments and Recollections"  
"Whitehead in Wartime"  
plus Letters and Book Reviews.

Five Foot Three No.52 - 2006 Annual RPSI magazine.  
Paperback, 21 x 15 cm, 4 colour & 40 b&w photos, 68 pages, £3.00

There are detailed reports on RPSI activities during 2006, plus these articles:  
"Willie Graham",  
"More Light on the 800 Class",  
"Raiders of the Lost Board",

"Tales from the Ballast",  
"A View from the Other Side",  
"Cameras, Continuity and Codology",  
"Locospotter's Guide to GNR Literature",  
"Memories of 1964",  
"Comments and Recollections",  
plus Letters and Book Reviews.

Five Foot Three No.53 - 2007 Annual RPSI magazine.

Paperback, 21 x 15 cm, 4 colour & 40 b&w photos, 68 pages, £3.00

There are detailed reports on RPSI activities during 2007, plus these articles:

"Bobby Quail",  
"Some more GNR failures",  
"From wings to washouts",  
"The GSWR 2 class",  
"Hungry in Hungary?",  
"Touring by train on the BCDR",  
"Comments and Recollections",  
plus Letters and Book Reviews.

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.

Great Northern Railway (Ireland) - Some Gen from the Past by Cecil Carson

Paperback, 30 x 21 cm, 84 pages, £5.00

The late Cecil Carson compiled this random collection of items relating to the GNR(I). Included are: maps, public and working timetable extracts, photocopies of photographs, poems, letters, memos, forms (blank and filled in), cartoons, traffic notices, tickets, newspaper articles, staff pay rates, staff promotions and luggage labels. "Duty of Staff in the Event of Invasion" includes the useful advice: "only take cover when danger approaches"!

Great Southern Railways - an Irish Railway Pictorial by Donal Murray  
Paperback, 28 x 21 cm, 200 b&w photos, 96 pages, £14.99.

In 1925, at the behest of the government of the newly established Irish Free State, the Great Southern Railways was created to take over the running of all the railways, both broad and narrow gauge, which were located wholly within the Irish Free State. It continued to fulfil this role until 1945, when it became part of CIE. The inter-war years were bleak for the railways in the south of Ireland. Great damage had been done to the network during the War of Independence and the Civil War which followed the 1922 settlement with Britain. During the GSR era, economic conditions were grim yet the company did provide a reliable service and even managed to introduce some innovations including the only Pullman cars ever to run in Ireland, the Drumm battery trains and several classes of steam locomotives culminating in the three Bla class 4-6-0s built in 1939-41, probably the largest and most powerful 4-6-0s ever to run in these islands, locos which were on a par with the GWR 'Kings' and the LMS 'Royal Scots'. This attractive pictorial survey of the GSR covers both its broad and narrow gauge lines as well as some of the company's other activities, such as its road freight and bus services.

Greetings Cards of Irish Railway Preservation - 6 paintings by Debra Wenlock £7.50  
Measuring 10 x 15 cm, the colour scenes depicted are:

- 1) "Guinness at Downpatrick" - No.3BG "Guinness", an 0-4-0 Saddle Tank built by Hudswell Clarke in 1919 for shunting in the Guinness Brewery, Dublin, is seen in action on the Downpatrick and County Down Railway.
- 2) "No.4 at Whitehead" - No.4, a 2-6-4T built by the London, Midland and Scottish Railway in Derby in 1947 and now owned by the Railway Preservation Society of Ireland, is seen at the Society's base, Whitehead Excursion Station, in Co.Antrim.
- 3) "Woodland Express" - No.2, an 0-4-0 WT built by Andrew Barclay in 1949 for Bord na Mona, hauls an Irish Steam Preservation Society train at the Society's base at Stradbally, Co.Laois. 3 locomotives were built and No.3 survives as "Shane" - see next card.
- 4) "Shane" - this locomotive acquired its name while operating at Shane's Castle Railway. It is seen at its new home, the Giant's Causeway Station.
- 5) "Rush and Lusk" - a view of a typical Great Northern Railway (Ireland) signal cabin, in this case at Rush and Lusk on the Dublin - Belfast line.
- 6) "Downpatrick Diesel" - a view of diesel locomotive No.G611, built by Deutz in Cologne in 1962 for Coras Iompair Éireann, on the Downpatrick and County Down Railway

Horseshoes and Trolley Poles by Tony Burgess  
Paperback, 21 x 24 cm, 60 b&w photos, 64 pages, £8.99

As well as its steam and diesel-hauled train services in the 1950s, the Great Northern Railway (Ireland) operated trams at two locations. In Co Tyrone, the last horse tram in Ireland, hauled by 'Dick', plied its way daily between the town of Fintona and the junction with the Enniskillen-Omagh line. Over a hundred miles away, the last electric open-topped trams in Ireland operated the scenic route over the Hill of Howth in Co Dublin. This book is a delightful pictorial tribute to these two tram systems which are still fondly remembered by many.

Iarnród Éireann - Twenty Years of Progress by Tom Ferris  
Hardback, 25 x 19 cm, 85 colour photos, 80 pages, £14.99

The year 2007 marks the 20th anniversary of the decision to split the existing monolithic Irish nationalised transport company, Coras Iompair Éireann (CIÉ), into three separate operating companies. CIÉ remained as a holding company, but it was felt that the transport needs of the country would be better served if management was focused on dealing with particular elements of the CIÉ empire. Iarnród Éireann (Irish Railways), which dealt with rail services, had perhaps the most difficult task of the three new companies. The railways had been losing money for decades and had lacked appropriate levels of investment for many years. The most recent locomotives were built in the late 1970s, the rest of the fleet dated from the 1950s and 60s. Passenger rolling stock consisted mainly of ex BR Mk 1s and 11s

and whilst there was still quite a lot of freight traffic, this was losing money. Apart from the Dublin to Cork line, infrastructure was mainly straight out of the age of steam, with unwelded rail, manual boxes and semaphore signalling. This pictorial album shows the remarkable changes made in the last 20 years. Starting with the railway which IR inherited, the book shows just how much has already been achieved in bringing the railways of the Republic of Ireland into the 21st century.

Irish Railways - a New History by Tom Ferris.

Hardback, 24 x 17 cm, 31 colour, 46 b&w photos, 238 pages, £20.00.

It is now over 170 years since the first passenger railway in Ireland, the Dublin & Kingstown, opened for business in 1834. From modest beginnings, the railway network expanded over the next 70 years into almost every part of the country. At its greatest extent, the national network consisted of just under 3,500 route miles of track.

This era of expansion was followed by an equally long period of decline which was sparked by the inexorable rise of the internal combustion engine and exacerbated by the partition of the island and the economic problems of the interwar years. It was only towards the end of the twentieth century that this decline was arrested and passenger numbers and investment levels at last began to recover.

This new book, written by one of the leading historians of Ireland's railways, provides not just a detailed account of the rise and decline of the system and its current resurgence, but many insights into the social and economic effects of the railways on the country they served. The author shows how these effects were both beneficial and detrimental. The railways allowed the products of the great manufactories of Victorian Britain to be distributed cheaply to the remotest corners of Ireland causing difficulties for local producers, and eventually forcing the Irish economy to depend even more on agriculture as a result.

On the more positive side of the equation, they encouraged social and economic mobility and had an effect in binding the country together by allowing the distribution of national newspapers, enabling sporting contests such as Gaelic games and horse racing to move from the local to the national stage and encouraged political debate and agitation with prominent figures using the trains to take their message to a wider audience than was hitherto possible. The railways even became embroiled to some extent in the political process, as government sponsored railway promotion at the end of the nineteenth century attempted to promote economic regeneration and perhaps even kill off enthusiasm for Home Rule in the process.

This is a story rich in human interest, a tale of triumph and tragedy, superb achievement and monumental incompetence, which will appeal to all who have even a passing interest in this most emotive and romantic of human inventions in the field of transport.

LMS in Ireland by Mark Kennedy

Paperback, 28 x 22 cm, 250 b&w photos, 96 pages, £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 photos, 71 colour photos, 128 pages, £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.

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.

Lost Lines : Ireland by Nigel Welbourn  
Paperback, 24 x 17 cm, 250 b&w photos, 128 pages, £14.99

The railways of Ireland are unique, in their gauge, character and diversity. Today, only about one third of all the railways built in Ireland are still in existence. This means that the country has more than its fair share of lost lines which provide the material for this latest addition to our highly successful 'Lost Lines' series. In the book, Nigel Welbourn retraces some 35 lines, both broad and narrow gauge, that once operated in Ireland. These have put an indelible stamp on the landscape and even where lines have long been closed, buildings, bridges and many physical remains can still be found. The 'Lost Lines' series has, in the decade since the first titles were published, proved to be an enduring success, with many of the volumes being reprinted regularly. As with the earlier volumes in this popular series, each chapter provides the reader with a history of the line and its current status. The well-researched and meticulous text is supplemented by an excellent selection of some 250 images. These include maps, contemporary and historic photographs, tickets and other items of ephemera.

Lough Swilly Buses by Irvine Millar  
Hardback, 28 x 21 cm, 200 colour & 240 B&W photos, 224 pages, £25.00

This is a comprehensive book about the buses of the Lough Swilly company, which is the major bus operator in North Donegal. The Lough Swilly evolved from the road services of the old Londonderry and Lough Swilly Railway and, with a continuous history going back to 1863, is currently the oldest operator in Ireland, if not in these islands. The Lough Swilly buys most of its vehicles second-hand, so a lot of its buses originated in Britain and it is popular with British bus enthusiasts who often find long lost 'friends' near Malin Head or Letterkenny! This book details every bus the Lough Swilly ever owned and illustrates most of them as well. In addition, there are chapters on the railway and the road freight fleet.

LUAS Harcourt Street Memories by Brian Mac Aongusa  
Paperback, 23 x 23 cm, 86 b&w photos, 136 pages, £5.00, *reduced from £10.50*

After more than ten years in planning and construction, Luas trams emerged during the summer of 2004 as an elegant form of public transport of which Dubliners can be proud. Some 46 years after the original Harcourt Street Line was closed, the new trams grace the streets and routes to the south of the city and already the government is planning to extend Luas to new routes around the city centre and to its northside. This celebration of the new Luas line carries the reader from the shining new trams and plans for future developments back in time to the days of steam engines. The eight kilometres from Harcourt Street to Sandyford are conveyed in colourful and charming detail, with text and photographs in wonderful complement. The bridge at Dundrum, the sale of the old Harcourt Street station, passengers Behan, Beckett and Myles na Gopaleen, crashes, attempted murder, and old steam engines, all vie for attention in this beautiful memento. This updated version of the bestseller, *The Harcourt Street Line: Back on Track*, makes for the perfect gift for any train enthusiast, or simply anyone who loves a great tale well told.

Mid-Antrim Narrow Gauge by Dr.E.M.Patterson and Norman Johnston  
Paperback, 26 x 21 cm, 3 colour paintings & 160 b&w photos, 175 pages, £15.99

This is a new edition of Dr EM Patterson's book *The Ballymena Lines*, originally published in 1968 and is a companion volume to *The Ballycastle Railway* by the same author, reissued in 2006. County Antrim was the cradle of the Irish narrow gauge railways and this updated edition covers the Ballymena, Cushendal and Red Bay Railway, the Ballymena and Larne Railway, the NCC and the various industrial lines that operated, such as the Glenariff

Railway, the Carnlough Mineral Railway and the British Aluminium lines at Larne. A detailed itinerary taking you over what remains of the railway in 2007 provides a useful and interesting addition to the 1968 book.

Dr EM Patterson, BSc, MSc, DSc, MPhil, MRIA, FRSE was born at Bangor, Co Down, in 1920 and educated at Bangor Grammar School and The Queen's University, Belfast. He was trained as a geologist but in 1941 he moved to Scotland to take up employment as a research chemist at ICI (Explosives) at Ardeer, Ayrshire. His interest in geology continued to flourish and in 1947 he moved to St Andrews University where he lectured in the Department of Geology and Mineralogy. In 1953 he married Violet Kirk (née Adams), a Queen's graduate, and returned to ICI at Ardeer the following year, working there until his retirement in 1981. In Ireland his focus of interest was the railways in the north of the island. He wrote nine books, covering seven of the narrow gauge lines (two in this book, formerly published as *The Ballymena Lines*), as well as *The Great Northern Railway of Ireland* and *The Belfast and County Down Railway* (two books).

Narrow Gauge Rolling Stock - an Irish Railway Pictorial by Desmond Coakham  
Paperback, 28 x 22 cm, 175 b&w photos, 80 pages, £10.00 *Reduced from £14.99*

The author of this book, Desmond Coakham, an acknowledged expert on Irish railway rolling stock on both the broad and narrow gauges, is unique among those who recorded the railways of Ireland in the 1950s and 60s, in that he did not concentrate solely on what was at the front of the train - he also turned his camera on the rolling stock behind the engine. His personal photographic collection, supplemented for this book by the work of others, contains a unique record of Irish steam age rolling stock. Even though the last common carrier narrow gauge line, the West Clare section of CIE, closed in 1960, the Irish narrow gauge still holds an enduring appeal for railway enthusiasts and modellers to this day. Whilst a number of books have been published, many by in recent years on the narrow gauge railways of Ireland, none of these have focused on the fascinating range of rolling stock, both goods and passenger, which ran on these lines. The Irish 3ft gauge lines were all promoted as independent companies and acquired their rolling stock from a large range of British manufacturers. Each system therefore operated stock which was unique to itself. This ranged from relatively sophisticated bogie passenger carriages on the Cavan & Leitrim and County Donegal systems, to much more modest four and six wheel carriages on other lines. The goods stock was equally varied though one surprising fact, apparent from the book, is that a large proportion of Irish 3ft gauge goods wagons had continuous brakes decades before these were common on standard gauge stock elsewhere in the British Isles. Though there were exceptions, there was never much money to renew elderly stock and many lines soldiered on to the end of their existence, with rolling stock which had long ago seen its best days This book is in the familiar 'Irish Railway Pictorial' format and is illustrated throughout with black and white photos. It surveys the types of carriages and wagons, which were used on the Irish narrow gauge and, in addition to the photos, the book contains a selection of scale drawings made by the author, a retired architect, which provide detailed templates for those who are contemplating modelling the rolling stock used on these lines. This book will therefore appeal both those interested in the history of the Irish narrow gauge and those thinking of replicating parts of it.

Rail Runabout - Northern Ireland Railways from 1975 to 2005 by Sam Somerville  
Paperback, 21 x 24 cm, 2 colour & 60 b&w photos, 64 pages, £8.99

This book looks at the operations and rolling stock of Northern Ireland Railways in the period 1975 to 2005. In this, his first book, Sam Somerville takes us on a trip on the Province's rail network using his Rail Runabout 'rambler' ticket. We visit Londonderry, Castlerock and Portrush before heading south to the Larne and Bangor lines. The former GNR(I) Antrim branch from Lisburn is visited on our journey from Belfast to Dundalk via Portadown. For fans of NIR diesel trains this book is a must, with 60+ photographs of MEDs, MPDs, 70 class, 80 class and 450 class DEMUs all in a variety of liveries, Hunslet, Metro-Vick and General Motors locomotives and a new CAF C3K railcar. Even the odd CIÉ engine puts in an appearance on freight and weedkilling trains.

Rails around Belfast - an Irish Railway Pictorial by Andrew Crockart & Jack Patience  
Paperback, 28 x 22 cm, 200 b&w photos, 80 pages, £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 around Cork and Kerry - an Irish Railway Pictorial by Michael Baker  
Paperback, 28 x 22 cm, 200 b&w photos, 80 pages, £14.99

The large adjacent counties of Cork and Kerry in the South West of Ireland arguably contain some of the most picturesque landscapes in the whole country. They share a rugged Atlantic coastline tempered by the warmth of the Gulf stream and attract thousands of visitors every year. They also share a colourful railway history, which is examined in detail in the latest title in Midland's successful Irish Railway Pictorial series. The railway network in the two counties included broad-gauge main lines to Cork and Tralee, with sundry branches and five narrow-gauge lines (including the famous Tralee & Dingle line) serving the Dingle Peninsula and the almost indescribably bizarre Listowel & Ballybunion monorail. Author Michael Baker knows this part of Ireland intimately and has brought together a remarkable collection of photos portraying the fascinating railway heritage of Cork and Kerry. Whilst the emphasis is on the post-World War 2 era, the book does explore that which went before and includes coverage of the lines that fell by the wayside in the first half of the 20th century

Rails to Achill - a West of Ireland Branch Line by John 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 in Ireland Part One by Martin Bairstow  
Paperback, 24 x 18 cm, 8 colour and 173 b&w photos, 122 pages, £13.95

This book is the first volume in a series of four albums covering all railways in Ireland. Most of the photographs have never previously been published and the reproduction is excellent. It provides a history of each line and a collection of interesting photographs, many at unusual locations, as well as informative captions. This first volume covers the ever popular Great Northern Railway, the Sligo Leitrim and Northern Counties, the County Donegal narrow gauge, the Londonderry and Lough Swilly, the Cavan and Leitrim, the Clogher Valley and the Castlederg and Victoria Bridge. Of all these lines, only Belfast - Dublin plus branches to Antrim, Navan and Howth remain today! There is a list of opening and closing dates for all the lines covered, including the short lived Keady to Castleblaney line - opened in 1910 and closed in 1924. One of many gems in this book is a 1954 letter to

the GNR(I) from the General Motors representatives in Ireland, McCairns Motors Ltd, Tara St., Dublin.

Railways in Ireland Part Two by Martin Bairstow

Paperback, 24 x 18 cm, 7 colour and 190 b&w photos, 5 maps, 122 pages, £14.95

This book is the second volume in a series of four albums covering all railways in Ireland. Volume Two covers the Belfast and County Down, the Northern Counties, the Giant's Causeway (including re-opening), the Dundalk, Newry and Greenore, the Ballycastle, Belfast Trams, Cross Channel Shipping, Northern Ireland Railways, the Enterprise Express, the RPSI and the Downpatrick and County Down. 0-4-0 ST "Wilfrid" merits a photo shunting at Courtaulds, Carrickfergus. There is a list of opening and closing dates for all the lines covered. The section on the RPSI refers to a "pleasant irony"! Want to know more? Then buy the book.

Railways in Ireland Part Three by Martin Bairstow

Paperback, 24 x 18 cm, 7 colour and 190 b&w photos, 6 maps, 128 pages, £15.95

This book is the third volume in a series of four albums covering all railways in Ireland. The major companies covered are the Midland, Great Western Railway and the Dublin and South Eastern Railway. The Rosslare to Waterford route and the Waterford and Tramore Railway are included, as are Dublin trams - past and present. There is coverage of cross channel shipping routes from ports between Dublin and Waterford. Aran Island ferries merit three photos. As with the first two volumes, there are many previously unpublished photos and there is a complete list of opening and closing dates.

Railways in Ulster's Lakeland by Tony Burgess

Paperback, 21 x 24 cm, 54 b&w photos, 64 pages, £8.99

The railways in the border counties of Northern Ireland and the Republic of Ireland have always held a fascination for railway enthusiasts. Tony Burges visited the area in the late summer of 1957. Starting from Belturbet in County Cavan, he takes us on a trip along Great Northern Railway metals thence to Cavan, Clones, across the border to Enniskillen, north to Bundoran Junction and finally to the Atlantic Ocean at Bundoran itself. Not forgotten is the Sligo, Leitrim & Northern Counties Railway line between Enniskillen and Sligo. Tony gives us a flavour of the area, and the time, in this superb selection of photographs, some by the well known railway historian Dr DB McNeill, along with his accompanying text. Great Northern steam locomotives and diesel railcars are there as are the rolling stock and stations of the Sligo, Leitrim.

So come and join us on a tour of the *Railways in Ulster's Lakeland*.

Railways of Leinster by Michael Baker.

Paperback, 24 x 17 cm, 150 b&w photos, 128 pages, £17.99.

This volume explores in traditional 'past and present' style the railways of Dublin and its suburbs, including the celebrated DART system; the coastal lines north to Dundalk and south to Wexford, Rosslare and Waterford; radiating main lines from Dublin south-westward towards Cork, west to Athlone, and north-west towards Sligo; and the many rural branch lines in this large area of Ireland.

Michael Baker is an acknowledged expert on the railways of Ireland, and has already written two 'Irish Railways Past and Present' volumes for the Cumha Collection.

Restoration of Great Southern & Western Railway Royal Saloon No 351

Paperback, 30 x 21 cm, 20 colour and 6 b&w photos, 24 pages, £3.00

Royal Saloon No 351 was built at the Inchicore Works, Dublin of the Great Southern & Western Railway in 1902/03 for the visit of King Edward VII to Ireland in July, 1903. After independence in 1922, No 351 became the State Coach and it was used by Presidents, Prime Ministers and visiting dignitaries. It fell into disuse in the 1970s and it languished at Inchicore until 1995, when the RPSI and FAS began its restoration, with the full co-operation of Iarnrod Eireann. This booklet tells the story of No 351 up to its re-launch after restoration by President Mary McAleese.

RPSI Railtour Brochures edited by Charles Friel

Paperback, 21 x 15 cm, £3 each

The route of each railtour is described in detail with many references to railway operation in steam days. The text is supplemented with gradient profiles, maps and track layout diagrams of some stations. The black and white photographs come from a wide variety of sources and almost all are previously unpublished. Most go back to the steam era although some extinct classes of diesel locomotive may appear. ph=photos. pp=pages

- 2004 "Slieve Kimalta" Dublin-Nenagh-Limerick-Thurles-Dublin-Belfast, 34 ph, 40 pp.
- 2007 "Garavogue" Dublin - Limerick - Sligo - Bray - Whitehead, 58 ph, 80 pp.
- 2008 "Barrow Bridge" Dublin- Mullingar-Waterford-Rosslare-Dublin-Dundalk, 54 ph, 84 pp
- 2009 "The Top Link" Belfast - Dublin- Cork & return, 58 ph, 44 pp
- 2009 "Comeragh Diesel Railtour" Dublin-Waterford-Limerick Junction-Dublin, 34 ph, 44 pp
- 2009 "Carrowbeg Railtour" Dublin-Westport-Ballina-Dublin-Whitehead, 53 ph, 80 pp

RPSI metal badge with pin - RPSI crest - 2 cm diameter. £3.50

The RPSI crest has recently been produced by former Society Treasurer, John Beaumont. It is based on the crest of the Midland, Great Western Railway (the most under-represented of the big Irish railway companies in terms of preservation), and it features locomotive No.171 "Slieve Gullion" in Great Northern Railway blue livery. There are also items from the coat of arms of County Antrim (where the Society's headquarters, Whitehead, is located) and from the coat of arms of the City of Dublin, the Society's other main base of activity. These are surrounded by a gold garter with the name of the Society in gold letters. The background colour is maroon.

Saga By Rail : Ireland by J.I.C.Boyd

Paperback, 24 x 17 cm, 295 b&w photos, 288 pages, £16.95

James Boyd's love of Irish railways began in the 1930s. These are his reminiscences of his visits. He concentrated his attention on the narrow gauge railway systems, but did not neglect the main line 5 ft 3 in. lines which he came across. Little of the subject matter of this book can be experienced today; accordingly, these accounts have taken on a historical significance. As time has gone by his knowledge of those early subjects has been enhanced by later fact-finding; this extra material has been incorporated into the text to give it more substance. Readers who expect to find some gems of research herein will be disappointed but to counter this there will be others who will read this with a certain amount of envy. For this is how it was.

James Boyd writes: 'I am often asked to set down something about my lifetime's interest in railways; it is a reminder of my age and of opportunities which some people wish they could have experienced themselves. Herein I bow to their wishes. It must be understood that I had no conception that in later life notes begun when I was a teenager would be interesting to many today. Similarly, that photographs taken with a simple camera might become a rarity. Some things I saw I did not fully appreciate on the first occasion. My field notes and drawings began in 1933 and were made in a rather expensive Sketch Book from Reeves which I obtained through the school Art Room so that it might appear under 'Extras' on my father's termly bill rather than deplete my pocket money. I soon learnt that a Woolworth's penny note pad was sufficient for the rough and tumble of rucksack, bicycle bag and railway environment!'

Set of 12 RPSI Railway Letter Stamps £5

The set consists of 3 stamps of each of these locomotives: (1) London, Midland and Scottish Railway, Northern Counties Committee 2-6-4T No.4, built 1947, (2) Great Northern Railway (Ireland) 4-4-0 No.171 "Slieve Gullion", built 1913, (3) Great Southern and Western Railway 0-6-0 No.184, built 1880, (4) Great Southern and Western Railway 0-6-0 No.186, built 1879.

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.

Smoke Amidst the Drumlins - the Cavan and Leitrim in the 1950s by Tony Burgess  
Paperback, 21 x 24 cm, 62 b&w photos, 64 pages, £8.99

In the early 1950s, on alighting from the Dublin to Sligo train at Dromod after a journey of 2 1/2 hours, a traveller might pause to listen to the exhaust beat of a departing class D5 4-4-0, as the soot and briquette dust rained down. A few footsteps from the stone structure that was, and still is, the former Midland Great Western station, was the red brick gateway to a railway of unusual character - the Cavan and Leitrim section of Coras Iompair Eireann (CIE'). Ahead lay one of the least prosperous areas of the Irish Midlands. The complex and distinctive landscape was characterized by low, elongated hills or drumlins, as they are known in this part of the world. Such a terrain could most economically be penetrated by a narrow gauge line and the mixed train pursued a tortuous path. The solitary passenger coach, with open platforms at each end, offered a spartan travel experience but the atmosphere on board always conjured up images of travel in some far flung corner of the world.

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, £12.95

The World's oldest main line locomotive? Built in 1879, No.186 is running today in her 127<sup>th</sup> 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.

A unique story, uniquely told in this new book which is a must of everyone interested in Irish railways.

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

Paperback, 21 x 24 cm, 60 b&w photos, 64 pages, £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.

Tales of the Permanent Way - Stories from the Heart of Ireland's Railways by Michael Barry

Hardback, 25 x 20 cm, 180 photos (mostly colour), 160 pages, £22.00

As you travel on the Irish railway network today, pause to think of the 175 years of its history. Trains run on the iarnród that traverses the Irish landscape. The permanent way men who walk the line, are its custodians. This book explores this rich seam of social history, part of the hidden infrastructure which keeps the country moving.

From the opening of the first suburban railway in the world, the Dublin & Kingstown in 1834, Ireland was in the vanguard of early railway development. The flat-bottom rail, common today across the world, was developed by an Irish railway engineer, Charles Blacker Vignoles. The Irish gauge is in use in railways in Australia and Brazil.

With a different and fresh look at the human face of the railways, author Michael Barry brings his unique insight as a railway engineer to this fascinating part of Ireland's history and heritage. Illustrated by a splendid collection of historical photographs and engravings, this book tells the little-known story which lies at the heart of the railway. Highly readable, it skilfully interweaves the history with the stories of the people who keep Ireland's railways on track.

This book is essential for those who are interested in Ireland's history and heritage and particularly in the fascinating story of its railways.

That Old Sinner - Letterkenny and Burtonport Railway by Frank Sweeney

Paperback, 22 x 14 cm, 16 b&w photos, 380 pages, £10

In 1917, the Irish Times christened the Letterkenny and Burtonport Extension Railway 'that old sinner'. It was a well deserved title for after 14 years in operation, it had become a legend in its own time for its wayward methods, broken down engines, bad management, erratic driving, poor punctuality, passengers travelling in cattle trucks, lost goods, pilferage, nights stuck in the bogs between Letterkenny and Burtonport and severe conflict with the Board of Works. It seemed that nobody loved the L&BER. There were calls for investigations and inquiries almost annually. Questions were regularly asked in Parliament. Donegal County Council discussed it at almost every meeting. Letter writers vented their fury at its errand ways in the columns of newspapers. Demands for a change of management were made throughout its existence. And yet nothing seemed to change or improve it. It went to its demise as an unrepentant sinner. And yet then people were faithful to it. They travelled

in their thousands to the hiring fairs, then feiseanna (festivals of Irish music and song), the football matches, the political meetings, on pilgrimages to the Doon Well or to the Derry Boat. It had its court cases, its funny incidents and its sad and inglorious moments. But this book is not just the story of the railway. Frank Sweeney brings the reader into the life and society of northwest Donegal between the 1880s and 1950. It's all there. We meet the people, their struggles, the great days, poverty, war at home and abroad, the police, migration, politics, independence, the border, customs, in fact almost every aspect of life is dealt with.

The Atock/Attock Family - a Worldwide Railway Engineering Dynasty by Ernie Shepherd  
Paperback, 21 x 15 cm, 162 b&w photos, 264 pages, £15.95

Martin Atock served as locomotive, carriage and wagon superintendent of the Waterford & Limerick Railway from 1861 until 1872 and of the Midland Great Western Railway for the next 28 years up until 1900. Eminent author on Irish railway matters, Ernie Shepherd, discovered that Martin Atock had served part of his apprenticeship at the Stratford works of the Eastern Counties Railway, where his father George was in charge of carriages and wagons for 29 years on both that company and its successor, the Great Eastern Railway, and where his brothers Frederick and George had also worked. Ernie then decided to follow up the trail. Little did he know that he would trace four generations and 13 members of the family involved in railways spanning a period of nearly 130 years, not only in Britain and Ireland, but also in Australia, Burma, Ceylon, Cuba, Egypt, Malaya, New Zealand, Sudan and Venezuela - truly a great, worldwide, railway dynasty!

Some further members of the family led exciting lives apart from the railway scene and are also worthy of mention. The period covered by this book includes the two World Wars in which a number of family members were to play their part.

A significant moment in the family's history was when Frederick moved to the Lancashire & Yorkshire Railway in Newton Heath, Manchester in 1876, members of the family were to hold positions within the L&Y, and its successor the LMS, for almost 60 years. When the diesel era dawned Martin Oldacres Attock was at the heart of it, working in the design department for English Electric on main line locomotives, railcars and the ubiquitous 350 hp diesel shunter for British and overseas railways.

There had been Atock rocket experiments in Australia in the 1930s and the family can still be found at the cutting edge of technology having been involved with the European Space Agency on the Rosetta spacecraft. This book draws together the extraordinary story of a long, varied and continuing engineering dynasty.

The Railway House - Tales from an Irish Fireside by Barry Kennerk  
Hardback, 22 x 24 cm, 220 pages, £8.99

Much has been written about Ireland's railways but *The Railway House - Tales from an Irish Fireside* is unique in that it describes life in an Irish country railway station. Over 2,500 railway houses still stand but remarkably no one has ever written about the people who lived in them - until now. The book centres on a railway house near an embankment at the end of a short breen cutting through the esker ridge of the Ballinough Hills. Looking out past a level crossing onto the lonely expanse of Doury bog, it cuts a solitary presence in the surrounding landscape. On either end, its gable walls face towards the towns of Tullamore and Clara. It was into this four-roomed home Kathleen Mary Gaynor, was born on 8th April 1914 - this is the story of her family, the trains and the people who worked on them.

The Swilly and the Wee Donegal by Anthony Burges  
Paperback, 21 x 24 cm, 64 b&w photos, 64 pages, £8.99

The narrow gauge railways of Donegal continue to fascinate enthusiasts of this generation. Tony Burges takes us on a trip over the systems of the Londonderry and Lough Swilly Railway (from Derry to Buncrana) and the County Donegal Railways Joint Committee (from Derry to Letterkenny, Stranorlar, Donegal, Killybegs and Ballyshannon), recording the rural delights of transport fifty years ago, when donkeys were as common as cars.

The Wee Donegal Revisited in Colour by Robert Robotham and Joe Curran  
Paperback, 29 x 20 cm, 155 colour photos, 108 pages, £19.99

When *The Last Years of the Wee Donegal* was published in 1998 it proved to be the most popular Colourpoint transport title ever. Major factors in that were the popularity of the line itself and the fact that it was the first all colour book on an Irish narrow gauge

company. Now, with the cooperation of ColourRail, another 155 colour pictures have been made available for a second album, including some rare views from the early 1950s. This book follows a more thematic approach, focusing on principal stations and on locomotives, railcars and carriages. The book will include official scale drawings of selected items of rolling stock.

Tramway Memories - Belfast by Des Coakham.

Paperback, 28 x 22 cm, 2 colour and 175 b & w photos, 12 diagrams, 80 pages £14.99

This book explores the large and impressive system which served Belfast, and provides a nostalgic journey around the city. It concentrates on the period from the 1930s through to 1954, the year the last tramcars ran, being replaced by trolley and motorbuses. Beginning with a brief history of the system and an examination of the various types of tramcars that ran in the city, the book then systematically explores the routes themselves using many quality black and white photographs, accompanied by informative and extensive captions. The book also contains route maps and depot plans. The photographs will appeal not just to tramway and transport enthusiasts, but to a wider audience. Belfast's trams are seen in the context of the city they served. The photos show the streetscapes, the shop fronts, the fashions and the other road vehicles seen in the era covered. Publication coincided with the 100th anniversary of the introduction of the first electric tramcar services in the city in December 1905.

Ulster in the 1950s - photos from the UTA Archive 2 by Norman Johnston

Paperback, 20 x 24 cm, 60 b&w photos, 64 pages, £8.99.

In the 1950s, Northern Ireland was a very conservative society, its movers and shakers being mainly the generation that was born around the First World War. The 'Baby-Boomers' were still at school and the forces that were later to convulse and transform the province lay very far in the future. This book delves into the archive of photographs created by the Ulster Transport Authority, to record its transport and tourist-related activities, but which gives an insight into everyday life at that time, how people worked, dressed, travelled and relaxed.

Ulster Transport Authority in Colour by Derek Young

Hardback, 30 x 20 cm, 280 colour photos, 128 pages, £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/howtherpsiwasformed.htm#how](http://www.rpsi-online.org/aboutus/howtherpsiwasformed.htm#how)