

Book Detail

[IR35X] Holden, Bryan & Leech, Kenneth H.. A Century in Steam GWR. Clophill, Bedfordshire, England: Irwell Press, 1992. First Edition. Hard Cover. New / New. ISBN: 187160835X. 92 pages profusely illustrated b/w photos \$44.85

[IR672] Fairhurst, Doug. A London Trolleybus Experience. Clophill, Bedfordshire, England: Irwell Press, 2014. First Edition. Soft Cover. New / No Jacket. ISBN: 9781906919672. 76 pages colour and b/w photos - What is a Trolleybus? In essence it is a bus that runs on rubber tyres (as a normal road vehicle) but is powered by electricity collected from overhead wires by way of a pair of poles (correct term being booms). It is not like a tram where the power is collected by a single collector and the return of the current is through steel wheels running on steel rails laid into the roadway. The trolleybus gives slightly more flexibility than a fixed tram route in that it can overtake or negotiate normal road vehicles but is still limited to the route of the overhead wiring. Of course, unless on a separate 'track', they cannot overtake each other - thus the old saying, "another convoy on its way". London had one of the largest fleets of trolleybuses in the world and at its peak had about 1,800 such vehicles. They were introduced to give longevity to the then existing infrastructure of the earlier tram systems. The last London trolleybus ran in May 1962. Except for a few original and earlier models, the London trolleybuses were six-wheeled, unlike in the provinces where four-wheelers were more common. Again most British vehicles were double-deck whereas those in the rest of the world were and still are single-deck. For the casual observer all London trolleybuses looked the same, but there were some subtle differences. For example, the class N2 had much thicker corner pillars to the upper deck. Class L2 No.954 had a cream band below the driver's cab windows. (I was lucky to get a photo of this 'one off' on Route 621 at Holborn Circus. \$49.95

[IR910] Smith, Martin. A Year to Remember 1957. Clophill, Bedfordshire, England: Irwell Press, 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608910. 76 pages profusely illustrated b/w photos - A larger example of the monthly magazine \$29.85

[IR651] Smith, W. A. C. & Anderson, Paul. An Illustrated History of Carlisle's Railways. Clophill, Bedfordshire, England: Irwell Press, 1997. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608651. 92 pages profusely illustrated b/w photos - the railway came into Carlisle, not just once but seven times, under the auspices of a series of different railway companies. The result within the city was a fascinating jumble of lines heading towards their own separate stations, and a battle between those gaining access to the centre and those initially denied it. The story of rail in the city begins however with a canal. Proposals have regularly been made to construct a canal cutting across the country and linking the Irish Sea with the North Sea via the Solway and the Tyne. After a number of false dawns, what was hoped would be just the first section of the long distance route was opened in March 1823, connecting Carlisle with an exit to the Solway at what was christened Port Carlisle. This 11 mile stretch would in itself prove of great benefit to the growing city, facilitating as it did the import of raw materials and the export of finished goods to and from the canal basin situated a mile to the north-west of the city centre. Although demand was growing to complete the cross country link it did not take shape as a canal as originally planned but as a railway, which by that time was clearly the most cost effective option. Construction of the Newcastle and Carlisle Railway began in 1830, but it was not until 1838 that the line was completed to connect the two cities. In Carlisle itself moreover the engineer had been faced with a difficult question - where should the line end? Should it terminate at the canal basin to complete the original plan, or nearer to the city centre for the convenience of passengers? The lure of revenue from the traffic in coal for export to the basin from collieries near Brampton to the east won the day, so a route across the lie of the land to the south of the city was chosen to allow this. Unfortunately for passengers this meant that the nearest the line approached the city centre was when it crossed under London Road, about three-quarters of a mile outside the city. It was here however that London Road Station was constructed, with the goods line continuing further as the Canal Branch. In 1843, the arrival of the second line to the city - the Maryport and Carlisle Railway - brought with it the complications and arguments which were to be a continuing feature of Carlisle's railway history, although not to begin with. The Maryport and Carlisle - approaching the city from the south along the Caldew Valley - reached agreement with the Newcastle and Carlisle to turn east and join their Canal Branch for half a mile before reversing into London Road station which they would share. So far so good, but the

directors of the Maryport and Carlisle had plans for a new station of their own closer to the city centre, and acquired a seven acre site at Crown Street. Objections were raised not only by the Newcastle and Carlisle but also by the approaching Lancaster and Carlisle whose plans were going through Parliament at the same time, both of which lines the Maryport and Carlisle would cross on the level! Construction of a temporary station at Crown Street was eventually agreed but using a similar join and reverse method of approach as at London Road. This was not to survive for long! The through line from Lancaster to Carlisle opened in 1846 to the background of continuing disputes about the location and use of a new shared central station. Indeed for nine months the Lancaster and Carlisle Railway terminated in the Newcastle and Carlisle's London Road Station via a curve off its authorised route into the city. Trains from Lancaster and the south only began to use Court Square (to be developed as Citadel Station) just outside the city's medieval walls in 1847. Agreement was finally reached for Maryport and Carlisle trains to use the new station in 1851, but not before their station at Crown Street had been totally demolished by a gang of one hundred Lancaster and Carlisle men, armed with picks and crowbars, in order to force the issue! At least this avoided the situation where every Maryport and Carlisle train crossed the course of Lancaster and Carlisle trains three times on its approach to the station! The Newcastle and Carlisle Railway remained isolated at their London Road Station for another 12 years. Citadel Station grew in importance as lines north from Carlisle into Scotland were developed. The southern section of the Caledonian Railway, from the new joint station, opened in September 1847, with through services to Glasgow and Edinburgh in the following February. The Glasgow and South Western Railway followed in 1851. This took an alternative route to Glasgow via Dumfries and was regarded by the Caledonian as a bitter rival. Although the Glasgow and South Western was admitted to the Citadel, and shared the same goods yard and engine shed, it had to pay a price for the privilege - £1000 per annum for access to the station (not to mention the £5000 charge for the use of its tracks northwards to Gretna Junction). No wonder then that the Glasgow and South Western eagerly awaited the opportunity to form a partnership with the Midland Railway's Settle and Carlisle line. The next development, although relatively minor in scale, was both a reminder of how this whole story started and the platform for the arrival on the scene of the third route into Scotland. The Carlisle Canal was by 1850 in serious financial difficulties following competition from the railways. Four years later - in 1854 - the canal had been drained and converted into a railway itself! Although extended to Silloth this independent venture was never a financial success until in 1861 it benefited from the arrival of the North British Railway which linked Carlisle and Edinburgh via Hawick. Determined to take its own route into the Citadel for as long as it could the line chose the option of bridging the Caledonian north of the city before joining the Port Carlisle/Silloth system near the old canal basin and then using the sharply carving Caledonian goods branch for the final mile eastwards into the station, despite the hefty tolls which the Caledonian imposed! Both the North British and the Glasgow and South Western looked forward to the completion of the Midland Railway's plans to forge north to Carlisle, which would give them both an alternative route south from the city. The story of this remarkable development is told elsewhere, but goods services on the whole route commenced in 1875, with passenger services the following year. The alliance of the Caledonian and the by now London and North Western did what it could to obstruct the Midland's success, just as it had with other companies in the past, but eventually - from the early 1880's - all seven of them settled down under one roof at Citadel Station. \$45.90

[IR597] Smith, W. A. C. & Anderson, Paul. An Illustrated History of Edinburgh's Railways. Clophill, Bedfordshire, England: Irwell Press, 1995. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608597. 112 pages profusely illustrated b/w photos - A pictorial delight and a solid, well written and well researched, reliable text. A good coverage of all the many facets of a remarkable railway history \$46.65

[IR66X] Smith, Martin. An Illustrated History of Exmoor's Railways. Clophill, Bedfordshire, England: Irwell Press, 1995. First Edition. Soft Cover. New / No Jacket. ISBN: 187160866X. 76 pages profusely illustrated b/w photos - A look at the railways of one of the South West's most attractive corners, though it ranges a little beyond the true geographical confines. The book devotes a separate section to each of the area's five railway lines, Barnstaple - Ilfracombe, Barnstaple - Taunton, Taunton - Minehead, Lynton and Barnstaple and the ancient West Somerset Mineral Railway. Considerable primary source research has been undertaken in an effort to come up with something a little different and it is hoped that the end result provides a concise, and occasionally offbeat, insight into railway operations in West Somerset and North Devon. \$38.85

[IR333] Smith, W. A. C. & Anderson, Paul. An Illustrated History of Glasgow's Railways. Clophill, Bedfordshire, England: Irwell Press, 1993. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608333. 112 pages profusely illustrated b/w photos \$39.95

[IR449] Nicholson, M. & Yeadon, W. B.. An Illustrated History of Hull's Railways. Grasscroft, Oldham, UK: Irwell Press, 1993. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608449. 112 pages profusely illustrated b/w photos - this is an account of rail services the city of Hull once had and the lines which were still used at the time it was written in 1993 \$43.10

[IR49X] Stretton, John. An Illustrated History of Leicester's Railways. Clophill, Bedfordshire, England: Irwell Press, 1998. First Edition. Soft Cover. New / No Jacket. ISBN: 187160849X. 60 pages profusely illustrated b/w photos \$39.45

[IR686] Anderson, Paul. An Illustrated History of Liverpool's Railways. Clophill, Bedfordshire, England: Irwell Press, 1996. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608686. 78 pages profusely illustrated b/w photos \$44.15

[IR157] Anderson, Paul & Cupit, Jack. An Illustrated History of Mansfield's Railways. Clophill, Bedfordshire, England: Irwell Press, 2000. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266157. 76 pages profusely illustrated b/w photos - Based in the territory of Britain's favourite legendary hero, Robin Hood, this is the story of the movement of coal by rail from the pioneering Mansfield & Pinxton of 1819 to the modern scene of today. Mansfield had a busy network of lines and the present reinstatement of passenger services to freight only routes means a healthy future for the railways in the area. A superb selection of photographs and detailed maps bring the area to life. \$32.85

[IR841] Smith, Martin. An Illustrated History of Plymouth's Railways. Clophill, Bedfordshire, England: Irwell Press, 1995. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608414. 94 pages profusely illustrated b/w photos - The history of Plymouth's Railways, especially the corporate fistcuffs between the broad gauge companies and the LWSR camp, is a complex one and it would be a trifle over ambitious to attempt a thorough going account of the subject in a modest little book such as this. Instead, the text is, to a great extent, an unpretentious collection of material from various primary sources - in an attempt to come up with something a little different, long hours have been spent delving through assorted official documents, railway company committee minutes, Board of Trade reports, accident investigations and the rest. For the purposes of this book, the geographical boundaries are Laira and Plymstock (in the east) and St. Budeax in the west but including the Royal Albert Bridge; subjects such as the Yealmpton branch and Tavistock Junction are therefore excluded. Of which, maybe, more anon. \$44.65

[IR376] Wells, J.. An Illustrated History of Rochdale's Railways. Clophill, Bedfordshire, England: Irwell Press, 1993. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608376. 80 pages profusely illustrated b/w photos - Rochdale railway station serves the town of Rochdale in Greater Manchester, England. The Manchester and Leeds Railway opened a station serving the town in the 19th century. The station was built, for reasons of economy of building and operation, some distance to the South (and up a steep hill) from the town centre. The original station opened in 1839 adjacent to Moss Lane, to the east of the current station which was opened in 1889. \$32.25

[IR511] Longbone, Bryan . An Illustrated History of Scunthorpe's Railways. Clophill, Bedfordshire, England: Irwell Press, 1996. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608511. 76 pages profusely illustrated b/w photos - The greatest and most enduring maybe, of our iron and steel making centres, Scunthorpe - Frodingham grew up because wealth was there to be tapped. The story begins with the South Yorkshire Railway building a line alongside its own canal, reaching for the busy waters of the Trent and Humber. Into the cast come and go a host of

characters - ironmasters and land-owning gentry, politicians, buccaneering railway magnates, venal local merchants and above all, the common folk, working 18 hours a day and drinking water brought in tins from miles off. Everyone strains to carve a slice of the untold commercial and mineral wealth laying all around. The thread connecting them all is the railway, from the Great Central to the LNER and British Railways, to the intricate system of industrial lines and locos serving the great works themselves. This small part of North Lincolnshire rose to become the economic powerhouse of the LNE Southern Area and the Eastern Region after it. The railway surrounding Scunthorpe was secure in a monopoly, and relations with the steel men could be fragile. Moreover the railway was ever struggling to keep pace with developments; it could never keep all its customers happy, despite going to the extraordinary lengths of involving itself in clandestine and illegal setting of rates for traffic. It had also to manoeuvre with Parliament - and just one of its endless episodes of twisting and turning was dismissed as 'an act of insanity after the years of agitation to get improved railway facilities. I hear there is great dissatisfaction in Scunthorpe as you may imagine.' Whatever the trials and tribulations of railway working and steel making on the ground, it made a wonderful theatre for the steam locomotive in all its many moods - it really was, Steam and Steel. \$44.15

[IR619] Deller, A. W.. An Illustrated History of Slade Green Depot - from Steam to Networker. Clophill, Bedfordshire, England: Irwell Press, 1994. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608619. 96 pages profusely illustrated b/w photos - An intimate story of this famous South East London depot, from it's early beginnings as the very first 'commuter' shed, to the present day as a Traction Maintenance Depot. \$57.45

[IR114] Baker, Allan C.. An Illustrated History of Stoke & North Staffordshire's Railways. Clophill, Bedfordshire, England: Irwell Press, 2000. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266114. 66 pages profusely illustrated b/w photos \$29.25

[IR732] Smith, W. A. C. & Anderson, Paul. An Illustrated History of Tayside's Railways Dundee and Perth. Clophill, Bedfordshire, England: Irwell Press, 1997. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608732. 84 pages profusely illustrated b/w photos - Tayside, a region of great beauty and immense diversity between the mighty Grampians and the wide Tay estuary - a land of broad straths, sudden gorges and the almost impenetrable Sidlaw and Ochil Hills. These natural features determined the shape of the railway system centred on two Scottish cities - sedate Perth, one of the most important railway centres in Britain, and Dundee, famous for jute, jam and journalism.... and the Tay Bridge. The region and the railways were characterised by a fascinating diversity, in its landscape and its railway engineering. In this Illustrated History this contrast comes to life, from A4s on the three-hour Aberdeen expresses to the horse tram at Inchturlach Village. Pairs of Inverness-bound Black 5s prepare for the Highland summit at Drumochter, bust residential services run businesslike from Arbroath and Newport. Mixed trains rattle along the idyllic Aberfeldy branch and saddle tanks fuss about in the streets of Dundee - a fascinating slice of Scottish railway history. \$36.75

[IR325] Smith, Oliver. An Illustrated History of the Isle of Wight Railways - Cowes to Newport. Clophill, Bedfordshire, England: Irwell Press, 1993. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608325. 56 pages profusely illustrated b/w photos - The first railway line to be built on the Isle of Wight was between Newport and Cowes. The Cowes & Newport Railway Company formed by Act of Parliament on 8 August 1859 and began construction of the line on 16 October. The line opened to passengers on 1 July 1862, with the first Cowes-Newport journey taking under 10 minutes, while the full return trip took less than 30 minutes \$28.65

[IR635] Wroe, David. An Illustrated History of the North Cornwall Railway. Clophill, Bedfordshire, England: Irwell Press, 1994. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608635. 152 pages profusely illustrated b/w photos - This work, published shortly after the author's unexpected death, is the definitive work on the North Cornwall Railway and is, quite possibly, the best book written on any part of the Southern Railway's "Withered Arm". The author left no stone unturned in his search for information, there are exceedingly well documented accounts of the background to events leading to the Railway's promotion, to its survey and eventual

construction. The line is described in great detail with vast amounts of background information and anecdotes. Traffic, operating and eventual sad decline and demise are all documented faithfully. The book is published to a very high standard on glossy paper and is peppered with high quality photographs and diagrams. For anyone with an interest in the difficulties of railroading through the inhospitable Cornish countryside, or simply wants to indulge in the nostalgic past of one of our long-lost but not forgotten railways there is no book better than this. \$68.25

[IR528] Fell, Mike G.. An Illustrated History of The Port Of King's Lynn and Its Railways . Clophill, Bedfordshire, England: Irwell Press, 2012. First Edition. Soft Cover. New / No Jacket. ISBN: 9781906919528. 112 pages b/w photos - An informative, personal and graphic portrayal of the Port of King's Lynn from the railway era until the present day. The author spent over forty years in the port transport industry, part of senior management of the east coast ports of King's Lynn, Goole, Hull, Ipswich and Whitby and the Trent wharves of Flixborough and Gunness. It was at King's Lynn that he first held the position of Port Manager, from July 1984 until April 1987. He became passionate about the port's progress both past and, more importantly, during his reign. It was on Mike Fell's watch that the annual cargo throughput over the enclosed dock quays surpassed one million tons for the first time, an achievement shared with a highly enthusiastic and well motivated workforce and the King's Lynn Conservancy Board. \$31.90

[IR627] Baker, Audie. An Illustrated History of the Stratford on Avon to Cheltenham Railway. Clophill, Bedfordshire, England: Irwell Press, 1994. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608627. 156 pages profusely illustrated b/w photos - Although the Honeybourne to Cheltenham line opened throughout in the summer of 1906, connecting with the single-line branch from Honeybourne to Stratford upon Avon, it was to be another two years before the line came into its own as a through route. The final section of line to open was between Bishops Cleeve and Cheltenham. To start with, all trains reversed at Malvern Road Junction to gain access to the St James terminus station in Cheltenham, as Cheltenham Malvern Road station did not open until 1908. There were proposals to build a spur to gain southbound access to Cheltenham St James but this never came to fruition. With the southern half of the line complete, the engineers moved north to concentrate on completing doubling of the Stratford branch, which diverged from the Worcester to Oxford line at Honeybourne. Honeybourne Junction was remodelled and a new loop was completed allow access for trains to Stratford from the Oxford direction. Honeybourne station is actually about half a mile east of the junction and provided access to three routes : north towards Stratford ; east and west towards Oxford and Worcester and south towards Cheltenham. The Stratford-Cheltenham line passed beneath the Worcester-Oxford route and the two routes were connected by junctions to reach Honeybourne station. Thus, through trains on the Stratford to Cheltenham line by-passed Honeybourne station altogether. \$64.65

[IR236] Morgan, John Scott . Bishop's Castle : Portrait of a Country Railway. Clophill, Bedfordshire, England: Irwell Press, 1991. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608236. 48 pages profusely illustrated b/w photos - The Bishop's Castle railway was never a financial success. It was not unusual for little railways to be built speculatively and many went bust all over the country. This particular line, however, was remarkable for its tenacity in the face of impossible economic odds. It ran for seventy years, of which it spent sixty nine in the hands of the receivers. The original plan was to build a line from Craven Arms to Montgomery, eventually linking to mid-Wales and Shrewsbury, with a branch line from Lydham to Bishop's Castle. The money ran out half way, so the scheme only ever reached Lydham with engines reversing direction to complete the journey to Bishop's Castle. The route joined the main Shrewsbury to Hereford line at Craven Arms and wound for ten and a half miles along the beautiful Onny valley through Stretford, Horderley, Plowden and Eaton. It played a vital role in the lives of the cattle market, the gas works, traders and townsfolk alike, yet never made any money. Even in those pre-nostalgic days, visitors enthused over the line, and staff willingly worked for less than the union rates to keep it running. Such was the affection the railway generated. It struggled on defiantly until finally closing in 1935. Enthusiasm for the line persists to this day and sections of the old embankments, bridges and station buildings can still be seen along the A489 road between Craven Arms and Lydham. The memory of the line is kept very much alive by the Bishop's Castle Railway Society who have preserved many artefacts and photographs which are on permanent display at the Bishop's Castle Railway and Transport Museum in High Street \$20.85

[IR317] Hitches, Mike. Bournville : Steam & Chocolate. Clophill, Bedfordshire, England: Irwell Press, 1996. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608317. 32 pages profusely illustrated b/w photos - Open up the layers of this chocolate box and you might even have George Lazonby leaving his Milk Tray for you. Not only chocolates on offer but the Bournville railway story and a fascinating tale it is too. \$17.85

[IR872] Butlin, Ashley. BR Coaching Fleet Mk2, Mk3 & Mk4 - A Full Listing of Numbers Conversions Renumbering and Disposals. Clophill, Bedfordshire, England: Irwell Press, 1998. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608872. 36 pages b/w photos \$16.15

[IR007] Hawkins, Chris & Hooper, John & Reeve, George. British Railways Engine Sheds No. 1 - An LNER Inheritance. Clophill, Bedfordshire, England: Irwell Press, 1988. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608007. 40 pages profusely illustrated b/w photos - No.1 is a review of the principal LNER developments; it begins with a short discussion of the situation prior to Grouping in 1923 and describes how the LNER embarked upon a great programme of mechanisation and renewal. Chronically short of cash the company nevertheless set about the work with a considerable ingenuity and fashioned novel (and, essentially, cheaper) solution to problems of engine disposal. Drawing upon archive sources, contemporary plans and reports and a wealth of other material the account describes how many of the LNER principles were perpetuated on British Railways, in a new and distinct era of rebuilding in the 1950s. \$16.50

[IR082] Hawkins, Chris & Hooper, John & Reeve, George . British Railways Engine Sheds No. 3 - London Midland Matters . Clophill, Bedfordshire, England: Irwell Press, 1989. First Edition. Hard Cover. New / New. ISBN: 1871608082. 90 pages profusely illustrated b/w photos - This book re examines many of the details of the pre Nationalisation era, drawing upon hitherto poorly known archive material. It reconsiders many aspects and more importantly places the story in a continuous historical context. \$43.10

[IR22X] Hawkins, Chris (Editor). British Railways Illustrated - Annual No. 10. Clophill, Bedfordshire, England: Irwell Press, 2001. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 190326622X. 96 pages b/w photos - A collection of reflective articles with excellent quality photographs to the usual British Railways Illustrated's high standards. \$44.85

[IR300] Hawkins, Chris (Editor). British Railways Illustrated - Annual No. 11. Clophill, Bedfordshire, England: Irwell Press, 2002. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266300. 96 pages b/w photos - A collection of reflective articles with excellent quality photographs to the usual British Railways Illustrated's high standards. \$44.85

[IR767] Hawkins, Chris (Editor). British Railways Illustrated - Annual No. 5. Clophill, Bedfordshire, England: Irwell Press, 1996. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608767. 96 pages b/w photos - A collection of reflective articles with excellent quality photographs to the usual British Railways Illustrated's high standards. \$44.85

[IR864] Hawkins, Chris (Editor). British Railways Illustrated - Annual No. 6. Clophill, Bedfordshire, England: Irwell Press, 1997. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608864. 96 pages b/w photos - A collection of reflective articles with excellent quality photographs to the usual British Railways Illustrated's high standards. \$44.85

[IR791] Hawkins, Chris (Editor). British Railways Illustrated - Annual No. 7. Clophill, Bedfordshire, England:

Irwell Press, 1998. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608791. 96 pages b/w photos - A collection of reflective articles with excellent quality photographs to the usual British Railways Illustrated's high standards. \$44.85

[IR600] Hawkins, Chris (Editor). British Railways Illustrated - Annual No. 8. Clophill, Bedfordshire, England: Irwell Press, 1999. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608600. 96 pages b/w photos - A collection of reflective articles with excellent quality photographs to the usual British Railways Illustrated's high standards. \$44.85

[IR165] Hawkins, Chris (Editor). British Railways Illustrated - Annual No. 9. Clophill, Bedfordshire, England: Irwell Press, 2000. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266165. 96 pages b/w photos - A collection of reflective articles with excellent quality photographs to the usual British Railways Illustrated's high standards. \$53.85

[IR416] Hawkins, Chris (Editor). British Railways Illustrated - Annual Number 12. Clophill, Bedfordshire, England: Irwell Press, 2003. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266416. 96 pages b/w photos - A collection of reflective articles with excellent quality photographs to the usual British Railways Illustrated's high standards. \$44.85

[IR505] Hawkins, Chris (Editor). British Railways Illustrated - Annual Number 13. Clophill, Bedfordshire, England: Irwell Press, 2004. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266505. 96 pages b/w photos - A collection of reflective articles with excellent quality photographs to the usual British Railways Illustrated's high standards. \$44.85

[IR610] Hawkins, Chris (Editor). British Railways Illustrated - Annual Number 14. Clophill, Bedfordshire, England: Irwell Press, 2005. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266610. 96 pages b/w photos - A collection of reflective articles with excellent quality photographs to the usual British Railways Illustrated's high standards. \$47.85

[IR341] Hawkins, Chris (Editor). British Railways Illustrated - Annual Number Four. Clophill, Bedfordshire, England: Irwell Press, 1995. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608341. 96 pages b/w photos - A collection of reflective articles with excellent quality photographs to the usual British Railways Illustrated's high standards. \$53.85

[IR589] Hawkins, Chris (Editor). British Railways Illustrated - Annual Number Three. Clophill, Bedfordshire, England: Irwell Press, 1994. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608589. 96 pages b/w photos - A collection of reflective articles with excellent quality photographs to the usual British Railways Illustrated's high standards. \$53.85

[IR570] Hawkins, Chris (Editor). British Railways Illustrated - Annual Number Two . Clophill, Bedfordshire, England: Irwell Press, 1993. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608570. 96 pages b/w photos - A collection of reflective articles with excellent quality photographs to the usual British Railways Illustrated's high standards. \$53.85

[IR459] Hawkins, Chris (Editor). British Railways Illustrated - Summer Special No. 12. Clophill, Bedfordshire, England: Irwell Press, 2004. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN:

1903266459. 96 pages b/w photos -The Irwell SUMMER SPECIALS are based upon the monthly magazine British Railways Illustrated, now in its eleventh year. The Summer Special has hard covers and 96 pages, of all new material. All the articles are original, Separately commissioned and designed for the Summer Specials - no repeats of material already used, and no dusted down items left over from the magazine. BRILL readers will know of the regular Fourum, Diesel Dawn, War Report and Thirties File but as well as these there are a whole range of new articles and features. \$44.85

[IR572] Hawkins, Chris (Editor). British Railways Illustrated - Summer Special No. 13. Clophill, Bedfordshire, England: Irwell Press, 2005. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266572. 96 pages b/w photos -The Irwell SUMMER SPECIALS are based upon the monthly magazine British Railways Illustrated, now in its eleventh year. The Summer Special has hard covers and 96 pages, of all new material. All the articles are original, Separately commissioned and designed for the Summer Specials - no repeats of material already used, and no dusted down items left over from the magazine. BRILL readers will know of the regular Fourum, Diesel Dawn, War Report and Thirties File but as well as these there are a whole range of new articles and features. \$47.85

[IR643] Not Stated. British Railways Illustrated - Summer Special No. 2. Clophill, Bedfordshire, England: Irwell Press, 1994. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608643. 96 pages b/w photos -The Irwell SUMMER SPECIALS are based upon the monthly magazine British Railways Illustrated, now in its eleventh year. The Summer Special has hard covers and 96 pages, of all new material. All the articles are original, Separately commissioned and designed for the Summer Specials - no repeats of material already used, and no dusted down items left over from the magazine. BRILL readers will know of the regular Fourum, Diesel Dawn, War Report and Thirties File but as well as these there are a whole range of new articles and features. \$53.85

[IR724] Not Stated. British Railways Illustrated - Summer Special No. 3. Clophill, Bedfordshire, England: Irwell Press, 1995. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608724. 96 pages b/w photos -The Irwell SUMMER SPECIALS are based upon the monthly magazine British Railways Illustrated, now in its eleventh year. The Summer Special has hard covers and 96 pages, of all new material. All the articles are original, Separately commissioned and designed for the Summer Specials - no repeats of material already used, and no dusted down items left over from the magazine. BRILL readers will know of the regular Fourum, Diesel Dawn, War Report and Thirties File but as well as these there are a whole range of new articles and features. \$53.85

[IR716] Not Stated. British Railways Illustrated - Summer Special No. 4. Clophill, Bedfordshire, England: Irwell Press, 1996. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608716. 96 pages b/w photos -The Irwell SUMMER SPECIALS are based upon the monthly magazine British Railways Illustrated, now in its eleventh year. The Summer Special has hard covers and 96 pages, of all new material. All the articles are original, Separately commissioned and designed for the Summer Specials - no repeats of material already used, and no dusted down items left over from the magazine. BRILL readers will know of the regular Fourum, Diesel Dawn, War Report and Thirties File but as well as these there are a whole range of new articles and features. \$53.85

[IR813] Not Stated. British Railways Illustrated - Summer Special No. 5. Clophill, Bedfordshire, England: Irwell Press, 1997. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608813. 96 pages b/w photos -The Irwell SUMMER SPECIALS are based upon the monthly magazine British Railways Illustrated, now in its eleventh year. The Summer Special has hard covers and 96 pages, of all new material. All the articles are original, Separately commissioned and designed for the Summer Specials - no repeats of material already used, and no dusted down items left over from the magazine. BRILL readers will know of the regular Fourum, Diesel Dawn, War Report and Thirties File but as well as these there are a whole range of new articles and features. \$44.85

[IR848] Hawkins, Chris (Editor). British Railways Illustrated - Summer Special No. 6. Clophill, Bedfordshire,

England: Irwell Press, 1998. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608848. 96 pages b/w photos -The Irwell SUMMER SPECIALS are based upon the monthly magazine British Railways Illustrated, now in its eleventh year. The Summer Special has hard covers and 96 pages, of all new material. All the articles are original, Separately commissioned and designed for the Summer Specials - no repeats of material already used, and no dusted down items left over from the magazine. BRILL readers will know of the regular Fourum, Diesel Dawn, War Report and Thirties File but as well as these there are a whole range of new articles and features. \$44.85

[IR953] Hawkins, Chris (Editor). British Railways Illustrated - Summer Special No. 7. Clophill, Bedfordshire, England: Irwell Press, 1999. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608953. 96 pages b/w photos -The Irwell SUMMER SPECIALS are based upon the monthly magazine British Railways Illustrated, now in its eleventh year. The Summer Special has hard covers and 96 pages, of all new material. All the articles are original, Separately commissioned and designed for the Summer Specials - no repeats of material already used, and no dusted down items left over from the magazine. BRILL readers will know of the regular Fourum, Diesel Dawn, War Report and Thirties File but as well as these there are a whole range of new articles and features. \$53.85

[IR041] Hawkins, Chris (Editor). British Railways Illustrated - Summer Special No. 8. Clophill, Bedfordshire, England: Irwell Press, 1999. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266041. 96 pages b/w photos -The Irwell SUMMER SPECIALS are based upon the monthly magazine British Railways Illustrated, now in its eleventh year. The Summer Special has hard covers and 96 pages, of all new material. All the articles are original, Separately commissioned and designed for the Summer Specials - no repeats of material already used, and no dusted down items left over from the magazine. BRILL readers will know of the regular Fourum, Diesel Dawn, War Report and Thirties File but as well as these there are a whole range of new articles and features. \$53.85

[IR203] Hawkins, Chris (Editor). British Railways Illustrated - Summer Special No. 9. Clophill, Bedfordshire, England: Irwell Press, 2001. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266203. 96 pages b/w photos -The Irwell SUMMER SPECIALS are based upon the monthly magazine British Railways Illustrated, now in its eleventh year. The Summer Special has hard covers and 96 pages, of all new material. All the articles are original, Separately commissioned and designed for the Summer Specials - no repeats of material already used, and no dusted down items left over from the magazine. BRILL readers will know of the regular Fourum, Diesel Dawn, War Report and Thirties File but as well as these there are a whole range of new articles and features. \$53.85

[IR36X] Hawkins, Chris (Editor). British Railways Illustrated - Summer Special Number 11. Clophill, Bedfordshire, England: Irwell Press, 2003. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 190326636X. 96 pages b/w photos -The Irwell SUMMER SPECIALS are based upon the monthly magazine British Railways Illustrated, now in its eleventh year. The Summer Special has hard covers and 96 pages, of all new material. All the articles are original, Separately commissioned and designed for the Summer Specials - no repeats of material already used, and no dusted down items left over from the magazine. BRILL readers will know of the regular Fourum, Diesel Dawn, War Report and Thirties File but as well as these there are a whole range of new articles and features. \$44.85

[IR289] Hawkins, Chris (Editor). British Railways Illustrated - Summer Special Number Ten . Clophill, Bedfordshire, England: Irwell Press, 2002. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266289. 96 pages b/w photos -The Irwell SUMMER SPECIALS are based upon the monthly magazine British Railways Illustrated, now in its eleventh year. The Summer Special has hard covers and 96 pages, of all new material. All the articles are original, Separately commissioned and designed for the Summer Specials - no repeats of material already used, and no dusted down items left over from the magazine. BRILL readers will know of the regular Fourum, Diesel Dawn, War Report and Thirties File but as well as these there are a whole range of new articles and features. \$44.85

[IR801] Hawkins, Chris. British Railways Illustrated Special Number 1 : Steam to Diesel on the Southern .

Clophill, Bedfordshire, England: Irwell Press, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9781906919801. 79 pages b/w photos - British Railways organised its sheds - to be designated Motive Power Depots - on the LMS model established in the 1930s. This in theory had a 'concentration' depot at the head of a Motive Power District with an 'A' code and subordinate 'garage' depots. Repairs and maintenance would be, literally, concentrated on the 'concentration' depot while the 'garages' served in a way that their title suggested, with much less attention carried out. Even on the LMS, however, anomalies abounded, in which the 'A' shed possessed little in respect of repair facilities while nominally 'garage' sheds were much better equipped and so it is little wonder that while, on the pages of the Ian Allan abc, the sheds of every Region seemed to arranged precisely alike, the codings often meant little more than that. Each Region had its shed codes organised on the LMS model but as for the activities at the sheds themselves, these went on much as they had done under the Southern, GWR, LNER and indeed much as they had done on the pre-Group companies that had preceded them. So it was that in London 73A 'East' met 70A 'West' curiously within a short stroll of each other, in a somewhat down at heel corner of London near to the Thames. The old LSW lines and the terminus at Waterloo were served by the ancient and rambling premises at Nine Elms while the principal shed for the old Brighton and Chatham sections had emerged as Stewarts Lane. More or less the entire range of Southern locomotives could be found at one time or another in this closely confined area of Battersea and it is principally through the mirror of this remarkable London 'locomotive town' that it's possible to illustrate the variety of Southern Region steam in the early 1950s, finishing up this BRILL Special with the Southern's very own main line diesel fleet. \$25.00

[IR610A] Not Stated. British Railways Illustrated Yearbook .: Clophill, Bedfordshire, England: Irwell Press, 2013. First Edition. Soft Cover. New / No Jacket. ISBN: 9781906919610. 79 pages - colour photos - The first British Railways Illustrated YEARBOOK including some of your favourite subjects from our other magazine, Railway Bylines too, celebrating a quarter century of transport publishing from IRWELL PRESS. What's within is a flavour of the varied magazines and books we produce, a sprinkling of special material from the past with updated notes married to new pictures, new angles on one or two favourites from books and magazines; some insights and a few reflections. Contents include: Old London by the Sea, Clover and Lea, Ireland - North & South, Thirties File, Take a Hike, British Built, Stranger in Town, Britannia Ruled, Steam Across the Regions, The Last Years of Industrial Steam, Counties Late in the Day, War Report, Modelling Moment, Beatties Home and Away, Scottish Sentinels, Up in the Hills, Deltics in Demand, Sixties Scottish Steam on Shed \$25.00

[IR988] Jones, Colin. British Railways in Colour No. 1 : A British Railways Illustrated Special. Clophill, Bedfordshire, England: Irwell Press, 1999. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608988. 64 pages profusely illustrated colour photos \$36.00

[IR05X] Gammell, Chris. British Railways in Colour No. 2 : A British Railways Illustrated Special. Clophill, Bedfordshire, England: Irwell Press, 2001. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 190326605X. 64 pages profusely illustrated colour photos \$29.95

[IR068] Onley, Graham. British Railways in Colour No. 3 : Northhampton and Beyond : A British Railways Illustrated Special. Clophill, Bedfordshire, England: Irwell Press, 2003. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266068. 62 pages profusely illustrated colour photos \$29.85

[IR726A] Bartlett, Andrew. Cambus Bus Memories in Colour . Clophill, Bedfordshire, England: Irwell Press, 2014. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919726. 64 pages colour photos - Eastern Counties was one of several large companies that the government decreed should be split up prior to privatisation and on 9 September 1984, its western area operations went to a new company. Cambus Ltd inherited 172 vehicles, of which, not surprisingly, given the Tilling Group background, 128 were Bristols. There were depots at Cambridge, Peterborough, Ely, March, and Newmarket (actually in Suffolk), and stage carriage services were operated throughout Cambridgeshire and into neighbouring counties; Spalding and The Deepings in Lincolnshire, King's Lynn in Norfolk, Haverhill and Mildenhall in Suffolk, Saffron Walden in Essex, Royston in Hertfordshire and Oundle in Northamptonshire. More National Express and tour work came at the end of November 1985 from Ambassador Travel, the other offshoot of Eastern Counties, along with 24 vehicles. \$37.00

[IR414] Morgan, John Scott. Corris - A Narrow Gauge Portrait. Clophill, Bedfordshire, England: Irwell Press, 1991. First Edition. Soft Cover. New / No Jacket. ISBN: 187160818X. 92 pages profusely illustrated b/w photos -

The Corris Railway (Welsh : Rheilffordd Corris) is a narrow gauge preserved railway based in Corris on the border between Merionethshire (now Gwynedd) and Montgomeryshire (now Powys) in Mid-Wales. The line opened in 1859, and originally ran from Machynlleth north to Corris and on to Aberllefenni. Branches served the slate quarries at Corris Uchaf, Aberllefenni, the isolated quarries around Ratgoed and quarries along the length of the Dulas Valley. The railway closed in 1948, but a preservation society was formed in 1966, initially opening a museum; a short section of line between Corris and Maespoeth was re-opened to passengers in 2002. The railway now operates as a tourist attraction. A new steam locomotive was built for the railway, which was delivered in 2005. The two surviving locomotives, plus some of the original rolling stock, are preserved on the nearby Talylyn Railway. The gauge of the railway is 2 ft 3 in (686 mm). \$35.95

[IR521] Baker, Allan C.. Crewe Remembered. Clophill, Bedfordshire, England: Irwell Press, 2005. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266521. 96 pages profusely illustrated b/w photos - Crewe. What thoughts this name conjures up in the enthusiast mind : Oh Mr Porter what can I do, I wanted to go to Birmingham and they took me on to Crewe . Alan Baker's associations with this railway Mecca go back well into childhood days. He lived in Newcastle - under - Lyme and his Dad used to take him there on Saturday mornings, by train of course, from his local station at Etruria, for a morning's train spotting . He bought him his first Ian Allan ABC at the bookstall on the old Platform 5, the 1955 56 Winter Edition for the London Midland Region, and he has it still. The life and times of a railwayman at Crewe explained and illustrated in exquisite detail. \$38.85

[IR015] Hawkins, Chris & Hooper, John & Reeve, George. Diesel Depots : The Early Years. Clophill, Bedfordshire, England: Irwell Press, 1989. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608015. 80 pages profusely illustrated b/w photos - History of the first diesel depots in Great Britain as British Rail struggled to figure out how to maintain the new engines. Provides very interesting look at the influence of American ideas on the design of the new sheds. \$19.50

[IR244] Allen, Ian C. Dr.. Doctor on the Line : An East Anglian Railway Album. Clophill, Bedfordshire, England: Irwell Press, 1992. First Edition. Hard Cover. New / New. ISBN: 1871608244. 96 pages profusely illustrated b/w photos - The final album of Allen's excellent photos of the railways of East Anglia from the 1930s to the 1970s. \$49.35

[IR899] Atkins, Philip. Dropping the Fire - the Decline and Fall of the Steam Locomotive. Clophill, Bedfordshire, England: Irwell Press, 1999. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608899. 106 pages profusely illustrated b/w photos - This is not another sadly nostalgic memorial to the summer of 1968 but a work that covers the final designs and manufacture of the ultimate steam locomotive classes and series in all countries and how and when each nation ended the use of such head-end power. Photographic coverage of this wide brief is lavish and reproduction, on art paper, excellent. Each chapter and the appendices at the end contain a large quantity of statistical data, much of it in tabular form. The importance of costs and global energy considerations feature more than sterile arguments about superior technologies; the rugged US design philosophy becoming the dominating one worldwide, by the end . There is much food for thought in this book and plenty of references to sources mean that interested readers can follow up various implications with their own further researches. \$53.85

[IR378] Smith, Martin & Reeve, George. From Devon to Dorset - the Story of the Lyme Regis Branch - A Railway Bylines Centenary Special. Clophill, Bedfordshire, England: Irwell Press, 2003. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266378. 52 pages profusely illustrated b/w photos - The Lyme Regis branch line extended for 63/4 miles from Axminster in Devon to the historic town of Lyme Regis, just inside the western end of Dorset. The railway meandered and climbed through beautiful scenery and, to cap it all, for almost thirty years the workings were monopolised by the last three of the charismatic Adams Radial Tanks. What more could any branch line enthusiast possibly hope for? In their forthcoming book, Martin Smith and George Reeve have put together a new history of the railway from its conception in 1897 through to its closure in 1965. The book benefits from original research and looks at the construction of the line, its opening in August 1903, its development, the train services and operations, the locomotives (not only the Radials !) and all the significant events during the railway s life. It includes around 100 superb photographs, many of which have never been published before, plus maps, plans, timetables etc etc. \$29.85

[IR092] Anderson, Paul & Smith, W. A. C.. Glasgow Railway Memories. Clophill, Bedfordshire, England: Irwell Press, 2001. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266092. 52 pages profusely illustrated b/w photos - Compiled from detailed notes taken since 1941, this slice of Glasgow life is the perfect companion to the popular Illustrated History of Glasgow's Railways, by the same authors. Very much personal observations, this is not just a close-up view of Glasgow trains but a look at life in the city from wartime to the end of steam in 1967. It was an era when the railway figured so much more prominently in people's lives; where at need, a light engine would be despatched to fetch a doctor and yet the city's last regular steam working was, amazingly, ignored by all. These are snapshots in the life of a great city - snaking queues at Buchanan Street on Cup Final day, blasting ascents of Cowlairs bank from the smoke-wreathed depths of Queen Street, Christmas day at Glasgow Central, and inching journeys home in pea-souper fog and driving snow. \$28.85

[IR538] Anderson, Paul & Smith, W. A. C.. Glasgow's Trams : The Twilight Years. Clophill, Bedfordshire, England: Irwell Press, 1998. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608538. 52 pages profusely illustrated b/w photos - The Glasgow system was the largest outside London in the UK and operated more trams (over 1200 at its maximum) than all the other Scottish systems put together. It was the last of the big city systems to close in 1962 and its life was prolonged by being self sufficient to a large extent through having the Coplawhill Car Works to service the fleet and where most of the trams were built. Glasgow Corporation operated a route colour system until 1938 but examples of red, yellow and blue trams were still to be seen until the early 'fifties. From 1871 - 1894 the lease of the Corporation-owned tracks was held by the Glasgow Tramway & Omnibus Company. \$23.85

[IR163] Hawkins, Chris. Great Eastern in Town & Country Volume 1. Clophill, Bedfordshire, England: Irwell Press, 1990. First Edition. Hard Cover. New / New. ISBN: 1871608163. 92 pages profusely illustrated b/w photos - First in a three volume set devoted to various aspects of the Great Eastern Railway. A mixture of text and black and white photographs with extended captions plus fold out maps and other illustrations. \$46.65

[IR740] KAY, Peter. Great Eastern in Town & Country Volume Three. Clophill, Bedfordshire, England: Irwell Press, 1996. First Edition. Hard Cover. New / New. ISBN: 1871608740. 92 pages profusely illustrated b/w photos - Comprising of text, maps, track diagrams and black and white photographs. \$53.85

[IR083] Gordon, Hugh. Great North of Scotland Locomotives - the Steam Locomotives of North East Scotlands Own Railway. Clophill, Bedfordshire, England: Irwell Press, 2008. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781903266083. 91 pages b/w photos line drawing - The Great North of Scotland Railway was established to connect Aberdeen with Inverness, a target which it never reached due to the hostility of the Highland Railway based in Inverness. Furthermore, this impoverished railway built a penetrating line deep into GNSR territory to reach Keith. Between Aberdeen and Lossiemouth (its furthest point from Aberdeen) the GNSR built a series of lines serving North East Scotland from the fishing ports of Fraserburgh and Peterhead to the distilleries of Speyside. A separate line (originally entirely separate with its own locomotives : the Deeside Railway) reached Ballater and was used by the Royal Family to reach Braemar. The main station in Aberdeen was owned jointly by the GNSR and the Caledonian Railway (the North British Railway merely had access to it over the CR). Very little of the GNSR remains other than the mainline to Keith and the main station in Aberdeen. Surprisingly, one of its typical locomotives (a 4-4-0) has been preserved. \$59.85

[IR074] Griffiths, Roger & Hooper, John. Great Northern Railway Engine Sheds : Volume 1 Southern Area. Clophill, Bedfordshire, England: Irwell Press, 1989. First Edition. Hard Cover. New / New. ISBN: 1871608074. 130 pages profusely illustrated b/w photos - Great Northern Engine Sheds is divided into two parts; this volume describes the sheds associated with the main line out of Kings Cross and the various branches, beginning with 'Top Shed' and the terminus working north to conclude with Grantham. \$50.85

[IR566] Roberts, Paul. Harpers Bus Memories in Colour . Clophill, Bedfordshire, England: Irwell Press, 2012. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919566. 64 pages colour photos - Latest in a growing series of bus topics. Full colour to show the joyous variety of liveries we enjoyed then, described by a life-long enthusiast, technical expert and senior man in the industry today. Most people living in the Cannock Chase, Aldridge and Brownhills areas, before 1975, will have heard of Harper Bros (Heath Hayes) Ltd. This company, almost always simply referred to as 'Harpers' was synonymous with public transport in the area, taking many residents on their journeys to school, work, days out, tours and even on a summer Saturday coastal express service to

their chosen holiday destination. The company also put the name of Heath Hayes, a small Staffordshire mining village, on the national map as bus enthusiasts throughout the country took an interest in this well-known operator. Their mixed fleet amounted to over 50 vehicles, making them the largest independent operator in Staffordshire. They included buses bodied by their own workshops, ancient second-hand workhorses and purpose-built brand new vehicles. \$26.90

[IR149] Booth, Adrian. Industrial Railways in Colour - A Railway Bylines Special. Clophill, Bedfordshire, England: Irwell Press, 2003. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266149. 64 pages profusely illustrated colour photos - Irwell Press's first colour survey of the industrial railway scene. Using large format colour transparencies the survey principally features steam traction, but also incorporates a representative selection of interesting diesels \$30.00

[IR467A] Booth, Adrian. Industrial Railways in Colour - Scotland . Clophill, Bedfordshire, England: Irwell Press, 2012. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919467. 64 pages colour photos - For this book (fourth in his Industrial Railways in Colour series) attention is turned to Scotland, the country that (in the form of Ayrshire) witnessed early personal memories of BR steam, plus events that were significant in his then-youthful developing interest in industrial railways. From his home in Yorkshire, he had regularly gone north of the border for holidays since his early teens and, as he was preparing this book, many personal memories came back to mind. Things such as his first-ever visit to Scotland (as a fourteen year old) when train-spotting interests led to his family eating a sandwich lunch beside the Stranraer to Ayr line, where he witnessed the thrilling spectacle of double-headed 'Black 5s' on a northbound passenger train. By the time he was sixteen, he was organising his own tours and recall that the BR Scottish Region was very friendly towards railway enthusiasts and would issue shed permits by the handful to private individuals such as himself, particularly if the week's tour involved purchasing an all-line 'Railrover' ticket. He visited Ayr several times, because he loved watching 'Crabs' working on the local coal trains. \$23.90

[IR399] Poulter, Michael . Industrial Railways in Colour - South. Clophill, Bedfordshire, England: Irwell Press, 2011. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919399. 64 pages profusely illustrated colour photos - Enthusiasts Club and the Birmingham Locomotive Club-Industrial Locomotive Information Section fuelled the explorations. Other locations rapidly followed in the same year. The enchantment of visits to the Millwall and Royal Docks, Dagenham Dock, Beckton and Purfleet spread to Barrington and Wissington, the ironstone country of the East Midlands and the Lancashire Coalfield. In the ensuing years most corners of the United Kingdom were covered. It was in 1960 that I switched from black and white film to colour. However I later returned to pursue the craft of using black and white alongside colour film. London has a particular appeal as my city of birth. In the sixties the capital was still affectionately known as 'The Smoke' and with good reason. Amidst the close knit housing of East London; gas works, power stations, chemical and tanning works still gave freely of their toxic vapours. Most of the industry was concentrated along the Thames which still provided an economic means of transport despite the advent of railways. Confluent with the Thames are the Medway and the Lea whose banks were also home to heavy industry. Taking the Docklands Light Railway through a panorama of familiar names like Custom House and Gallions Reach it was hard to recognize remnants of the past. The dismal marshes at Beckton were a reminder that this terrain was originally purchased for the sprawl of Beckton Gas Works. Nowadays with the countrywide shrinkage of sites boasting industrial locomotives there is only a sprinkling to be found in Greater London. Nevertheless, on a visit to Ford's of Dagenham in August, 2009 it was heartening to enjoy their diesel locomotives still bedecked with the Ford logo and royal blue livery reminiscent of steam days. The focus of the book is on the old County of London and the Home Counties with an excursion into Hampshire and a cross border visit into Cambridgeshire from Hertfordshire. \$27.85

[IR513] Booth, Adrian. Industrial Railways in Colour - South Wales - A Railway Bylines Special. Clophill, Bedfordshire, England: Irwell Press, 2004. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266513. 64 pages profusely illustrated colour photos \$29.95

[IR637] Booth, Adrian. Industrial Railways in Colour - South Wales : 2 - A Railway Bylines Special. Clophill, Bedfordshire, England: Irwell Press, 2006. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266637. 64 pages profusely illustrated colour photos - Trawling through old dusty notebooks and pursuing

background research in preparation for this book has revived many memories of travels to South Wales in pursuit of industrial railways. It has given an opportunity to reflect on why it was my favourite region. Perhaps a combination of geomorphology, infrastructure and people. The dominant local scenery of steep sided valleys cut down through the Pennant Sandstone formation renders the region unique in these Isles. Mines, foundries and housing jostled with each other for space in these crowded valleys, intertwined with road, river and rail. Fences appeared to be an idea that had yet to arrive. Paradoxically this close 'connectedness' gave a sense of openness to the visitor which was mirrored in the local folk. A warm welcome from gaffers who recounted local railway anecdotes over tea dispensed from grimy mugs was commonplace. A treasured piece of railwayana would be unwrapped from a greasy cupboard and displayed proudly and possibly presented as a gift. A marked contrast to these days when railwayana is expensive spoil. With the passing of the mines and foundries so has this tactile and collective culture gone for ever. The more sterile information and consumer age has created light industry and supermarkets on the burial grounds of the mines. 'Lived in' overalls have been replaced by high visibility vests, hard hats and safety boots. Permission to view the remaining sites worth visiting can be fraught with bureaucratic difficulty in contrast to the welcoming open access that was once widespread in South Wales. \$29.95

[IR726] Anderson, Paul. Industrial Railways in Colour - The North East. Clophill, Bedfordshire, England: Irwell Press, 2006. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266726. 64 pages profusely illustrated colour photos - This portrait of industrial railways in North East England is very much a personal view of the scene during the first half of 1968 and is certainly not comprehensive. For example, one of the places I did not visit was the well known and extensive National Coal Board system at Ashington, probably because the engines were relatively modern and the photographic possibilities not particularly outstanding. At the beginning of the year over sixty NCB and private industrial sites in Northumberland and Durham had steam engines, although in some cases they were stored out of use. Almost a third of these locations are featured here. Overall, the North East's industrial railways presented a wonderful array of machines in very varied settings. Engines ranged in age from the 1863 Lewin 0-4-0ST at Seaham Harbour to a 1957 Robert Stephenson & Hawthorn 0-6-0ST at Burradon. They also came in various sizes, from a diminutive vertical-boiler Head Wrightson 0-4-0 at Stockton to the magnificent 0-6-2T locos at Philadelphia. There were also unusual specimens, such as the 'long-boiler' at Derwenthaugh, the well-tank at Wallsend Slipway and crane tanks at Doxford's shipyard in Sunderland. In marked contrast to BR's then corporate blue and grey livery, the engines were variously adorned in green, red, blue, black and yellow. \$29.95

[IR023] Poulter, Michael . Industrial Railways in Colour - The North West . Clophill, Bedfordshire, England: Irwell Press, 2009. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919023. 64 pages profill colour photos - On a humid August day in 2007 I searched for any tell-tale signs of a pit once existing at Bickershaw. Alighting at the swing bridge over the Leeds and Liverpool Canal where the singularly appropriately named Plank Lane, Slag Lane and Crankwood Road meet up, the scene was set by the derelict pub on the corner. Here I was faced with fenced off, desolate wasteland on one side of Plank Lane and Crankwood Road with densely overgrown land on the other side of Plank lane. The casual visitor could be forgiven for being unaware that a colliery had ever been here. The dusty grass and wild bushes on steeply sloping ground that rose from the plain were overgrown slag heaps and the gas burners gave evidence of what still lurked below. Such was the grim reminder that there is precious little to Britain's coal and steel legacy, with no longer the smell of coal in the wind. Surely it must have been a trick of the human consciousness that proud corporation buses transporting us to collieries on the Lancashire Plain infested with steam locomotive gems would last for ever. However the book also traces more recent times and within a more clinical world there are some industrial railways of character which still survive. The images begin where the hedgerows of the Midlands meet the dry stone walls of North West Derbyshire. The route follows the Welsh Borderlands to the western reaches of the River Mersey and the Manchester Ship Canal. Then we journey along the canal to Manchester with incursions in to Northern Cheshire. From the collieries of the Lancashire Plain the way lies northwards to the cotton towns of the Pennine Foothills followed by crossing the River Ribble and the River Lune to finish in Cumbria. \$29.00

[IR467] Booth, Adrian. Industrial Railways in Colour - Yorkshire - A Railway Bylines Special. Clophill, Bedfordshire, England: Irwell Press, 2004. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266467. 64 pages profusely illustrated colour photos \$29.95

[IR719] Wright, Tony. Into the Blue : The Blue Days of British Rail. Clophill, Bedfordshire, England: Irwell

Press, 2014. First Edition. Soft Cover. New / No Jacket. ISBN: 9781906919719. 79 pages colour photos - As an unashamed trainspotter of the 'urchin' generation of the 1950s/1960s, as my steam favourites disappeared my life became a natural progression to other activities. Any shabby railway photographs of that time, taken with poor equipment and inadequate expertise, were confined to shoe boxes or discarded. By the time a decent camera was acquired, all but the fag end of steam presented itself, and just a handful of green or maroon diesel pictures were the result. Then, after pursuing the End of Steam '15 Guinea Specials' (around Lancashire, Yorkshire and Cumberland, in a Ford Zodiac, would you believe?) no more railway pictures were taken. That is until the early 1970s, when after my mother's untimely death and my distraught father's return to his Yorkshire roots, as part of his recovery he and I went back to the places he'd taken my brother and me to watch trains; but this time I did the driving. By then I'd acquired a reasonable 35mm camera (a Pentax K1000 – the best 'budget' camera in my opinion) and I decided to take some 'decent' railway pictures. But I was astonished at how relatively little the railway infrastructure had changed. Though the flat crossing and South signalbox had gone, Retford still had a forest of semaphore signals, the level crossing gates at Botany Bay were still hand-operated and Black Carr Junction still looked exactly as it had done nearly two decades before. Thus was reborn my interest in photographing railways. More distant horizons were contemplated and, over the next fifteen years or so I sought out more and more subjects. Though not geographically comprehensive by any means, much of the subject matter was concerned with the steam-age infrastructure and the classes of locos coming to the end of their lives. Teaching as a career allowed me the freedom of extended holiday periods to pursue my interest. My wife accompanied me on 'holiday' visits (say, a week in Southern Scotland) as did my two sons as small boys when we holidayed together as a family. Singular days out were in the company of like-minded friends, where four of us would pool petrol and take turns in our cars to visit our chosen locations. When the Pentax finally gave out, a second-hand Nikon F with a photomic head was acquired. Film was originally Kodachrome but then my preference changed to the faster Fujichrome. All the pictures presented here were taken with the Pentax or the Nikon, though later still I graduated to a Pentax 6X7 – surely the finest film camera for taking railway pictures ever produced, but that is another story. There will be a little overlap in the chapters and readers will be able to deduce which pictures were taken on the same day, but the various themes are appropriate. Sadly, but entirely in keeping with my indolence and lack of foresight, the taking of any contemporary notes with the taking of the pictures was non-existent, so the captions are written entirely from memory. Thus, if there are mistakes then the responsibility for those is entirely mine. \$25.00

[IR535] Peaty, Ian Philip . Iron Rails and Whisky Trails . Clophill, Bedfordshire, England: Irwell Press, 2013. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919535. 104 pages colour and b/w illustrations - The wealth of Scotland's physical heritage lies in its heather clad mountains, moors and lochs and ancient pines with their wild life but of course there is much more; tartan, bagpipes, castles and the stone built distilleries with their quirky oriental style pagoda kiln roofs, nestling in Straths and Glens. Here is made Scotland's 'Liquid Gold'; Scotch Malt Whisky or 'Usquebaugh', so closely linked with moors and rivers. The people who work in the whisky industry always extend the warmest of welcomes to visitors, who are now catered for in over seventy-five distilleries, of which some thirty have full facilities including retail shops; it goes without saying that the welcome extends to a 'wee dram'. Railways played a major part in the growth of so many of the isolated distilleries. Standing as they do in sparsely populated hill country, such distilleries depended on the local railway to bring in coal and barley and sometimes peat. A vital and equal part of the equation was that railways carried the casks of malt whisky to a newer and wider market. In the earlier times, whisky was sold by the wooden cask as many local brewers, pub owners, blenders and retailers blended and bottled by hand or served direct from the cask on stillage. With the growing whisky industry, not only was malting centralised but so were several industries that were once ancillary to the trade. Bottling rose to increasing importance, with the establishment of brands and the marketing of Scotch worldwide. This led to individual bottle shapes and label designs to affirm the brand, supported with memorable slogans; ceramic flagons have also been used to great effect especially to promote premium blended whiskies. Many of these pottery flagons are in turn made in Scotland, as are the glass bottles. Other associated industries included the making of copper stills and brass foundry castings for plant, and also the cooperages to repair the thousands of casks 'in trade'. The early 'moonshiners' should not be forgotten, as are the 'misdemeanours' (an abstract noun annexed by the Trade to describe thieves) who illicitly abstracted whisky from railway wagons, in ever more ingenious ways. As well as all this we look at the whisky industry as it was of old down to present times, concentrating on those distilleries which relied upon the local railways, but not forgetting those built beside canals and those out in the Western Isles that rely to this day on small vessels sailing out of Glasgow. The Clyde 'Puffers', special three-man ships, they were made famous in the film Whisky Galore; they keep the islands supplied and bring back to the mainland their precious cargo. Not to be forgotten in these times of environmental concern, the disposal

of spent grains and burnt ale is discussed. Last but not least, just what is the ill-sounding but wonderful 'Reek of Peat'; that flavoursome fuel with its impact on the malt used to make the initial brewing wort? \$47.00

[IR078] Rundle, Philip E. MBE. *Laira Fireman - Footplate Recollections of a GWR Fireman* . Clophill, Bedfordshire, England: Irwell Press, 2009. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919078. 140 pages b/w photos - The sound of a steam locomotive hauling a regular passenger or freight train was once commonplace but alas, is now only a fond memory. We all have, I suspect, some favourite memory from that by-gone age, and mine of course are of the Great Western, when express passenger trains were blessed with names to conjure up the imagination. Millions of holiday-makers made their way to the resorts of South Devon and Cornwall; the Cornish Riviera Express, known to all who worked her as 'The Limited' because at one time her load was limited to a specific number of coaches and the Torbay Express along with the Cornishman, the Flying Dutchman and others were almost household names well, in some households. Memories were interlaced with the railway, woven into our everyday life; going on holiday or even on honeymoon, travelling to school or just train spotting, all linger in the mind as a picture, from those halcyon days. For me, an unforgettable highlight would be a King or Castle thundering up the fearsome 1 in 41 gradient of Hemerdon Bank east of Plympton, with the exhaust echoing through the trees and rolling across the countryside. For the residents of my adopted home town of Saltash it might of course, be something altogether more homely, the 'Saltash Motor', 'the Flier', as it was known, simmering away in the station, four coaches on, filled to overflowing with supporters on an Argyle Saturday as it waited patiently for a path back over the Royal Albert Bridge. \$48.00

[IR688] Creese, Geoff. *Leicester's and Its Trams Tramscape and Townscape 1903 - 1949*. Clophill, Bedfordshire, England: Irwell Press, 2006. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266688. 56 pages profusely illustrated b/w photos - The author's first evocation of the Trams of his boyhood, LEICESTER'S TRAMS, was published by Irwell Press in 2000 and sold out long ago. This new account is compiled from all new material - an unrivalled further sequence of photographs and Leicester streetscapes, from the long-distant days before the Great War to the petrol-rationed times of austerity after the Second. Beautifully painted and kept in excellent order the Leicester Trams fought a long rearguard until 1949 - they were the Great Survivors of the tram world. By the 1930s, tramways had been abandoned in every East Midlands municipality, with one notable exception - the City of Leicester. \$29.85

[IR173] Creese, Geoff. *Leicester's Trams*. Clophill, Bedfordshire, England: Irwell Press, 2000. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266173. 56 pages profusely illustrated b/w photos - From 1904 the tramway used a fleet of 99 double deck trams, supplemented by an additional 40 in 1905. Twenty new trams arrived in 1913/1914 for an experiment with "pay as you enter" boarding. The last new, numbers 161-178, came into service in 1920. \$23.85

[IR498] Knight, Steve . *Let's Stick A Little Bit More : A Further Appreciation of Vintage Plastic Kits* . Clophill, Bedfordshire, England: Irwell Press, 2012. Second Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919498. 212 pages colour photos - Since the first publication of Let's Stick Together 10 years ago, a lot has happened. No sooner was the book issued than the 'phone began to ring with ex-Rosebud employees saying 'Why didn't you talk to me?'. In fact the author had made strenuous efforts to contact as many key players as possible before writing the first edition, but of course the added publicity of a book launch, local radio and press coverage and word-of-mouth led inexorably to more former employees coming out of the woodwork. Add to this the discovery of the artwork for the last three kits, some interesting test shots and more information on certain aspects of the kits and the pressure for a second edition became overwhelming. The past ten years also saw the publication of further essays in the Models in Detail series in The Kitmaster Collectors Club journal 'Signal', which have now been collated into the main text. Recent re-discovery of some important Airfix artwork and transparencies combined with major advances in colour reproduction have also allowed us to bring you many more full-colour plates throughout the text. We hope that you enjoy reading this much expanded, revamped, updated comprehensive account. \$55.90

[IR902] Knight, Stephen. *Let's Stick Together - an Appreciation of Kitmaster and Airfix Railway Kits*. Clophill, Bedfordshire, England: Irwell Press, 1999. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608902. 100 pages profusely illustrated colour and b/w photos - The Kitmaster range of plastic assembly kits was introduced during the period 1959 to 1960 by Rosebud Kitmaster Limited. The revolutionary growth in UK plastic injection moulding capabilities at this time led directly to the introduction of a range of 4 mm, 3.5mm and 3

mm scale assembly kits moulded in the then-new plastic, polystyrene. Polystyrene is more rugged and durable than cellulose acetate, which had previously been used for trains, can be easily welded with a liquid cement and forms a rigid structure, unlike polyvinyl chloride which was the softer, more elastic compound used to make Rosebud Dolls. The wide variety of line side installations, such as Telegraph Poles, Engine Shed and the contents of Trackside Accessories, have provided endless numbers of parts and additional features to improve the detail of many a layout. When introduced in 1956, the earliest packaging for these kits used a common header design carrying line drawings in black on yellow of the first six kits. These distinguish each kit by a central title panel. They are unofficially referred to as Type 0 headers by Airfix Collectors Club members. The acquisition of all Kitmaster moulds and stock was formally announced in the Railway Modeler of December 1962, but it was several months before anything happened. Throughout 1963, Airfix continued to sell the stock and to supply orders for the promotional Nabisco models. After carefully test firing all the tools, Airfix began an evaluation to sort out those kits that could be easily reintroduced, those that would need some modification and those that should be scrapped altogether. The decision was taken to scrap the Class 08, the coaches and all the TT and Continental prototypes at this point. For some inexplicable reason, the Rocket kit had all the parts completely renumbered. At the same time, Airfix engineers reduced the diameter and shape of the sprue runs and made some additions to the tools, usually by lengthening a main sprue, to incorporate more detail in the model. \$50.00

[IR785] Anderson, Paul. Lincolnshire Railway Memories - A Tribute to the Photographs of Jack Cupit. Clophill, Bedfordshire, England: Irwell Press, 2007. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266785. 116 pages profusely illustrated b/w photo - The first of this author's many books and articles for Irwell Press was Railways of Lincolnshire, first published in 1992. Fortunately it proved popular and was reprinted twice, although it has not been available for some years. The book looked at Lincolnshire's railways from a largely historical point of view and used photographs from nearly fifty sources. Although Paul was more than eager to comply with the publishers' request to write a further book on the area, he had to sideline the idea simply because of the lack of available photographs. However, there was a subsequent development which not only made this book possible, but determined its style. Using the photographs and reminiscences of the late Jack Cupit, the author has put together another exciting and evocative look at Lincolnshire in the 1950s. \$50.25

[IR696A] Nicholas, John & Reeve, George. Lines to Torrington : The Southern Railway Route Between Barnstaple Junction, Torrington, Hatherleigh and Halwill Junction . Clophill, Bedfordshire, England: Irwell Press, 2014. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919696. 368 pages b/w photos - It is now more than 30 years since publication of the First Edition in 1984, shortly after the line was closed. Fortunately when I first researched the line in the 1970s several of the men who worked on the line, including Harold Mock at Fremington, Owen Hatherell at Bideford, Sid Pring at Torrington, Fred Cooper at Petrockstow and Ernest Holwill of the North Devon Clay Company kindly contributed reminiscences of their work on the line which extended back to the South Western era. Originally research was concerned with construction of a model of the line in the Edwardian period; the model has been completed but the amount of information gathered resulted in the book. In recent years George Reeve and I have collected much more information, original documents and photographs so we decided to write a second edition. The order and contents of the chapters have been changed since 1984 to bring Lines To Torrington into a similar format to our recent books on the LSWR in the West of England. Some of the broad gauge content concerning the North Devon Railway between Crediton and Barnstaple has been published in our book The North Devon Line (Irwell Press 2010) so is not included here. \$85.50

[IR104] Hawkins, Chris & Reeve, George & Stevenson, James. LMS Engine Sheds - Their History and Development - Volume Seven - the Glasgow & South Western Railway. Pinner, Middlesex, England: Irwell Press, 1990. First Edition. Hard Cover. New / New. ISBN: 1871608104. 130 pages profusely illustrated b/w photo - The final volume in this well known history of LMS and constituent engine sheds \$50.85

[IR641] Townend, Peter . LNER Pacifics Remembered . Clophill, Bedfordshire, England: Irwell Press, 2014. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919641. 160 pages b/w photos - An unusual book 'Much of it' ... 'written by other people' as author Peter Townend puts it. After the success of Top Shed (Ian Allan, 1975 and 1989) he completed a further work entitled East Coast Pacifics at Work (Ian Allan, 1982). The publishers requested that various chapters might be contributed by other people writing about their own involvement and experiences with these locomotives, but this resulted in a book much larger than anticipated and the

contributions were not included. Now, with the passage of over thirty years the material has gained in historical interest and is seen here for the first time. The contributors, men of the time and all providing unique insights into the Pacifics, their construction and their working, read like a roll-call of the Gresley East Coast Age; many well known, others not so. \$62.50

[IR058] Johnson, E. M.. Locomotives of the Great Central Railway - Volume One 1897 - 1914. Pinner, Middlesex, England: Irwell Press, 1989. First Edition. Hard Cover. New / New. ISBN: 1871608058. 138 pages profusely illustrated b/w photo - Including archival material, this volume presents a balanced and objective view of the Great Central's locomotive fleet and in particular, J.G. Robinson's contribution to the history of the British locomotive \$61.05

[IR279] Johnson, E. M.. Locomotives of the Great Central Railway - Volume Two 1912 to British Railways. Pinner, Middlesex, England: Irwell Press, 1992. First Edition. Hard Cover. New / New. ISBN: 1871608279. 168 pages profusely illustrated b/w photo - Detailed study of each class with narrative supported by diagrams and numerous fine photographs. \$47.85

[IR066] Yeadon, W. B.. London & North Eastern Railway - Locomotive Allocations - the Last Day 1947. Pinner, Middlesex, England: Irwell Press, 1989. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608066. 48 pages profusely illustrated b/w photo \$17.85

[IR112] Hawkins, Chris & Reeve, George. London & South Western Railway Engine Sheds - Western District. Pinner, Middlesex, England: Irwell Press, 1990. First Edition. Hard Cover. New / New. ISBN: 1871608112. 138 pages profusely illustrated b/w photo - First of 3 volumes detailing the engine sheds of the L&SWR \$57.85

[IR153] Yates, G. M.. London Bus Memories in Colour . Clophill, Bedfordshire, England: Irwell Press, 2010. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919153. 64 pages colour photos - Having spent his youth photographing steam locomotives Garry Yates switched, in 1968, to taking black and white bus photographs on a 'box' Brownie 127 camera of the exposed radiator Birmingham City Transport buses which, at the time, were disappearing fast as new Fleetline buses took over. In 1973 he could finally afford a better camera and from that time onwards took colour slides and over the last 35 years has covered every bus fleet in the British Isles and Ireland including the Isle of Man and the Channel Islands. Many of the fleets and buildings have disappeared over the years, and today's four large bus companies have certainly made the hobby less interesting with a standardisation of vehicle types and liveries. In this book Garry has tried to give a flavour of London's buses in the 1970s showing the variation of vehicle types in an era when many famous LT buses like the RT and RF came to an end in favour of one man operated buses like the Fleetline (DMS), Leyland Titan (T), and Metrobus (M). \$29.90

[IR97X] Brown, Colin. Luton Trams - The Story of a Small System 1908 - 1932. Clophill, Bedfordshire, England: Irwell Press, 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 187160897X. 50 pages b/w photos - In 1908 a forwarding thinking town council invested in an electric tram system for the people of Luton. This was an unusual step for the local borough councillors requiring intervention at a parliamentary level. Given that travel by tram was uncomfortable to both pedestrians and travellers alike and at the mercy of the elements it proved to be a master stroke and the system enjoyed a 25-year career serving the people of Luton. However, in 1932 the last few of these great trams were finally sold off. \$28.65

[IR432] Nicholas, John & Reeve, George. Main Line to the West - the Southern Railway Route Between Basingstoke & Exeter - Part One - Basingstoke to Salisbury. Clophill, Bedfordshire, England: Irwell Press, 2004. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266432. 244 pages b/w photos - First proposals for a central main railway line from London to the port of Falmouth through Salisbury and Exeter came in the 1830s, and the first section as far as Basingstoke was opened in 1840 as part of the London & Southampton Railway, which in line with its plans for expansion soon became the London & South Western Railway. The Bishopstoke to Salisbury Milford branch opened in 1847 but the route from London to Salisbury was indirect, so a direct Basingstoke to Salisbury line was promoted and after delays following the Railway Mania the single track branch from Basingstoke to Andover was opened in 1854, extended to Salisbury Milford in 1857, and then to Salisbury Fisherton in 1859. The Basingstoke & Salisbury Railway is the subject of Part One. \$80.85

[IR030] Nicholas, John & Reeve, George. Main Line to the West - the Southern Railway Route Between Basingstoke & Exeter - Part Three - Yeovil to Exeter. Clophill, Bedfordshire, England: Irwell Press, 2009. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919030. 422 pages b/w photos - The characteristic feature of this main line is illustrated by station and signal box names - Yeovil Junction, Chard Junction, Axminster (Junction for Lyme Regis), Seaton Junction, Sidmouth Junction and Exmouth Junction. Principal Waterloo expresses often passed towns like Crewkerne, Axminster and Honiton, but then stopped at junction stations in almost uninhabited countryside. This feature of six branch line junctions in less than 50 miles was on the one hand fascinating for railway enthusiasts, and on the other hand frustrating for passengers travelling to and from towns and villages away from the main line, particularly after the Beeching closures. Between well located stations at Sherborne and Exeter Central many of the stations were built in open countryside whilst the main line avoided towns of Yeovil, Chard, Colyton and Ottery St Mary. Only Honiton had a convenient station - the line's Engineer Joseph Locke was the town's M.P. \$70.00

[IR580] Nicholas, John & Reeve, George. Main Line to the West - the Southern Railway Route Between Basingstoke & Exeter - Part Two - Salisbury to Yeovil. Clophill, Bedfordshire, England: Irwell Press, 2007. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266580. 322 pages b/w photos The Salisbury & Yeovil line was the central part of the Southern's Main Line to the West. Promoted and built by an independent local company, its stations were well placed for the centres of Salisbury, Tisbury, Gillingham, Sherborne and Yeovil. The station at the small village of Templecombe prospered as a junction with the Somerset & Dorset line, the route for much freight traffic to and from the west. Here coal, stone, manufactured goods, milk and Burton beer from the Midland line was transferred. Going north went cider from Whimble, rabbits from Dartmoor, fruit and flowers from the Tamar Valley and watercress from Hampshire. The South Western worked and later bought the line, at a very high price, and fast trains from Waterloo provided good services for both business and holiday passengers. Although Beeching cuts reduced the line's status to little more than a single track byway, today it provides a good and frequent service to London. Part One covered Basingstoke to Salisbury whilst Part Three will deal with the route onwards from Yeovil to Exeter. \$74.85

[IR254] Hurst, Tony. Mansfield's Trams. Clophill, Bedfordshire, England: Irwell Press, 2002. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266254. 52 pages b/w photos - The history of this little-known tram system which opened in 1905 and was abandoned in favour of motor buses in 1932. With a detailed, lively text, and packed with rare archive photographs, this is a fascinating focus on transport from the past. Map. \$23.85

[IR556] Summerson, Stephen. Midland Railway Locomotives Volume Four - the Johnson Classes Part II - (Goods and Later Passenger Tender Engines). Clophill, Bedfordshire, England: Irwell Press, 2005. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266556. 220 pages b/w photos - This fourth volume covers the remaining Johnson classes and those introduced by Deeley and Fowler up to 1922. To facilitate the presentation of evolving designs in the most appropriate manner, the development of each type is presented to its conclusions in a continuous sequence rather than record each class strictly by date under the two Locomotive Superintendents and Chief Mechanical Engineer. \$68.85

[IR106] Summerson, Stephen. Midland Railway Locomotives Volume One - General Survey. Clophill, Bedfordshire, England: Irwell Press, 2000. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266106. 154 pages b/w photos - ISBN inside is 1903266025 but isbn on rear of book is 978 - 1903266106 - This comprehensive account is a general survey, 1844 - 1942 including details of boilers, tenders and their fittings. \$53.85

[IR262] Summerson, Stephen. Midland Railway Locomotives Volume Three - the Johnson Classes Part I. Clophill, Bedfordshire, England: Irwell Press, 2002. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266262. 196 pages b/w photos - the slim boiler passenger tender engines, passenger and goods tank engines \$59.85

[IR858] Summerson, Stephen. Midland Railway Locomotives Volume Two - the Kirtley Classes. Clophill, Bedfordshire, England: Irwell Press, 2007. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266858. 154 pages b/w photos - The thirty years of the Kirtley era, 1844-73, are a long time ago now. It was a

period of rapid change and one of considerable complexity for the historian. Many of the earlier engines did not have long lives, but those built in the last ten years, with a few exceptions, were very long-lived. Their sturdy construction and ready adaptability to accept later and larger boilers resulted in examples of both passenger and goods engines still in use after the Second World War. In this way the more senior members of our enthusiast fraternity have a ready recollection of these ancient engines and form a link with those early days long gone. Indeed, nobody was Anybody in the late 1940s if they had not been to Bournville to see the last of the double frame 0-6-0s gathered there. No.22834 was the ultimate icon. With Johnson pattern boiler, the cab displaying a brass class 1 power class numeral and that amazing horseshoe tank layout of its tender, it was, even in those days, held in some awe as a relic of the distant past. The fact that the Ian Allan ABC said it was class 2 (which was true) and that its tender plate bore the date 1867 (the book said introduced 1868) only increased the fascination. Such little items formed the stimulus for research to sort it out , ultimately to result in this volume. \$72.65

[IR382] Peaty, Ian P. Mountsorrel And its Associated Quarry Railways. Clophill, Bedfordshire, England: Irwell Press, 2012. First Edition. Soft Cover. New / No Jacket. ISBN: 9781906919382. 88 pages b/w photos - The geology of Leicestershire is dominated by the igneous rocks which form the beautiful Charnwood Forest, immediately to the west of Leicester city. The eastern boundary is formed by the river Soar and its navigation on a north-south line. Running in this river valley is the former Midland Railway four track main line to Derby and Nottingham. To the east are the Lower Lias beds which reach a depth of over nine hundred feet and have been actively worked for over a hundred years. This activity is now conducted underground and the modern works, producing plaster products, are at Barrow-on-Soar, opposite the railway sidings of the Lafarge granite stone loading terminal. To the west, at Coalville, coal has been extracted in and around the appropriately named town. The renowned Snibston Mine is now a museum under the management of the Leicestershire Museum Service. Other collieries were at Whitwick, where there was also a granite quarry, and a few miles south there were Ellistown, Ibstock, Desford, Nailstone and Measham Collieries; further west was the well known Moira Colliery near Burton-on-Trent. The east-west extent of the granite area is eight miles and north-south it extends for some sixteen miles. At the northern extremity was the Shepshed quarry while the southern-most quarrying took place at Stoney Stanton and Narborough, bounded by the old South Leicester line of the LNWR. All the coal collieries and the granite quarries of any size were once served by railways; many of the quarries had their own railway networks, complete with a wonderful range of locomotives and private owner wagons, employing several different gauges. Today the largest granite quarry in Europe, Mountsorrel, lies on the north-eastern boundary; it still has a considerable private railway system in the ownership of the giant French aggregates business Lafarge Aggregates. On the western and southern areas, another firm, Aggregates Industries, have smaller railways, at Bardon Hill and Croft Quarries. Close to the coal measures is Stud Farm rail ballast loading plant; formerly owned by Tarmac Ltd, a narrow gauge railway connected it to the quarry at Markfield. \$39.90

[IR139A] Baker, Allan C. & Fell, Mike G.. Newcastle - Under - Lyme - Its Railway and Canal History . Clophill, Bedfordshire, England: Irwell Press, 2009. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919139. 136 pages b/w photos - A complex story that begins before the Battle of Trafalgar; the canals, industries, railways, political and commercial struggles and rivalries of this little known but fascinating corner of a little known but fascinating county, Staffordshire. \$47.40

[IR597A] Coster, Peter. Ninety Years on : The New Book of the A3 Pacifics. Clophill, Bedfordshire, England: Irwell Press, 2013. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919597. 208 pages b/w photos - In April 2012 it was 90 years since home-going passengers at Kings Cross were astonished at the presence of a huge, handsome express steam locomotive standing on the empty stock roads, the like of which they had never seen before. It was GREAT NORTHERN, awaiting inspection by the GNR Directors. This year will be the 90th year since the third of these locomotives emerged from Doncaster Works - 'The Plant' - 1472, later 4472, soon to be named FLYING SCOTSMAN. These three anniversaries we hope to commemorate with this New Book of the A3s. The story of the class was set out in the original 'Book Of' the A3s by the same author; he has now put down the history of each individual locomotive, summarising events, together with personal comments. Even now, while the history of the class is generally complete, there is a trickle of new information on the details of individual locomotives, revealing more about their use and particularly during the sad business of withdrawal and disposal. \$60.00

[IR335] Sadler, Ian G.. North Eastern Railway Brake Vans - A Railway Bylines Special. Clophill,

Bedfordshire, England: Irwell Press, 2003. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266335. 60 pages b/w photos \$26.85

[IR184] Hockney, Roger. North West Bus Memories in Colour . Clophill, Bedfordshire, England: Irwell Press, 2010. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919184. 64 pages colour photos - Everyone knows the significance of the year 1066 and, with luck, that of 1485 too. Few however will regard 1969 as having any meaning at all, yet a seismic shift was just about to get underway in the world of British bus transport. It would alter radically the character and scope of our bus services. Four factors would soon combine to change the nature of our bus fleets forever. First, the Transport Act 1968 would sweep away many municipal fleets in our metropolitan areas; secondly, one of our largest bus operators, British Electric Traction (BET), had decided to throw in the towel and sell out to the state owned Transport Holding Company (Tilling had already been thus absorbed) in 1969. This paved the way for wholesale rationalisation which reached its climax with the deregulation of services. Thirdly, car ownership was steadily rising. Customer diversion had started to bite for both bus operators and British Railways. Finally, the half cab bus was doomed by government legislation designed to promote one man operation, producing a bias towards the construction of rear engined buses. So in the North West, by the end of 1969, the new Passenger Transport Authority for South East Lancashire and North East Cheshire, SELNEC, had swallowed up no less than eleven municipal transport undertakings and the Transport Holding Company had bought BET's transport interests. The Transport Holding Company was soon to metamorphose into the National Bus Company and the consequent rationalisation would, notably, spell the end for the North Western Road Car Company in 1972 while Ribble would be shorn of some of its peripheral operations. SELNEC itself was turned into the Greater Manchester PTE by 1974 as yet another local government reorganisation took place, following which in 1976 it swallowed up the largest remaining private operator, Lancashire United, which survived in name only, until 1981. \$23.95

[IR290] Phillips, Derek. Paddington to Weymouth : The Route in the 1950s. Clophill, Bedfordshire, England: Irwell Press, 2012. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919290. 148 pages b/w photos - This book depicts steam locomotives at work on the route between Paddington and Weymouth as it used to be in the age of steam before the advent of mass closures of branch lines and stations and before dieselisation. The author became entranced with the railway from his first boyhood 'skool' trip from Paddington to the coast and later worked on the footplate at Yeovil engine shed. This is the essential (Great) Western Region of the 1950s; a journey from London to Weymouth with innumerable observations and descriptions along the way, celebrating the classic Victorian seaside holiday town with its boarding houses and donkey rides. So come on the trip, and meet Dick Emery when you get there! You are awful... \$49.90

[IR139] Hitches, Mike. Penmaenmawr - Rails of Granite. Pinner, Middlesex, England: Irwell Press, 1990. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608139. 32 pages b/w photos - The industrial quarrying of granite at Penmaenan began in the early 19th century with the forming of the Penmaenmawr & Welsh Granite Co.. As the industry grew workers and their families flocked to Penmaenmawr from all over north-west Wales and beyond. The link was especially strong with Trefor, also the home of a significant granite quarry on the slopes of Yr Eifl. The community which sprang up in the present day wards of Penmaenan and Pant-yr-afon was close-knit and almost entirely Welsh-speaking. By the early years of the 20th century about 1,000 men worked in the quarry and its associated workshops. Neighbouring Llanfairfechan was an integral part of this process. The granite was lowered from the quarry by self-acting inclines to the 3 ft (914 mm) gauge tramway which ran to jetties from where the setts were loaded into ships. After 1848 the majority of the quarry output was sent by main-line rail, although the quarry and its internal narrow gauge railway continued to thrive through the nineteenth century. Life was far from easy for the quarrymen, especially those who worked on the higher slopes. They were expected to walk up to the summit area in all weather and faced losing pay if unable to reach the top. Naturally a strong spirit of camaraderie developed and this was reflected in the town's chapels, pubs and cultural societies. Granite was exported by rail to ports like Liverpool and the cities of England and by sea from the two quarrying jetties to Liverpool and also to a number of European ports such as Hamburg. The town grew in popularity as a seaside resort for the well-to-do in the second half of the 19th century, in part due to the enthusiasm shown by statesman and Prime Minister William Ewart Gladstone who holidayed 11 times in Penmaenmawr between 1855 and 1896 \$19.65

[IR503] Smith, Martin. Peto's Register of Great Western Railway Locomotives - Volume One - King 4-6-0s. Clophill, Bedfordshire, England: Irwell Press, 1995. First Edition. Hard Cover. New / New. ISBN: 1871608503. 96

pages b/w photos - This is volume 1 of Peto's Register of Great Western Railway Locomotives which concentrates on the King 4-6-0s. - the volume describes the background history of the class, operation and details and modification, then looks at each locomotive in turn charting its history from construction to withdrawal \$50.85

[IR880] Smith, Martin. Peto's Register of Great Western Railway Locomotives - Volume Three - 14XX and 58XX 0-4-2Ts. Claphill, Bedfordshire, England: Irwell Press, 1998. First Edition. Hard Cover. New / New. ISBN: 1871608880. 96 pages b/w photos - Great book, lots of detailed historic information of all the class members (GWR 0-4-2 tank engines of Collet). As model engineer, building this engine, is nice to read about the changes and alterations these locomotive had in their existence. \$56.95

[IR678] Smith, Martin (Editor). Peto's Register of Great Western Railway Locomotives - Volume Two - Manor 4-6-0s. Claphill, Bedfordshire, England: Irwell Press, 1996. First Edition. Hard Cover. New / New. ISBN: 1871608678. 96 pages b/w photos - lots of detailed historic information of all the class members. This is volume 2 of Peto's Register of Great Western Railway Locomotives which concentrates on the Manor 4-6-0s. - the volume describes the background history of the class, operation and details and modification, then looks at each locomotive in turn charting its history from construction to withdrawal. The Great Western Railway 7800 Class or Manor Class was a class of 4-6-0 steam locomotive. They were designed as a lighter version of the GWR Grange Class, giving them a wider Route Availability. Like the 'Granges', the 'Manors' used parts from the GWR 4300 Class Moguls but just on the first batch of twenty. Twenty were built between 1938 and 1939, with British Railways adding a further 10 in 1950. The first of the Manors No.7800 Torquay Manor entered traffic in January 1938 and 20 were in service by February 1939. They used the driving wheels, motion components and tenders from withdrawn GWR 4300 Class moguls.[1] A new standard boiler, type No. 14, was developed for the class.[1] The outbreak of war forced the cancellation of construction of a further batch of 20 locomotives. The Manor class, with an axle loading of just over 17 tons, could be utilised on many lines from which the heavier Granges were barred.[1] The first examples were despatched to depots at Wolverhampton, Bristol, Gloucester, Shrewsbury, Westbury in Wiltshire and Neyland in South Wales. In October 1938 No.7805 Broome Manor underwent clearance tests between Ruabon and Barmouth. Subsequently the class were used over the main lines of the erstwhile Cambrian Railways. The Manors were also successfully employed in the West Country where they were used for banking and piloting trains over the Devon banks between Newton Abbot and Plymouth. Their light axloading allowed them across the Tamar Bridge and on to the branch lines of Cornwall. Unlike the Granges of 1936 where the use of standard components and the re-use of existing ones had produced a masterpiece the initial performance of the Manors was comparatively mediocre. Were it not for the constraints of war there is every reason to expect that Swindon would have recalled the engines for modifications. After nationalisation, the newly created Western Region was authorised to build ten more of the class. Nos.7820-29 were outshopped from Swindon in November and December 1950. There was no attempt to improve the steaming; a British Railway edict permitted construction only of existing pre-nationalisation designs. Subsequent trials showed the engines did not require too much work to correct their faults. Internal alterations to the blastpipe and an increase in air space in the firegrate added to the new type of narrow chimney noticeably improved the draughting. After trials on 10 of the class, the improvements became standard after July 1954. By 1959 21 Manors were congregated in Mid- and South Wales. Their most prestigious working was the Cambrian Coast Express, where a Manor took over from a King or Castle at Shrewsbury and worked through to Aberystwyth. Others of the class operated in the Birmingham, Gloucester and Hereford areas while the handful stationed at Reading frequently ventured on to the Southern Region line to Guildford and Redhill. The first Manor to be scrapped was No.7809 Childrey Manor, withdrawn from Shrewsbury depot in April 1963 and cut up at Swindon. By May 1965 the numbers had been halved and the final two, No.7808 Cookham Manor of Gloucester, and No.7829 Ramsbury Manor of Didcot, were condemned in December 1965. \$55.95

[IR009] Smith, Martin [Editor]. Railway Bylines Annual No. 3. Claphill, Bedfordshire, England: Irwell Press, 1998. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266009. 96 pages b/w photos - 'Annual' of this popular quality magazine dealing with British Light, narrow gauge and industrial Railways. \$44.85

[IR181] Smith, Martin [Editor]. Railway Bylines Annual No. 4. Claphill, Bedfordshire, England: Irwell Press, 2000. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266181. 96 pages b/w photos - 'Annual' of this popular quality magazine dealing with British Light, narrow gauge and industrial Railways. \$44.85

[IR246] Smith, Martin [Editor]. Railway Bylines Annual No. 5. Claphill, Bedfordshire, England: Irwell Press,

2002. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266246. 96 pages b/w photos - 'Annual' of this popular quality magazine dealing with British Light, narrow gauge and industrial Railways. \$44.85

[IR319] Smith. Martin [Editor].. Railway Bylines Annual No. 6. Clophill, Bedfordshire, England: Irwell Press, 2003. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266319. 96 pages b/w photos - 'Annual' of this popular quality magazine dealing with British Light, narrow gauge and industrial Railways. \$44.85

[IR929] Smith. Martin [Editor].. Railway Bylines Annual Number 2. Clophill, Bedfordshire, England: Irwell Press, 1997. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608929. 96 pages b/w photos - 'Annual' of this popular quality magazine dealing with British Light, narrow gauge and industrial Railways. \$44.85

[IR83X] Smith. Martin [Editor].. Railway Bylines Annual Number One. Clophill, Bedfordshire, England: Irwell Press, 1996. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 187160883X. 96 pages b/w photos - 'Annual' of this popular quality magazine dealing with British Light, narrow gauge and industrial Railways. \$44.85

[IR70X] Smith. Martin [Editor].. Railway Bylines Collection 2006 - 2007. Clophill, Bedfordshire, England: Irwell Press, 2006. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 190326670X. 96 pages b/w photos - Included in this very first volume (all new articles and no repeats) will be articles and features about Backworth Colliery, the Westward TV train, J65 0-6-0Ts, Quakers Yard, Marks Tey brick works, Shropshire & Montgomeryshire and much, much more. The book includes about 100 superb photographs, many of which are, to the best of our knowledge, previously unpublished. \$47.85

[IR211] Smith. Martin [Editor].. Railway Bylines Summer Special Number 4. Clophill, Bedfordshire, England: Irwell Press, 2001. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266211. 96 pages b/w photos -The Irwell SUMMER SPECIALS are based upon the monthly magazine British Railways Illustrated, now in its eleventh year. The Summer Special has hard covers and 96 pages, of all new material. All the articles are original, Separately commissioned and designed for the Summer Specials - no repeats of material already used, and no dusted down items left over from the magazine. BRILL readers will know of the regular Fourum, Diesel Dawn, War Report and Thirties File but as well as these there are a whole range of new articles and features. \$44.85

[IR297] Smith. Martin [Editor].. Railway Bylines Summer Special Number 5. Clophill, Bedfordshire, England: Irwell Press, 2002. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266297. 96 pages b/w photos -The Irwell SUMMER SPECIALS are based upon the monthly magazine British Railways Illustrated, now in its eleventh year. The Summer Special has hard covers and 96 pages, of all new material. All the articles are original, Separately commissioned and designed for the Summer Specials - no repeats of material already used, and no dusted down items left over from the magazine. BRILL readers will know of the regular Fourum, Diesel Dawn, War Report and Thirties File but as well as these there are a whole range of new articles and features. \$44.85

[IR386] Smith. Martin [Editor].. Railway Bylines Summer Special Number 6. Clophill, Bedfordshire, England: Irwell Press, 2003. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266386. 96 pages b/w photos -The Irwell SUMMER SPECIALS are based upon the monthly magazine British Railways Illustrated, now in its eleventh year. The Summer Special has hard covers and 96 pages, of all new material. All the articles are original, Separately commissioned and designed for the Summer Specials - no repeats of material already used, and no dusted down items left over from the magazine. BRILL readers will know of the regular Fourum, Diesel Dawn, War Report and Thirties File but as well as these there are a whole range of new articles and features. \$44.85

[IR937] Smith. Martin [Editor].. Railway Bylines Summer Special Number One. Clophill, Bedfordshire, England: Irwell Press, 1998. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608937. 96 pages b/w photos -The Irwell SUMMER SPECIALS are based upon the monthly magazine British Railways Illustrated, now in its eleventh year. The Summer Special has hard covers and 96 pages, of all new material. All the articles are original, Separately commissioned and designed for the Summer Specials - no repeats of material already used, and no dusted down items left over from the magazine. BRILL readers will know of the regular Fourum, Diesel Dawn, War Report and Thirties File but as well as these there are a whole range of new articles and features. \$44.85

[IR033] Smith, Martin [Editor].. Railway Bylines Summer Special Number Three. Clophill, Bedfordshire, England: Irwell Press, 2000. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266033. 96 pages b/w photos -The Irwell SUMMER SPECIALS are based upon the monthly magazine British Railways Illustrated, now in its eleventh year. The Summer Special has hard covers and 96 pages, of all new material. All the articles are original, Separately commissioned and designed for the Summer Specials - no repeats of material already used, and no dusted down items left over from the magazine. BRILL readers will know of the regular Fourum, Diesel Dawn, War Report and Thirties File but as well as these there are a whole range of new articles and features. \$44.85

[IR961] Smith, Martin [Editor].. Railway Bylines Summer Special Number Two. Clophill, Bedfordshire, England: Irwell Press, 1999. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608961. 96 pages no isbn in book but front cover shows 978 - 1871608960 - isbn is 1871608961 -The Irwell SUMMER SPECIALS are based upon the monthly magazine British Railways Illustrated, now in its eleventh year. The Summer Special has hard covers and 96 pages, of all new material. All the articles are original, Separately commissioned and designed for the Summer Specials - no repeats of material already used, and no dusted down items left over from the magazine. BRILL readers will know of the regular Fourum, Diesel Dawn, War Report and Thirties File but as well as these there are a whole range of new articles and features. \$44.85

[IR309] Anderson, Paul. Railways of Lincolnshire. Clophill, Bedfordshire, England: Irwell Press, 1992. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608309. 92 pages b/w photos line drawings \$35.85

[IR821] Smith, Martin. Railways of the Isle of Portland. Clophill, Bedfordshire, England: Irwell Press, 1997. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608821. 44 pages b/w photos \$23.85

[IR146] Jackson, Bob. South East Bus Memories in Colour . Clophill, Bedfordshire, England: Irwell Press, 2010. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919146. 64 pages colour photos - The author was persuaded to write this book by his friend Paul Roberts, who has produced two books in this series, Yorkshire Bus Memories in Colour and Midland Bus Memories in Colour. It is not intended to be a photographic record of every bus operator in the South East, more a selection of views that the author took during his travels in the early to mid-1970s. All are from colour transparencies, or slides. The photographs are arranged so as to take the reader on a clockwise circular tour of Hampshire, Surrey, Kent and Sussex although the author has deliberately avoided straying into London Transport territory, which is the subject of another title in this series. \$29.90

[IR025] Winkworth, D. W.. Southern Special Traffic. Clophill, Bedfordshire, England: Irwell Press, 2000. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266025. 76 pages b/w photos - Well illustrated account of the various types of special traffic trains to have operated on the Southern Region and its pre-decessors. \$36.00

[IR823] Routledge, Howard. Steam City Carlisle. Clophill, Bedfordshire, England: Irwell Press, 2007. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266823. 108 pages b/w photos - The history of Carlisle as a major railway centre has been well documented over the years, the seven different railway companies that served the city prior to the 1923 Grouping leaving a legacy that lasted well into the 1960s. This book, although not intended to give an historical account of the subject, provides a photographic record from 1951 until the demise of steam operations in the city on 31st December 1967. It also includes a look at two of the lines with summits most associated with Carlisle, Shap and Ais Gill, both of which saw steam activities end on the same date. \$53.05

[IR777] Knox, Harry. Steam Days at Haymarket - the Collected Reminiscences of Shed Life Both on and Off the Footplate. Clophill, Bedfordshire, England: Irwell Press, 2007. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266777. 132 pages b/w photos - The Collected Reminiscences of Shed Life both on and off the Footplate Life in the days of BR steam at one of the most renowned locomotive depots in Scotland, the celebrated Haymarket, 64B. A well-written worm's eye view from a Cleaner/Office Boy/Fireman who before he moved on to (much) higher things on the railway experienced every facet of locomotive life at Haymarket. This meant work in and around the Scottish capital and out to Glasgow, Aberdeen, Newcastle and the Waverley route. Star studded cast of LNER Pacifics, from SPEARMINT and MERLIN to AULD REEKIE, BONNIE DUNDEE and all the rest. Breathtaking collection of unseen photographs. \$53.85

[IR84X] Coster, Peter. The Book of The A1 and A2 Pacifics. Clophill, Bedfordshire, England: Irwell Press, 2007.

First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 190326684X. 232 pages b/w photos - In this book dealing with the principal steam express locomotives of the LNER and its nationalised successor, we consider the Pacifics that followed those of Sir Nigel Gresley, finishing with the last, and perhaps by post-war railway operational standards, the most successful steam design, the A1 Pacific of Arthur Peppercorn. The A1 was introduced not merely in the eleventh hour of the old Big Four, but almost in the last five minutes of that hour. In the mêlée of nationalisation, the new Railway Executive's mechanical engineering team, determined to create a new railway with the new standard locomotives, turned its back on the most successful large passenger designs. These were Gresley's A4 and Sir William's magnificent Duchess Pacific, joined by Peppercorn's A1. The sequence of events that led to the A1 actually started with Gresley's Mikado of 1934, and it was the need to resolve the problems of these magnificent but flawed locomotives that led to the emergence firstly of the Pacifics of Edward Thompson, then secondly those of Arthur Peppercorn. With the relatively abrupt abandonment of steam in favour of diesel and electric traction, the working life of all post-war designs was truncated, and the engines working life became shorter with the later designs. \$72.65

[IR645] Coster, Peter. The Book of The A4 Pacifics - A Photographic Accompaniment 1. Clophill, Bedfordshire, England: Irwell Press, 2006. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266645. 64 pages b/w photos - The ever-expanding Book Of locomotive series from Irwell Press now has a burgeoning paperback series to supplement the various titles the Photographic Accompaniments. Following the success of the Coronation Pacific Accompaniments 1 and 2 and Accompaniments also to the Britannia Pacifics and the Lord Nelsons, it's a thrill to announce two more : The Book of the A4 Pacifics, A Photographic Accompaniment :1 The Book of the A4 Pacifics, A Photographic Accompaniment :2 Every single A4, twice over! With a third to follow very soon! \$23.95

[IR653] Coster, Peter. The Book of The A4 Pacifics - A Photographic Accompaniment 2. Clophill, Bedfordshire, England: Irwell Press, 2006. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266653. 56 pages b/w photos - The ever-expanding Book Of locomotive series from Irwell Press now has a burgeoning paperback series to supplement the various titles the Photographic Accompaniments. Following the success of the Coronation Pacific Accompaniments 1 and 2 and Accompaniments also to the Britannia Pacifics and the Lord Nelsons, it's a thrill to announce two more : The Book of the A4 Pacifics, A Photographic Accompaniment :1 The Book of the A4 Pacifics, A Photographic Accompaniment :2 Every single A4, twice over! With a third to follow very soon! \$23.95

[IR661] Coster, Peter. The Book of The A4 Pacifics - A Photographic Accompaniment 3. Clophill, Bedfordshire, England: Irwell Press, 2006. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266661. 56 pages b/w photos - This is our third collection of photographs of the 35 A4 Pacifics and the W1 4-6-2-2. With The Book of the A4 Pacifics and the previous two Accompaniments, a considerable portfolio has been built up. Of course it is not quite as we would have wished, for (as ever) there are too few of pre-war days and rather more of their latter days, which gives a false impression to those not lucky enough to see the engines in their prime. We would have liked to include the work of famous names such as Cyril Herbert, who specialised in the pre-war LNER and the Bishop of Railway Photography, Eric Treacy, to name but two and perhaps this might be possible in a future Accompaniment. A lot of photographs were taken on shed, which cramps one's style when trying to depict the engines working hard, or at speed. It is easy to forget how slow emulsions were half a century ago, and how expensive good cameras with large apertures were. Not every day was sunny and not many engines were clean, taxing the ingenuity of the photographer and his light meter, and often calling for a longer exposure than was practicable just in order to get a decent shot of an elusive engine. - Peter Coster \$29.85

[IR405] Sixsmith, Ian. The Book of The Black Five LM Class 5 4-6-0s Part 1 45000 - 45074. Clophill, Bedfordshire, England: Irwell Press, 2011. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919405. 144 pages profusely illustrated b/w photos - When asked by our esteemed publishers for help in putting together a tome on the LMS Black 5s in the Book Of series the first question to be answered was, how many volumes? Surely even the mighty Irwell machine would struggle to cope with a thousand pages! After much discussion over sausage sandwiches and pints we came up with the answer - five. So, this Part 1 covers the 1934 batch from Vulcan Foundry and the 1935 engines from Crewe and Part 2 the similar 1935 Vulcan Foundry and Armstrong Whitworth locomotives. Part 3 will describe the 'Mark 2' 1936 Armstrong Whitworth locomotives and will sweep up the remaining pre-war engines. Part 4 will deal with the war-time and immediate post-war LMS batches leaving part 5 with the Caprotti and the final LMS and BR-built examples. As we will discover, the Black

5s were not all the same - far from it - and I trust the reader will follow through the story in the approximate chronological sequence which seemed at the time to make sense. The books therefore are arranged by the order in which the locomotives were introduced, with an added twist that, particularly in matters such as boilers and tenders, there is a certain amount of back and forward cross-referencing. In the belief that if you buy one book you will surely need the others to complete the set, some details are covered in more depth in the earlier books and only summarised in the later parts. \$55.80

[IR504] Sixsmith, Ian. The Book of The Black Five LM Class 5 4-6-0s Part 2 Nos. 45075 - 45224. Clophill, Bedfordshire, England: Irwell Press, 2012. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919504. 194 pages b/w photos - Part 1 covered the background to the design, the first fifty locomotives from Vulcan Foundry and the 1935 engines built at Crewe, and this part deals with the similar 1935 Vulcan Foundry and Armstrong Whitworth locomotives. Part 3 will describe the 'Mark 2' 1936 Armstrong Whitworth locomotives and will sweep up the remaining pre-war engines. Part 4 will deal with the war-time and immediate post-war LMS batches leaving Part 5 for the Caprotti and the final LMS and BR-built locomotives. As we will discover, the Black 5s were not all the same – far from it . The story unfolds in an approximate chronological sequence, which makes sense – at least more sense than other approaches. So the books are arranged in the order in which the locomotives were introduced, with an added twist that particularly in matters such as boilers and tenders there is a certain amount of back and forward cross-referencing. Some details are covered in more depth in the earlier books and only summarised in the later parts \$49.90

[IR603] Sixsmith, Ian. The Book of The Black Five LM Class 5 4-6-0s Part 3 Nos 45225 - 45471. Clophill, Bedfordshire, England: Irwell Press, 2013. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919603. 296 pages b/w photos - After a short pause to gather breath following Parts 1 and 2 covering the 'Mark 1' Black 5s it was time to embark on this, Part 3, which deals primarily with what came to be the largest batch of ostensibly identical locomotives to run on the LMS. These 'Mark 2' Armstrong Whitworth locomotives may have started life all the same but there will be sufficient for the engine picker to work with, and the final twenty pre-war engines also covered in this volume introduce plenty of subtle differences. The books are arranged in the approximate chronological sequence in which the locomotives were introduced, with an added twist that particularly in matters such as boilers and tenders there is a certain amount of back and forward cross-referral. In the spirit of ensuring that if you buy one book you will surely need the others to complete the set then some details are covered in more depth in the earlier books and only summarised in the later parts. \$70.00

[IR733] Sixsmith, Ian. The Book of The Black Five LM Class 5 4-6-0s Part 4 44800-44996, 45471-45499. Clophill, Bedfordshire, England: Irwell Press, 2014. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919733. 280 pages b/w photos - Part 1 covered the background to the design, the first fifty locomotives from Vulcan Foundry and the 1935 engines built at Crewe, and this part deals with the similar 1935 Vulcan Foundry and Armstrong Whitworth locomotives. Part 3 will describe the 'Mark 2' 1936 Armstrong Whitworth locomotives and will sweep up the remaining pre-war engines. Part 4 will deal with the war-time and immediate post-war LMS batches leaving Part 5 for the Caprotti and the final LMS and BR-built locomotives. As we will discover, the Black 5s were not all the same – far from it . The story unfolds in an approximate chronological sequence, which makes sense – at least more sense than other approaches. So the books are arranged in the order in which the locomotives were introduced, with an added twist that particularly in matters such as boilers and tenders there is a certain amount of back and forward cross-referencing. Some details are covered in more depth in the earlier books and only summarised in the later parts. \$82.50

[IR795] Sixsmith, Ian. The Book of The Black Five LM Class 5 4-6-0s Part 5 44658-44799, 44997-44999. Clophill, Bedfordshire, England: Irwell Press, 2015. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919795. 200 pages b/w photos - Part 5 completes this series, with the Caprotti and the final LMS and BR-built locomotives. As we've discovered, the Black 5s were not all the same - far from it. The story has unfolded in an approximate chronological sequence, which makes sense - at least more sense than other approaches. So the books are arranged in the order in which the locomotives were introduced, with an added twist that particularly in matters such as boilers and tenders there is a certain amount of back and forward cross-referencing. Some details are covered in more depth in the earlier books and only summarised in the later parts. \$72.00

[IR320] Sixsmith, Ian & Derry, Richard . The Book of The BR Standard Class 5 4-6-0s. Clophill, Bedfordshire,

England: Irwell Press, 2011. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919320. 208 pages profusely illustrated b/w photos - Latest in 'The Book Of' series, charting in depth the life and times of the 172 Class 5 4-6-0s in the 73000 series, the popular BR successors to the LMS 'Black 5s'. Extensive and detailed coverage extends to the variants of course; the Caprotti, the air pump fitted examples and so on. The exceptional range of photographs show both the detailed engineering and construction of the 73000s and the varied work they carried out, across all the Regions of BR. They were both workhorse and warhorse on BR and constituted one of the most numerous and successful of the Standard designs. \$65.50

[IR805] Derry, Richard. The Book of The BR Standards. Clophill, Bedfordshire, England: Irwell Press, 1997. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608805. 90 pages b/w photos - The BR Standards comprised twelve classes amounting to the semi-mystical total of 999 locomotives, built between 1951 [Britannia) and March 1960 [Evening Star). By any measure it was a remarkable decade for British Steam, beginning in a Britain still pinched and drawn by austerity and ending as a time of undreamed-of, dazzling prosperity beckoned. For long an ideal, a truly comprehensive locomotive range enjoying an extensive interchange of parts and roles was at last ushered in. It ended after only nine brief years and reassuring talk of a long, honourable bowing out for steam proved false. Comfortably switching emphasis from the political, to the engineering and economic to plain old trainspotting and back again, with contributions from men who worked and operated the Standards, Richard Derry's affectionate account is the life and times of 999 locomotives - -The Book of the Standards. \$57.45

[IR327] Derry, Richard. The Book of The BR Standards : 2. Clophill, Bedfordshire, England: Irwell Press, 2002. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266327. 92 pages b/w photos - A follow up volume to Volume 1 by Richard Derry, The story continues with contributions by Phil Atkins of the NRM, Allan Baker and Richard Hardy. - The BR Standards comprised twelve classes amounting to the semi-mystical total of 999 locomotives, built between 1951 [Britannia) and March 1960 [Evening Star). By any measure it was a remarkable decade for British Steam, beginning in a Britain still pinched and drawn by austerity and ending as a time of undreamed-of, dazzling prosperity beckoned. For long an ideal, a truly comprehensive locomotive range enjoying an extensive interchange of parts and roles was at last ushered in. It ended after only nine brief years and reassuring talk of a long, honourable bowing out for steam proved false. Comfortably switching emphasis from the political, to the engineering and economic to plain old trainspotting and back again, with contributions from men who worked and operated the Standards, Richard Derry's affectionate account is the life and times of 999 locomotives - -The Book of the Standards. \$47.85

[IR491] Sixsmith, Ian. The Book of The Britannia Pacifics - A Photographic Accompaniment. Clophill, Bedfordshire, England: Irwell Press, 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266491. 52 pages b/w photos - The idea of this Pictorial Accompaniment is to serve up a wider range of photographs for the particular classes covered and this first one, for the Britannias will, it is hoped, presage further efforts directed at some of the other classes covered so far. It accompanies, supplements and complements the latest 'Book Of', The Book of the Britannias by Richard Derry. \$20.95

[IR945] Sixsmith, Ian. The Book of The Coronation Pacifics. Clophill, Bedfordshire, England: Irwell Press, 1998. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608945. 100 pages b/w photos - The Princess Coronation Pacifics, the mightiest express locomotives to run in Britain, began life in the streamlined razzmatazz of the 1930s, shimmering by in dizzying blue and silver, red and gold. Clothed in muted wartime black, they performed vast feats of haulage in the Second World War and their like will never be seen again. The last two of 1947/48 provided a template for many of the new features of the BR Standards. With a truly scintillating collection of unpublished photographs and all the Record Card histories transcribed and tabulated, this is the tale of the Big Uns writ larger than ever \$53.85

[IR53X] Sixsmith, Ian. The Book of The Coronation Pacifics - A Photographic Accompaniment 1. Clophill, Bedfordshire, England: Irwell Press, 2005. First Edition. Soft Cover. New / No Jacket. ISBN: 190326653X. 60 pages b/w photos These two paperback Accompaniments are the latest in a fast growing series of pictorials, packed with further information and pictures. Each one covers every single member of the class. All the photographs are different, too. They follow on the highly successful introduction of the Photographic Accompaniment to the Book of the Britannia Pacifics last year. \$21.00

[IR548] Sixsmith, Ian. The Book of The Coronation Pacifics - A Photographic Accompaniment 2. Clophill, Bedfordshire, England: Irwell Press, 2005. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266548. 50 pages b/w photos These two paperback Accompaniments are the latest in a fast growing series of pictorials, packed with further information and pictures. Each one covers every single member of the class. All the photographs are different, too. They follow on the highly successful introduction of the Photographic Accompaniment to the Book of the Britannia Pacifics last year. \$21.00

[IR793] Baker, Allan C.. The Book of The Coronation Pacifics - A Photographic Accompaniment 3. Clophill, Bedfordshire, England: Irwell Press, 2007. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266793. 56 pages b/w photos - The Book Of series of locomotive studies has developed into something of a library devoted to more and more of the principal BR steam classes. A number of titles have sold out over and over, and have been reprinted or are in the process of being reprinted. Beyond this are the Photographic Accompaniments to further celebrate these famous classes. The Accompaniments are fast progressing into a de facto magazine, so frequently are they appearing. The latest is from regular Irwell Press contributor Allan C. Baker who takes a further look at the Coronation Pacifics. A 56 page paperback stuffed with mostly new photographs \$27.30

[IR542] Sixsmith, Ian. The Book of The County 4-6-0s. Clophill, Bedfordshire, England: Irwell Press, 2012. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919542. 128 pages b/w photos - This is the second 'Book Of' to describe a Great Western class and it is a cause for rejoicing or lamentation, according to taste, that the detail variation within the class is minimal, at least compared to the devilish Castle brew. The Counties were completed in under two years, remarkably quickly for the Great Western, which rather liked to build its engines over generations. So no 'joggled' frames, fluted cylinder casings or a mysterious voyage through two, three, four row superheater boilers and occasionally back again. But we hope one or two revelations – the much-prized 'nuggets' - have emerged. \$53.90

[IR689] Sixsmith, Ian. The Book of the Grange 4-6-0s. Clophill, Bedfordshire, England: Irwell Press, 2014. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919689. 176 pages b/w photos - The second rank of Great Western motive power - the mixed traffic engines if you like - was for years made up of the humble mogul, but this began to come to an end with the widespread use of the new Hall 4-6-0s. The Halls were Saints with wheels reduced from 6ft 8½in to 6ft but most proposals on the GWR went back decades and as far back as the turn of the century, years before even the Halls appeared, a version with even smaller wheels had been mooted. In the 1930s Collett decided to use some of the parts of older 2-6-0s, such as wheels, coupling rods and cab steps, in a class of 80 'different Halls' - a new class called the Granges because of their 5ft 8in driving wheel diameter. The Granges and their smaller brethren, the Manors, were announced at the same time, as 'the engines replacing the 2-6-0s'. \$72.70

[IR306] Coster, Peter J.. The Book of The Great Northern - The Main Line Then and Now : An Engineering Commentary Part One : Kings Cross to Welwyn Garden City. Clophill, Bedfordshire, England: Irwell Press, 2010. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919306. 224 pages b/w photos - The sum of all the books ever published on the Great Northern Railway from Kings Cross to Doncaster, its successors the LNER, then the Eastern Region of British Railways, and now including Railtrack and Network Rail, together with the engineers and their locomotives, if laid end to end, would take us well down the line itself, maybe even beyond it. And that's without the outpourings of the Internet. This is different; a book about the GNR, of course, but from the engineering and operational perspective in particular, continuing from the last days of the GNR up to the present time. It is a description of the heritage that our predecessors created, their skill, experience and occasional mistakes, judged intelligently (it is to be hoped) with hindsight. The two volumes describe the GNR main line in the form of a journey northwards to the centre of the universe for aficionados, Doncaster; Part One takes us as far as Welwyn Garden City. Inevitably, for one whose acquaintance with the 'GN', as we called it, started a quarter of a century after the company's demise, it is seen through the prisms of engineering knowledge and personal experience. It is illustrated with Ordnance Surveys of the period in most cases, although some post-date the 1922 Grouping, complemented with photographs. It describes what would now be termed the 'infrastructure' of the GNR existing at the time of Grouping, describing the methods of construction used, the implications for subsequent maintenance and renewals and the methods used, over the decades up to the present. The commentary continues with subsequent events on the working railway up to more recent times, particularly methods on maintaining the working railway, with anecdotes from that working railway. \$53.95

[IR313] Coster, Peter J.. The Book of The Great Northern - The Main Line Then and Now : An Engineering Companion Book for Railway Enthusiasts in North to Doncaster. Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919313. 240 pages b/w photos - With the second book of the pair examining the engineering and operation of the GNR main line from Kings Cross to Doncaster over the years, we turn our attention away from the metropolis towards the countryside. I have not repeated the preface of Part One, but the comments apply equally to Part Two. This is not a detailed history of the GN main line, but an engineering and operational commentary. However, it would not be possible nowadays to write a reflective account of this nature without acknowledging the enormous archive of historical material from the many authors who have already written on this subject and I am happy to do so. As I wrote in Part One, the definitive work was that of Charles H Grinling, "The History of the Great Northern Railway". Then there was the work of such as John Wrottesley, R A H (Bob) Weight, F A S Brown, E A J Neve, W A Tuplin and others, latterly Dr Ben Brooksbank. To all these I give my grateful thanks. While my knowledge of the GN main line is good, it is not infallible, and where there is doubt over any issue or caption, I have said so. Anecdotes were part of the working railway at all levels and I have included a selection where it seemed apposite, as I recall them together with my own memories. Comments and clarification should be forwarded to Irwell Press in the usual way. My grateful thanks go to friends and colleagues over the years, particularly Ken Haysom, formerly Assistant Chief Civil Engineer on the Southern Region of BR and previously Divisional Engineer at Kings Cross. This has been assembled for your interest, nostalgia and perhaps even amusement. This is my tribute to generations of "GN men and women" who built and ran a good railway that I remember with admiration and fondness. \$62.80

[IR559] Swift, Peter. The Book of The H15 & S15 4-6-0s. Clophill, Bedfordshire, England: Irwell Press, 2012. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919559. 232 pages b/w photos - In 2008, Irwell Press published The Book Of The King Arthur 4-6-0s, to complete a sequence of three volumes on the named express locomotives of the pre-second world war Southern Railway. In this volume, we will look at the mixed traffic and freight versions of the King Arthur, which the Southern classified H15 and S15. Whilst the H15s were all basically LSWR locomotives, although the last fifteen were built or rebuilt by the Southern, the S15s, like the King Arthurs, were the products of two very different groups of locomotive designers. All three classes were initially produced from the Eastleigh based design team of Robert Urie, the last Chief Mechanical Engineer of the London & South Western Railway. All were solidly built, easily maintained and, once initial problems with heated axleboxes had been overcome, reliable. \$65.50

[IR450] Sixsmith, Ian. The Book of the Ivatt 4MTs LM Class 4 2-6-0s. Clophill, Bedfordshire, England: Irwell Press, 2012. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919450. 250 pages b/w photos - When a class of engine is christened by enthusiasts 'Doodlebugs' or 'Flying Pigs', amongst a number of other less than admiring nicknames, there is an implication that the LMS Ivatt Class 4 2-6-0s were not the most admired of locomotives. Little has been written about them compared with their more glamorous brethren and it seems that in their early days there was some confusion about their purpose. They were the last steam design produced by the LMS and intended as a replacement for the 4F freight engines, but much of their time was spent on passenger work. They were quickly re-designated mixed traffic engines by their new British Railways owners and this book uses '4MTs' as an appropriate short-hand for these 2-6-0s. In their early days the 4MTs had something of a Jekyll and Hyde existence: although fitted with all the post-war labour-saving fixtures and equipped with well-intended creature comforts for the enginemen, there was obviously something amiss in their proportions because they were often chronically short of steam. It took several years and some Swindon magic to make a few simple but transformational changes to put them right. After that, they settled down and became widely travelled and generally well regarded, at least by railwaymen if not by enthusiasts. As is now standard in the Book of series a large chunk of the material by volume comes from the Engine History Cards and Engine Record Cards aided and abetted by information begged and borrowed from a number of sources, and backed up by a large number of photographs. \$55.90

[IR953A] Derry, Richard. The Book of The King Arthur 4-6-0s. Clophill, Bedfordshire, England: Irwell Press, 2008. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781903266953. 204 pages profusely

illustrated b/w photos - Long-awaited volume to complete the former Southern Railway big passenger classes. Bigger and better than ever with over 200 pages of exhaustive detail and of course a sack full of photographs illustrating every phase of their existence and almost every one of the endless detail variations \$80.85

[IR830] Sixsmith, Ian. The Book of The LM Garratts. Clophill, Bedfordshire, England: Irwell Press, 2007. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266831. 108 pages b/w photos - Two into One Does Go - It was George Hughes, CME of the new LMS, that got development work under way, or at least it was he who first began to think about, a Garratt design for the LMS. This was at the end of 1923, according to E.S. Cox; a mogul and a Pacific had been proposed, together with a Garratt for heavy freight work. The notion of the articulated Garratt, it should be recalled, was the stuff of newness at this time, the design being barely more than a decade old. It is always said of course that the reasoning behind the Garratts was to supersede double headed coal trains on the Midland main line between Toton and Brent and this was indeed the case, though it seems clear that wider horizons were envisaged, or at least contemplated at one stage. The mighty Garratts would replace a pair of 3Fs/4Fs and on every one of the countless coal trains that so characterised the Midland main line and a crew (or rather their wages) would be saved. While it is true that Garratts were indeed able to accomplish this (in spades; their power was restricted only by the loading gauge and the firing rate) and while the Toton-Brent workings may well have been at the forefront of his thinking, the fact that the first stirrings in the evolution of an LMS Garratt should take place at Horwich, and as part of a standard range, rather suggests that Hughes had a wider sphere of operation in mind, at least initially. Not that this matters; within a year or so the strange dynamics of dynasty change and its unexpected consequences meant the Garratt solution was indeed applied to a strictly Midland problem. There were practical reasons too, why it was the Midland main line and no other; it has to be borne in mind (shades of the Mikados on the GN main line) that the operation of long freights was not determined solely by the capacity of the locomotive. Short block sections and refuge sidings hamper and inhibit such workings but the Midland between Toton and Brent was more suited than most, where extensive use was made of the permissive block. Two of the four lines were designated goods and under permissive block trains could back up one behind the other if necessary. There are many references to this sort of working in The Book of the 9F 2-10-0s (Irwell Press 2006). The 9Fs of course, were the successors to the Garratts on this work. \$55.85

[IR160] Wright, Tony. The Book of The LNER Pacifics - Modelling Options. Clophill, Bedfordshire, England: Irwell Press, 2010. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919160. 120 pages colour & b/w photos - By modelling icon, guru, Knight of the Order of the Soldering Iron and general titan - nay, colossus - of the hobby, Warner's and British Railway Modelling's Tony Wright. Gresley, Raven, Thompson and Peppercorn Pacifics of every stripe in every hue, gauge, scale and form - well, most of them. What to do, how to do it; turn your kitchen table into Doncaster or Darlington - the money you save from this 'how to do it cheaply and easily' book will nearly pay your wife's lawyers when she finally gives up and leaves! \$49.95

[IR599] Derry, Richard. The Book of The Lord Nelson 4-6-0s. Clophill, Bedfordshire, England: Irwell Press, 2005. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266599. 92 pages b/w photos - In the latest in the popular Book Of locomotive series author Richard Derry returns us to his pet Southern Railway and the remarkable Lord Nelson 4-6-0s. Famous in the 1930s for working express boat trains such as the Golden Arrow and Night Ferry, they were somewhat overshadowed by the Bulleid Pacifics after the war still they continued to run main line expresses right into the 1960s. All were named after celebrated British Naval Heroes Nelson, Drake, Raleigh, Hawkins and the other great Sea Dogs who saw off the Spanish, French and Dutch over hundreds of years of glorious Empire. October 21st is Trafalgar Day and the 200th Anniversary of Nelson's brilliant victory \$50.85

[IR718] Derry, Richard. The Book of The Lord Nelsons - A Photographic Accompaniment 2. Clophill, Bedfordshire, England: Irwell Press, 2006. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266718. 48 pages b/w photos - Following on from Richard Derry's book on the Lord Nelson 4-6-0s we have pleasure in producing another of the very popular Photographic Accompaniments. All new photos and something all Southern fans must have! All the Lord Nelsons were named after celebrated British Naval Heroes - Nelson, Drake, Raleigh, Hawkins and the other great Sea Dogs who saw off the Spanish, French and Dutch over hundreds of years of glorious Empire.

October 21st is Trafalgar Day and the 200th Anniversary of Nelson's brilliant victory \$29.85

[IR408] Sixsmith, Ian. The Book of The Patriot 4-6-0s. Clophill, Bedfordshire, England: Irwell Press, 2003. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266408. 100 pages b/w photos - Totalling 52 examples, the "Patriot" class 4-6-0 express passenger locomotives were built by the LMS at their Crewe and Derby works between 1930 and 1934. They were a smaller version of the well-known "Royal Scot" class and were soon nicknamed "Baby Scots". In order to restore some dignity to these locomotives it was decided to name the first, No. 5500, "Patriot", with its nameplates inscribed "In memory of the Fallen L&NWR Employees 1914-1919". All were withdrawn and scrapped between 1960 and 1965. Although none have survived in preservation, this class of locomotive still has a strong following among railway enthusiasts. This book provides a complete list of the "Patriot" locomotives, with their building details, namings and withdrawal dates. It is also useful as a reference for railway modellers. \$70.00

[IR815] Onley, Graham. The Book of The Patriot 4-6-0s - A Photographic Accompaniment 1. Clophill, Bedfordshire, England: Irwell Press, 2007. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266815. 56 pages b/w photos - The Book Of series of locomotive studies has developed into something of a library devoted to more and more of the principal BR steam classes. A number of titles have sold out over and over, and have been reprinted or are in the process of being reprinted. Beyond this are the Photographic Accompaniments to further celebrate these famous classes. The Accompaniments are fast progressing into a de facto magazine, so frequently are they appearing. The latest is from regular Irwell Press contributor Graham Onley who takes a look at the Patriot 4-6-0s. A 56 page paperback stuffed with mostly new photographs. \$30.65

[IR017] Sixsmith, Ian. The Book of The Princess Royal Pacifics. Clophill, Bedfordshire, England: Irwell Press, 2000. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266017. 92 pages b/w photos - Little that is wholly new remains to be said concerning any major class of British steam locomotive, though of course there is still a lot to celebrate and illustrate. A similar point was made in the three preceding books of this series - The Book of the BR Standards, The Book of the Coronation Pacifics and The Book of the Royal Scots. There are always a few nuggets to be had, and one or two particularly glistening ones have been introduced to the story of the Princess Royals. \$53.85

[IR750] Onley, Graham. The Book of The Princess Royal Pacifics - A Photographic Accompaniment 1. Clophill, Bedfordshire, England: Irwell Press, 2007. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266750. 56 pages b/w photos - The Accompaniments are fast progressing into a de facto magazine, so frequently are they appearing. The latest is The Princess Royals, another 56 page paperback stuffed with mostly new photographs. \$29.85

[IR696] Derry, Richard. The Book of The Schools 4-4-0s - A Photographic Accompaniment 1. Clophill, Bedfordshire, England: Irwell Press, 2006. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266696. 56 pages b/w photos - In the last few years we have seen the Book Of series of locomotive studies develop into something of a library devoted to more and more of the principal BR express classes. Beyond this a de facto journal has sprung up, in the shape of the Photographic Accompaniments to further celebrate these famous classes. Now it's the Schools turn and once again the purpose is to serve up further photographs for a memorable class. Again, the idea is to accompany, supplement and complement the parent volume, The Book of the Schools 4-4-0s. The Southern, like all four pre-Group companies, had a keen eye and ear for publicity and, like its rivals, was not above tweaking dimensions on a new design not for strictly engineering reasons but to get one over the opposition, statistically speaking. The all things to all men and largely meaningless tractive effort came in particularly useful. Thus the Nelsons, briefly, could be claimed as the most powerful express engines in the country while the Schools (though here we are on much firmer ground) could be hailed as the most powerful locomotives of their type in the country. This had the added merit of obscuring the fact that a 4-4-0 for top express work in 1930 could be portrayed, by those of an unkind mien, as something of a retrograde step. \$23.95

[IR807] Sixsmith, Ian. The Book of The Stanier 2-6-0s. Clophill, Bedfordshire, England: Irwell Press, 2007. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266807. 100 pages b/w photos - When William Stanier, C.B. Collett's Principal Assistant at Swindon on the GWR, walked out of the Traveller's Club after a good lunch with Sir Harold Hartley of the LMS, one day in the autumn of 1931, he was looking forward to taking over as CME on the LMS first thing in the new year. At that moment he could hardly have thought that the first design on which he could bring his notions to bear would be a modest and destined-to-be anonymous 2-6-0. Freight power on the LMS was not nearly as good as Stanier had a right to expect. The Midland 4F 0 6 0 had been widely perpetuated; a good machine, it could have been much better if the axle box bearing surfaces had been man enough for the job. The same failing prematurely terminated the careers of the Fowler 7F 0-8-0s, all the more regrettable for the boiler being an excellent steamer. Similar woes afflicted the Garratts, leaving only the curious Hughes Crab 2-6-0s to shine, relatively, on freight working. In the Stanier revolution that was coming, the hordes of 8F 2-8-0s and Class 5 4-6-0s would alter this picture beyond recognition, but it was destined to start in a small way. One of them, The Mighty Mogul, is prominent in preservation today. \$50.25

[IR122A] Derry, Richard. The Book of The T9 4-4-0s. Clophill, Bedfordshire, England: Irwell Press, 2009. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919122. 208 pages b/w photos - Usual 'Book Of' format, with comprehensive history, photographs, every detail variation and change, works histories. The nation's favourite 4-4-0, a splendid Victorian design modernised by the Southern and best remembered for a protracted final fling on the 'Withered Arm' west of Exeter, out across Dartmoor to the sea at Padstow. Recently issued by Hornby as one of the firm's superlatively detailed models; the thousands of OO enthusiasts out there who bought one can hardly wait to get started on customising them using this book. \$69.90

[IR939] Coster, Peter. The Book of The V2 2-6-2s - Includes the V4s. Clophill, Bedfordshire, England: Irwell Press, 2008. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781903266939. 200 pages profusely illustrated b/w photos - Final volume in Peter Coster's monumental survey of the LNER Gresley, Thompson and Peppercorn big engines. Completes the set and is sure to be much sought after. Begins with the usual authoritative man on the spot account of their construction and running followed by illustrations of individual locomotives. Familiar format with hundreds of first class photographs, performance appendices and all the rest. \$77.85

[IR960] Derry, Richard. The Book of The WD 2-8-0s and 2-10-0s. Clophill, Bedfordshire, England: Irwell Press, 2008. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781903266960. 208 pages profusely illustrated b/w photos - This Book Of varies somewhat from others in that it omits the usual works histories. A lot of the information survives of course though not from the engines days abroad. But the plain fact of the matter is lack of space. We hope readers will be content with the allocations and that this will be enough of a fix so far as tabulation is concerned. As for details and differences in the case of the WDs these were probably the least pronounced/confusing/maddening of any large BR class (in terms of mods per engine they must be minimal) and we've elected this time to note them in pictures as we go along, in the captions. We hope fellows in the engine picking fraternity will approve \$77.85

[IR238] Derry, Richard. The Book of The West Country and Battle of Britain Pacifics. Clophill, Bedfordshire, England: Irwell Press, 2002. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266238. 172 pages b/w photos - Little that is wholly new remains to be said concerning any major class of British steam locomotive, though of course there is still a lot to celebrate and illustrate. A similar point was made in the five preceding books of this series. The Book of the BR Standards, The Book of the Coronation Pacifics, The Book of the Royal Scots, The Book of the Princess Royal Pacifics and the Book of the Merchant Navy Pacifics. There are always a few nuggets to be had, and one or two particularly glistening ones have been introduced to the story of the West Country and Battle of Britain Pacifics. \$59.85

[IR472] Carvell, Roger. The Chester to Denbigh Railway . Clophill, Bedfordshire, England: Irwell Press, 2009. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781903266472. 344 pages b/w photos - A secondary line wandering through rolling countryside bordered by brooding hills; obscure to modern minds but a substantial double track railway nonetheless, curving and twisting through the pleasant, rural, Alyn and Wheeler valleys, linking the Welsh county towns of Flintshire and Denbighshire with North West England. The Denbigh line was very good, they said, 'but too good to last.' Like so many, it certainly was. \$44.90

[IR783] Coleford, I. C.. The Cromford & High Peak Railway. Clophill, Bedfordshire, England: Irwell Press, 1996. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608783. 28 pages b/w photos - The Cromford and High Peak Railway in Derbyshire, England, was completed in 1831, to carry minerals and goods between the Cromford Canal wharf at High Peak Junction and the Peak Forest Canal at Whaley Bridge \$25.10

[IR287] Ellaway, K. J.. The Great British Railway Station Euston. Clophill, Bedfordshire, England: Irwell Press, 1994. First Edition. Hard Cover. New / New. ISBN: 1871608287. 92 pages b/w photos - The original station was opened on 20 July 1837, as the terminus of the London and Birmingham Railway constructed by William Cubitt. It was designed by a well-known classically trained architect, Philip Hardwick with a 200-ft (61 m) long train shed by structural engineer Charles Fox. Initially it had only two platforms, one for departures and one for arrivals. Also designed by Hardwick was a 72 ft (22 m) high Doric propylaeum, the largest ever built, which was erected at the station's entrance to serve as a portico and became renowned as the Euston Arch. Stephenson's original plan was to route the railway through north London so that it terminated where King's Cross station currently stands, but after encountering severe opposition from landowners, he was forced to build the railway through Tring, Watford and Harrow, terminating at its present site at Euston. Until 1844, trains were pulled up the incline to Camden Town by cables because the London and Birmingham Railway's Act of Parliament prohibited the use of locomotives in the Euston area; this prohibition is said to have been at the request of Lord Southampton, who owned land bordering this section of the line. The station grew rapidly over the following years as traffic increased. It was greatly expanded in the 1840s, with the opening in 1849 of the spectacular Great Hall (designed by Hardwick's son, Philip Charles Hardwick), built in classical style. It was 126 ft (38 m) long, 61 ft (19 m) wide and 64 ft (20 m) high, with a coffered ceiling and a sweeping double flight of stairs leading to offices at the northern end of the hall. Architectural sculptor John Thomas contributed eight allegorical statues representing the cities served by the line : London, Liverpool, Manchester, etc. The station was further from Euston Road than the front of the modern complex; it was on Drummond Street, which now terminates at the side of the station, but then ran all the way across the front of it. A short road called Euston Grove ran from Euston Square towards the arch. Two hotels, the Euston Hotel and the Victoria Hotel, flanked the northern half of this approach. Apart from the lodges on Euston Road and statues now on the forecourt, few relics of the old station survive. The National Railway Museum's collection at York includes a commemorative plaque and E.H. Bailey's statue of George Stephenson, both from the Great Hall, the entrance gates and an 1846 LNWR turntable discovered during demolition. \$47.85

[IR147] Hawkins, Chris. The Great British Railway Station Kings Cross. Clophill, Bedfordshire, England: Irwell Press, 1990. First Edition. Hard Cover. New / New. ISBN: 1871608147. 92 pages b/w photos - King's Cross was originally designed and built as the London hub of the Great Northern Railway and terminus of the East Coast main line. It took its name from the Kings Cross area of London, which itself was named after a monument to King George IV. The monument was demolished in 1845. Plans for the station were first made in December 1848 by and under the direction of George Turnbull, who was the resident engineer for construction of the first 20 miles of the Great Northern Railway north out of London. The detailed design, by Lewis Cubitt, and construction was in 1851 - 1852 on the site of a former fever and smallpox hospital. The main part of the station, which today includes platforms 1 to 8, was opened on 14 October 1852. It replaced a temporary terminus at Maiden Lane that had opened on 8 August 1850. The platforms have been reconfigured several times. Originally there were only one arrival and one departure platform (today's platforms 1 and 8 respectively), with the space between used for carriage sidings. In later years, as suburban traffic grew, space for additional platforms was added with considerably less grandeur. The secondary building now containing platforms 9 - 11 (and the fictional Platform 9 3/4) survives from that era. \$46.65

[IR775] Nicholas, John. The Ilfracombe Line. Clophill, Bedfordshire, England: Irwell Press, 1998. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1871608775. 92 pages b/w photos - Includes a wide variety of track plans, signalling diagrams and photographs never previously published \$59.85

[IR351] Baker, Allan C.. The Iron Steel and Coal Industry in North Staffordshire. Clophill, Bedfordshire, England: Irwell Press, 2003. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266351. 64 pages b/w photos - North Staffordshire was a centre for coal mining. The first reports of coal mining in the area come from the 13th Century. Part of the North Staffordshire Coal Field, the Potteries Coal Field covers 100 square miles and the city had several pits including Hanley Deep Pit, Trentham Superpit (formerly Hem Heath), Fenton and Wolstanton The last mine to close was the Trentham Superpit in 1994. The industry developed greatly with new investment in mining projects within the City boundaries as recently as the 1960s and 1970s Other industries have also occupied important roles in the development of the city both before and after federation. Notably the iron and steel making industry located in the valley at Goldendale and Shelton below the hill towns of Tunstall, Burslem and Hanley. Shelton Steel Works production of steel ended in 1978 and the final parts of the plant closed in 2002 From 1864 to 1927 Stoke housed the repair shops of the North Staffordshire Railway and was also the home from 1881 to 1930 of independent railway locomotive manufacturers Kerr Stuart & Co. Ltd. \$26.85

[IR473] Goslin, Geoff. The London Extension of the Midland Railway St Pancras to Bedford. Caernarfon, Wales: Irwell Press, 1994. First Edition. Hard Cover. New / New. ISBN: 1871608473. 110 pages b/w photos - A new London line was proposed around 1845, towards the end of the period of speculation later dubbed "Railway Mania". The Great Northern line was approved by Parliament in 1846 and a Midland Railway spur from Leicester to Hitchin was agreed in 1847. While the Great Northern line was constructed, the Midland spur was quietly abandoned in 1850 due to financial problems. Pressure from businesses in Leicestershire, Northamptonshire and Bedfordshire, notably from William Whitbread, who owned roughly 12% of the land over which the line would run, revived the spur scheme. The line was re-presented to Parliament and approved in 1853. Building began quickly but did not proceed at any great pace : the line was opened in mid-1857. The Midland Railway secured initial running power for seven years at a minimum of £20,000 a year. The Midland Company now had two routes into London, through Euston and King's Cross, and traffic quickly expanded to take advantage, especially with the coal trade with the Midland Railway transporting around a fifth of the total coal to London by 1852. In mid-1862, due to the enormous traffic for the second International Exhibition, the Great Northern and the Midland companies clashed over the restricted capacity of the line. This was regarded as the stimulus for the Midland Company to build its own line and surveying for a 49.75-mile (80-km) line from Bedford to London began in October 1862. However, the Midland Company had been buying large portions of land in the parish of St Pancras since 1861 \$50.85

[IR120] Robertson, Kevin & Abbott, David. The Marlborough Branch. Pinner, Middlesex, England: Irwell Press, 1990. First Edition. Hard Cover. New / New. ISBN: 1871608120. 90 pages b/w photos - With the northern extension to Cheltenham complete, the M&SWJR turned its attention in the early 1890s to resolving its problem at Marlborough, where it was paying £1,000 a year to run over the GWR Marlborough branch tracks. It negotiated successfully with the Marquess of Ailesbury to run a new line from the M&SWJR station in Marlborough, through a 640-yard tunnel and across Savernake Forest. The new section then crossed the GWR's Berks and Hants Extension line and joined the southern section of the original SM&AR line just north of Grafton and Burbage station. The new double-track section was called the Marlborough and Grafton Railway and was given the parliamentary go-ahead in 1893. It opened for through traffic on 26 June 1898, at which point the link just outside Marlborough station to the GWR branch line was closed. The only intermediate station on the new section was at Savernake, about 200 yards from the GWR Savernake station but not connected to it. The Marlborough and Grafton Railway was formally taken over by the M&SWJR in 1899 and for the next quarter century Marlborough had regular services on both lines. The April 1910 timetable, for example, shows each line offering about eight services a day, though the GWR did not run any trains on Sundays - The beautiful county of Wiltshire played host to many railway schemes but none more intriguing than that of the Marlborough Branch. This ancient market town with its roots deep in British history, nestling between the Cotswold Hills and the plains to the south, boasted two stations and a direct route to London at Savernake. The Midland and South Western Junction line with its own station (latterly known as Marlborough Low

Level to distinguish it from the Marlborough branch station) skirted the town to the east with the little Marlborough line winding its way southwards to its link with the great Western at Savernake. Here the branch train would trundle to Marlborough from a bay platform along the five or so miles to a compact terminus sited just south of the town. Early rationalisation in the Wiltshire area after Grouping consigned the line to no more than a siding, the bulk of traffic being centred at the Low Level station. The relatively early closure of the line has made research all the more difficult but the authors have nevertheless unearthed a wealth of previously unpublished material including many maps, timetables and photographs. \$46.50

[IR283] Nicholas, John & Reeve, George. The North Devon Line - the Southern Railway Route Between Exeter and Ilfracombe . Clophill, Bedfordshire, England: Irwell Press, 2010. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919283. 444 pages b/w photos - For more than a century trains to the North Devon line commenced their journey at Exeter Central station, 171 miles from Waterloo and the centre of the Southern network in the West Country. Although North Devon line trains usually started their journey from here they often incorporated through coaches from Waterloo, brought down in an express which was re-marshalled at Exeter Central. The restaurant cars would be taken off, the through carriages to Plymouth, Padstow and Bude leaving first on the Plymouth train and the through carriages to Ilfracombe and Torrington following on the North Devon train. The most famous of these trains was the 'Atlantic Coast Express' or 'ACE', the 11 o'clock from Waterloo but of course the 1.10am, 9am, 1pm and 3pm expresses from Waterloo usually conveyed through coaches to North Devon. This is not simply a reprint of two former titles but a complete revamp, update and expansion to give the reader a new insight into the line from Exeter to Ilfracombe. \$59.95

[IR122] Lovett, Dennis. The North London Railway 1846 - 2001 - London's Own Railway. Clophill, Bedfordshire, England: Irwell Press, 2001. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266122. 106 pages b/w photos - The North London Railway began life in 1846 as the East and West India Docks and Birmingham Junction Railway, intended to link the London and Birmingham Railway with the docks at Poplar. Before it was completed in 1850, overtures made by the small London and Blackwall Railway, which was anxious to expand, saw the introduction of a passenger service from its terminus at Fenchurch Street to Camden. In fact goods traffic was not carried for another year or so. The company's name was changed to the more succinct North London Railway in 1853, and the same year, when the North and South Western Junction Railway opened from Willesden to Kew, the NLR was invited to extend its passenger trains to Kew via the L&NWR main line. A year later a connection was laid in by the Eastern Counties Railway (later to become the Great Eastern Railway) between Victoria Park and Stratford. A major extension of services took place in 1860, when the Hampstead Junction Railway was opened from Camden to Willesden direct, and again the NLR was asked to work the train service. With the increasing use of Fenchurch street, relations with the London and Blackwall became strained, and the NLR directors decided to build an independent line to the City, and a new line, mostly on viaduct, was opened from Dalston to Broad Street in late 1865. A period of expansion of railways in the late 1860s saw the opening of connections to the LT&SR at Bromley, to Richmond from Acton via the L&SWR, and two with the newly built Midland Railway London extension one near St. Pancras the other at Acton Wells. In 1875 the Great Northern opened a chord line at Canonbury, allowing NLR trains from Broad Street to run as far as Potter's Bar, Barnet and Enfield. Two years later another curve was laid in at Acton Wells to allow GWR trains to reach the docks. By 1900, the NLR had connections with the Great Eastern, Great Northern, Great Western, L&NWR, L&SWR, LT&SR, Midland and Metropolitan District Railways, with nearly 50 miles of running powers, compared with the 13 miles it actually owned. Unusually for such a small railway, the NLR built its own works at Bow, and from 1863, constructed all its own locomotives, carriages and wagons, and manufactured its own signalling equipment. In 1909 it owned 122 locomotives, 734 carriages and 568 wagons. Although at its peak the railway handled some 85,000 passenger journeys a day, by 1908 trams and underground railways were taking a growing proportion of them and it was arranged that the L&NWR would assume day-to-day control. It was not long before this railway saw the advantages of electrification, and the main line from Broad Street to Kew and Richmond was so equipped by 1916, although at the same time wartime restrictions had caused to curtailment of some services and the closure of stations - some for ever. The Grouping of 1923 saw the NLR become a busy part of the new London, Midland and Scottish Railway. During the Second World War bombing caused severe damage, and resulted in the withdrawal of the Poplar passenger trains. Nationalisation soon followed in 1948, and with lack of investment the lines became run down and closure of all passenger services was threatened. \$47.85

[IR130] Nicholas, John & Reeve, George. The Okehampton Line - the Southern Railway Route Between Exeter Tavistock and Plymouth. Caernarfon, Wales: Irwell Press, 2001. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266130. 236 pages b/w photos - The Okehampton line from Exeter was a main line railway some sixty miles in length which for almost a century provided an alternative route to Plymouth. It passed through spectacular countryside as well as the important market town of Tavistock which boasted Sir Francis Drake as one of its notable residents. This book gives a detailed account of all aspects of the line between Cowley Bridge and Devonport Junctions, together with some background of the railway beyond at Exeter and Plymouth. A full description of the line including maps, track and signalling diagrams and many photographs, mostly previously unpublished, complete we hope, a definitive account of THE OKEHAMPTON LINE. \$74.85

[IR922] Derry, Richard. The Pannier Papers No. 1 - 94XX 84XX 34XX . Clophill, Bedfordshire, England: Irwell Press, 2008. First Edition. Soft Cover. New / No Jacket. ISBN: 9781903266922. 56 pages b/w photos - The 94XX 0-6-0PTs were designed by F.J. Hawksworth, last Chief Mechanical Engineer of the Great Western Railway. They eventually came to 210 in number; a further hundred in the 84XX series and the final ten, 3401-3409. Though a pure GW design they were GW engines, just; only the first ten, 9400-9409, were actually constructed at Swindon and were the only ones built in GW days. The remaining two hundred were all built by outside contractors spread over a number of years, 1949-1956. \$32.85

[IR337] Sixsmith, Ian & Derry, Richard . The Pannier Papers No. 2 - the 57XX Engines : 36XX 37XX 46XX. Clophill, Bedfordshire, England: Irwell Press, 2011. First Edition. Soft Cover. New / No Jacket. ISBN: 9781906919337. 56 pages profusely illustrated b/w photos - Being a part of the Irwell Press 'The Book of the Pannier Tanks' Intended to Make Up into a Set as a Volume in the Famous 'Book - The vast army of modern (post Grouping) pannier tanks is thus dealt with over several volumes in a highly collectable series. The GWR had favoured Pannier Tank locomotives since 1911 when they had started rebuilding saddle tank locomotives built between 1870 and 1905 into this style. By 1929 these older locomotives were in need of replacement. The first 5700s were almost identical in appearance to several of the older converted locos (e.g. classes 645, 1701, 1854, 2721) and had round spectacles (windows) in the cab front, but those built after 1933 from 8750-onwards had rectangular windows and a slightly different cab profile virtually identical to the style introduced with the 5400 Class in 1931. Whilst they can be viewed as a simple update of the 2721 Class, the Collett improvements were worthwhile and the class became as synonymous with the GWR as Castles and Kings, lasting until the end of steam on the Western Region of British Railways. The size of the class demanded that the 5700 class locomotives were spread across several series of numbers. 3600 - 3699 3700 - 3799 4600 - 4699 5700 - 5799 6700 - 6779 7700 - 7799 8700 - 8799 9600 - 9682 9701 - 9799 Most were built at Swindon Works, but about 25% were built by private builders:- Armstrong Whitworth 7775 - 7799 (25) W. G. Bagnall 6700 - 6724, 8725 - 8749, 8400 - 8449 (100) Beyer, Peacock & Co. 8700 - 8724 (25) Kerr Stuart - 7700 - 7724 (25) North British 5700 - 5749, 7725 - 7749 (75) Yorkshire Engine Co. 6725 - 6749 (25) \$27.85

[IR443] Sixsmith, Ian & Derry, Richard . The Pannier Papers No. 3 - the 57XX Engines : 57XX 67XX 77XX. Clophill, Bedfordshire, England: Irwell Press, 2011. First Edition. Soft Cover. New / No Jacket. ISBN: 9781906919443. 56 pages profusely illustrated b/w photos - Being a part of the Irwell Press 'The Book of the Pannier Tanks' Intended to Make Up into a Set as a Volume in the Famous 'Book - The vast army of modern (post Grouping) pannier tanks is thus dealt with over several volumes in a highly collectable series. The GWR had favoured Pannier Tank locomotives since 1911 when they had started rebuilding saddle tank locomotives built between 1870 and 1905 into this style. By 1929 these older locomotives were in need of replacement. The first 5700s were almost identical in appearance to several of the older converted locos (e.g. classes 645, 1701, 1854, 2721) and had round spectacles (windows) in the cab front, but those built after 1933 from 8750-onwards had rectangular windows and a slightly different cab profile virtually identical to the style introduced with the 5400 Class in 1931. Whilst they can be viewed as a simple update of the 2721 Class, the Collett improvements were worthwhile and the class became as synonymous with the GWR as Castles and Kings, lasting until the end of steam on the Western Region of British Railways. The size of the class demanded that the 5700 class locomotives were spread

across several series of numbers. 3600 - 3699 3700 - 3799 4600 - 4699 5700 - 5799 6700 - 6779 7700 - 7799 8700 - 8799 9600 - 9682 9701 - 9799 Most were built at Swindon Works, but about 25% were built by private builders:- Armstrong Whitworth 7775 - 7799 (25) W. G. Bagnall 6700 - 6724, 8725 - 8749, 8400 - 8449 (100) Beyer, Peacock & Co. 8700 - 8724 (25) Kerr Stuart - 7700 - 7724 (25) North British 5700 - 5749, 7725 - 7749 (75) Yorkshire Engine Co. 6725 - 6749 (25) \$27.85

[IR481A] Sixsmith, Ian & Derry, Richard. The Pannier Papers No. 4 - The 57XX engines: 87XX, 96XX, 97XX . Clophill, Bedfordshire, England: Irwell Press, 2012. First Edition. Soft Cover. New / No Jacket. ISBN: 9781906919481. 56 pages b/w photos - Being a part of the Irwell Press 'The Book of the Pannier Tanks' Intended to Make Up into a Set as a Volume in the Famous 'Book Of' Series No.1 94XX No.2 57XX (36XX, 37XX, 46XX) No.3 57XX (57XX, 67XX, 77XX) No.5 16XX No.6 1366, 15XX No.7 54XX, 64XX, 74XX The vast army of modern (post Grouping) pannier tanks is thus dealt with over several volumes in a highly collectable series. \$23.90

[IR214] Pile, Kevin . The Pannier Papers No. 5 - 16XX . Clophill, Bedfordshire, England: Irwell Press, 2010. First Edition. Soft Cover. New / No Jacket. ISBN: 9781906919214. 56 pages b/w photos - The 16XXs were the smallest and prettiest of them all, Swindon's 'lightweight panniers' of 1949. \$29.90

[IR573] Sixsmith, Ian. The Pannier Papers No. 6 - 1366 15XX. Clophill, Bedfordshire, England: Irwell Press, 2013. First Edition. Soft Cover. New / No Jacket. ISBN: 9781906919573. 48 pages b/w photos - These two classes of pannier, tiny numerically compared to the others dealt with in the Pannier Papers so far, were both hugely distinctive in their way. One was a barely altered derivative of a design first arrived at in the 1870s, in the days of Francis Trevithick. The other was the most advanced pannier tank ever built; huge and with modern motion and accessibility virtually unheard of on the GWR. \$23.90

[IR861] Yate, Bob. The Railways and Locomotives of the Lilleshall Company. Clophill, Bedfordshire, England: Irwell Press, 2008. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781903266861. 136 pages b/w photos - The area around today's Telford, and specifically that of Coalbrookdale, is well known as the cradle of the industrial revolution. However, the story goes much further back than Abraham Darby. The Roman settlement of Uscocona became that latterly known as Oakengates. The Romans are known to have worked outcrops of coal in this part of East Shropshire, and this mining continued on right through the Middle Ages. Locally, the longwall technique of mining was developed, which involved excavating along the lateral face of the coal seam, rather than head first into the seam. Such small pits were typically only 60 to 100 feet deep at the start of the industrial revolution, and many of this depth continued, even into the 20th century. Not surprisingly, such mining activities revealed other minerals for which uses were either initially apparent, or for which the resourcefulness of the miners found a new use. The deposits of ironstone and fireclay were exploited in this way, and thus new products were developed and new markets opened throughout Britain, and eventually exported. As an example, one early blast furnace was opened in Lilleshall village in 1591. Later, and nearby, the well established Coalbrookdale Company built blast furnaces on land leased from Earl Gower at Donnington Wood in 1783. This area was one of the most heavily industrialised in the country for many decades, and its contribution to the nation's wealth is often under appreciated. For example, it is recorded that around one quarter of the iron produced in Britain in 1806 came from here. The Lilleshall Company came to be the largest employer in the region, utilising the local iron, coal and limestone reserves and developing these heavy industries by the application of the accumulated skills in the area, and drawing on new technology from further afield. \$62.85

[IR878] Smith, Martin. The Somerset & Dorset Files - A Railway Bylines Special No. 1. Clophill, Bedfordshire, England: Irwell Press, 2008. First Edition. Soft Cover. New / No Jacket. ISBN: 9781903266878. 56 pages b/w photos - The Somerset & Dorset Railway was a wonderfully charismatic and highly photogenic line, the 71 1/2-mile journey from Bath to Bournemouth involving a slog over the rugged Mendip Hills on gradients of up to 1 in 50, then a dash along the beautiful Stour Valley through picture-book-perfect North Dorset. And then there was the S&D's own withered arm - the oft-forgotten branch to Glastonbury, Highbridge and Burnham, which had its own branches

off the branch to Wells and Bridgwater. A West Country jewel, the S&D has, over the years, justly been the subject of many books, magazine articles, videos and DVDs and there's even a 45rpm record knocking about somewhere. Each of the six books looks at selected stations along the line, extending through the series to every one of the 45 stations on the main line between Bath and Bournemouth, the Withered Arm to Burnham-on-Sea and the Bridgwater and Wells branches. We also have special features about selected aspects of, not only the S&D proper, but also its appendages: for example, the famous 7F 2-8-0s, Bulleid Pacifics on the S&D, the Oakhill Brewery railway etc etc. And there's even more There's also a major feature about the run-down and closure of the line; this is accompanied by various extracts from official documents about this most controversial of closures - material which has not been seen in print before. \$32.85

[IR885] Smith, Martin. The Somerset & Dorset Files - A Railway Bylines Special No. 2. Clophill, Bedfordshire, England: Irwell Press, 2008. First Edition. Soft Cover. New / No Jacket. ISBN: 9781903266885. 56 pages b/w photos - The Somerset & Dorset Railway was a wonderfully charismatic and highly photogenic line, the 71 1/2-mile journey from Bath to Bournemouth involving a slog over the rugged Mendip Hills on gradients of up to 1 in 50, then a dash along the beautiful Stour Valley through picture-book-perfect North Dorset. And then there was the S&D's own withered arm - the oft-forgotten branch to Glastonbury, Highbridge and Burnham, which had its own branches off the branch to Wells and Bridgwater. A West Country jewel, the S&D has, over the years, justly been the subject of many books, magazine articles, videos and DVDs and there's even a 45rpm record knocking about somewhere. Each of the six books looks at selected stations along the line, extending through the series to every one of the 45 stations on the main line between Bath and Bournemouth, the Withered Arm to Burnham-on-Sea and the Bridgwater and Wells branches. We also have special features about selected aspects of, not only the S&D proper, but also its appendages: for example, the famous 7F 2-8-0s, Bulleid Pacifics on the S&D, the Oakhill Brewery railway etc etc. And there's even more There's also a major feature about the run-down and closure of the line; this is accompanied by various extracts from official documents about this most controversial of closures - material which has not been seen in print before. \$32.85

[IR908] Smith, Martin. The Somerset & Dorset Files - A Railway Bylines Special No. 3. Clophill, Bedfordshire, England: Irwell Press, 2008. First Edition. Soft Cover. New / No Jacket. ISBN: 9781903266908. 56 pages b/w photos - The Somerset & Dorset Railway was a wonderfully charismatic and highly photogenic line, the 71 1/2-mile journey from Bath to Bournemouth involving a slog over the rugged Mendip Hills on gradients of up to 1 in 50, then a dash along the beautiful Stour Valley through picture-book-perfect North Dorset. And then there was the S&D's own withered arm - the oft-forgotten branch to Glastonbury, Highbridge and Burnham, which had its own branches off the branch to Wells and Bridgwater. A West Country jewel, the S&D has, over the years, justly been the subject of many books, magazine articles, videos and DVDs and there's even a 45rpm record knocking about somewhere. Each of the six books looks at selected stations along the line, extending through the series to every one of the 45 stations on the main line between Bath and Bournemouth, the Withered Arm to Burnham-on-Sea and the Bridgwater and Wells branches. We also have special features about selected aspects of, not only the S&D proper, but also its appendages: for example, the famous 7F 2-8-0s, Bulleid Pacifics on the S&D, the Oakhill Brewery railway etc etc. And there's even more There's also a major feature about the run-down and closure of the line; this is accompanied by various extracts from official documents about this most controversial of closures - material which has not been seen in print before. \$32.85

[IR915] Smith, Martin. The Somerset & Dorset Files - A Railway Bylines Special No. 4. Clophill, Bedfordshire, England: Irwell Press, 2008. First Edition. Soft Cover. New / No Jacket. ISBN: 9781903266915. 56 pages b/w photos - The Somerset & Dorset Railway was a wonderfully charismatic and highly photogenic line, the 71 1/2-mile journey from Bath to Bournemouth involving a slog over the rugged Mendip Hills on gradients of up to 1 in 50, then a dash along the beautiful Stour Valley through picture-book-perfect North Dorset. And then there was the S&D's own withered arm - the oft-forgotten branch to Glastonbury, Highbridge and Burnham, which had its own branches off the branch to Wells and Bridgwater. A West Country jewel, the S&D has, over the years, justly been the subject of many books, magazine articles, videos and DVDs and there's even a 45rpm record knocking about somewhere. Each of the six books looks at selected stations along the line, extending through the series to every one of the 45 stations on the main line between Bath and Bournemouth, the Withered Arm to Burnham-on-Sea and the Bridgwater

and Wells branches. We also have special features about selected aspects of, not only the S&D proper , but also its appendages : for example, the famous 7F 2-8-0s, Bulleid Pacifics on the S&D, the Oakhill Brewery railway etc etc. And there's even more There's also a major feature about the run-down and closure of the line; this is accompanied by various extracts from official documents about this most controversial of closures - material which has not been seen in print before. \$32.85

[IR009A] Smith, Martin. The Somerset & Dorset Files - A Railway Bylines Special No. 5. Clophill, Bedfordshire, England: Irwell Press, 2008. First Edition. Soft Cover. New / No Jacket. ISBN: 9781906919009. 56 pages profusely illustrated b/w photos - The Somerset & Dorset Railway was a wonderfully charismatic and highly photogenic line, the 71 1/2-mile journey from Bath to Bournemouth involving a slog over the rugged Mendip Hills on gradients of up to 1 in 50, then a dash along the beautiful Stour Valley through picture-book-perfect North Dorset. And then there was the S&D's own withered arm - the oft-forgotten branch to Glastonbury, Highbridge and Burnham, which had its own branches off the branch to Wells and Bridgwater. A West Country jewel, the S&D has, over the years, justly been the subject of many books, magazine articles, videos and DVDs and there's even a 45rpm record knocking about somewhere. Each of the six books looks at selected stations along the line, extending through the series to every one of the 45 stations on the main line between Bath and Bournemouth, the Withered Arm to Burnham-on-Sea and the Bridgwater and Wells branches. We also have special features about selected aspects of, not only the S&D proper , but also its appendages : for example, the famous 7F 2-8-0s, Bulleid Pacifics on the S&D, the Oakhill Brewery railway etc etc. And there's even more There's also a major feature about the run-down and closure of the line; this is accompanied by various extracts from official documents about this most controversial of closures - material which has not been seen in print before. \$32.85

[IR016] Smith, Martin & Reeve, George. The Somerset & Dorset Files - A Railway Bylines Special No. 6. Clophill, Bedfordshire, England: Irwell Press, 2008. First Edition. Soft Cover. New / No Jacket. ISBN: 9781906919016. 56 pages profusely illustrated b/w photos - The Somerset & Dorset Railway was a wonderfully charismatic and highly photogenic line, the 71 1/2-mile journey from Bath to Bournemouth involving a slog over the rugged Mendip Hills on gradients of up to 1 in 50, then a dash along the beautiful Stour Valley through picture-book-perfect North Dorset. And then there was the S&D's own withered arm - the oft-forgotten branch to Glastonbury, Highbridge and Burnham, which had its own branches off the branch to Wells and Bridgwater. A West Country jewel, the S&D has, over the years, justly been the subject of many books, magazine articles, videos and DVDs and there's even a 45rpm record knocking about somewhere. Each of the six books looks at selected stations along the line, extending through the series to every one of the 45 stations on the main line between Bath and Bournemouth, the Withered Arm to Burnham-on-Sea and the Bridgwater and Wells branches. We also have special features about selected aspects of, not only the S&D proper , but also its appendages : for example, the famous 7F 2-8-0s, Bulleid Pacifics on the S&D, the Oakhill Brewery railway etc etc. And there's even more There's also a major feature about the run-down and closure of the line; this is accompanied by various extracts from official documents about this most controversial of closures - material which has not been seen in print before. \$35.85

[IR991] Anderson, Paul. The Steaming Sixties - 1 - A North East Redoubt. Clophill, Bedfordshire, England: Irwell Press, 2008. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781903266991. 64 pages colour photos - Paul Anderson begins a new series of steam colour albums looking at the grimy and gritty freight workings in the North East. They were scruffy, typified a dying era and were about to close when most of the photographs in this book were taken, but the sheds at Tyne Dock, Blyth, West Hartlepool and Sunderland had a definite charm about them, of not-too genteel decay. They housed the remaining BR steam locomotives employed on moving mineral traffic in County Durham and Northumberland, a pedigree stretching back over a century and a half. Furthermore, some of the mainly unkempt engines allocated to the four sheds in their last year had experienced very interesting careers. Locos still active in the North East during 1967 included two venerable and robust North Eastern Railway designs, the P3 0-6-0s (later J27) and T2 0-8-0s (later Q6). The other surviving engine of North Eastern design was a J72 0-6-0T, this particular example having been built by BR. There were three other types of main line locomotives in the North East. These were the War Department 2-8-0 'Austerities', originally meant to last just two years, the K1 2-6-0s, of LNER design but built after Nationalisation and the Ivatt 2-6-0s of LMS origin, but mainly built by BR. Fortunately there is one of each of the above classes preserved. \$32.95

[IR788] Anderson, Paul. The Steaming Sixties - 10 - Scottish Sheds Swansong . Clophill, Bedfordshire, England: Irwell Press, 2015. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919788. 64 pages colour photos - There were 44 coded sheds in Scotland during BR days and with one exception all of them lasted until the 1960s. In addition around forty sub-sheds and a number of signing-on points were in use. St Margarets, in the east end of Edinburgh, was a classic example of a shed having outstations, no less than eight sub-sheds and eleven signing-on points existing at one time or another. There were little sheds like Helmsdale and Forres, with an allocation of just five locos some time during the 1950s and enormous depots such as St Margarets, with 221 engines in 1950 and Polmadie in Glasgow with 182 in 1959. Each shed had its own character and the allocation reflected its duties. In 1950, nine out of twelve locos at Fort William were named K2s and K4s, the balance being three 0-6-0s for goods. At the same time, the six residents of Helensburgh were all V1 2-6-2Ts for suburban passenger work. Also in 1950, only three of the 35 engines at Grangemouth were classed as passenger locos. Then there were the two main sheds with Pacifics and other large engines for express passenger trains, Polmadie serving the West Coast south from Glasgow Central and Haymarket for East Coast services out of Edinburgh Waverley. This book is a glimpse of locos on shed in Scotland during the last decade of steam, although a few interesting 1959 views have been included. It is obviously not comprehensive as everything depended on where A.G. Forsyth ventured, when he went (the weather was always vital for success) and what he decided to photograph. Haymarket, St Margarets and Dalry Road in Edinburgh are featured, but in their declining days. The same applies to Polmadie, Eastfield and Corkerhill in Glasgow. Perth and Dundee are covered well, as are less celebrated sheds such as Bathgate and Dunfermline. There is also an impression of the final years at Thornton, Ferryhill and Stirling. Hints of Hawick, Dawsholm, Balornock, Ardrossan and Kittybrewster are included. Finally, the sub-shed at Montrose gets a look-in and two immaculate locos are seen at Inverurie Works. The reader will no doubt enjoy seeing several engines in sparkling condition, including WD 2-8-0s. Not every BR loco was disgracefully filthy in the 1960s! \$33.00

[IR832] Dorrity, Terence. The Steaming Sixties - 12 - Central Wales . Clophill, Bedfordshire, England: Irwell Press, 2015. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919832. 64 pages colour photos - A collection of colour photographs from the ancient counties of Merionethshire, Montgomeryshire and Cardiganshire. Manors, moguls and many others amid glorious scenery. Early narrow gauge too, in those unimaginable mists of time when BR actually owned the Welshpool and Llanfair! \$33.00

[IR054] Wilkinson, Ronald. The Steaming Sixties - 2 - Steam in the Suburbs - Changeover on the GN. Clophill, Bedfordshire, England: Irwell Press, 2009. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919054. 64 pages colour photos The year 1963 was a momentous one for steam on BR. Finally, the tide of diesels could no longer be ignored and even the biggest and best of passenger steam power was now only too obviously under threat. This series almost by definition chronicles the decline of steam and on 'the GN' (that bit of railway out of Kings Cross to Peterborough, for our purposes) that decline was horribly abrupt. A handful of main line diesels turned into a torrent and between the Beatles first No.1, From Me To You in April 1963 and their second, She Loves You in the summer, Kings Cross shed had closed and steam on 'the GN' had been pronounced dead. It took BR some frantic months of repeated stakes through the heart before steam finally ceased to rise from its coffin but it was, to most intents and purposes, over. The last scheduled steam working out of Kings Cross took place on Sunday 16 June; Kings Cross 'Top Shed' closed from 17 June 1963 and that was it. This is what some of it looked like. \$29.00

[IR061] Anderson, Paul. The Steaming Sixties - 3 - The Shed and the Pit - Rose Grove Homage. Clophill, Bedfordshire, England: Irwell Press, 2009. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919061. 64 pages colour photos Bushbury, but during the late 1960s it meant something very different to railway enthusiasts. There was smoke, steam, oil and general grime at a certain place on the outskirts of Burnley, together with a token display of foliage in the form of weeds. This was, of course, Rose Grove shed and though in truth it sat outside the town amid green fields and moor so that it did, in a way, live up to its name these pleasant surrounds were largely invisible to the hordes who descended upon it in those last days, intent on one thing only. By the summer of 1968 it had become a place of pilgrimage where the dying days of still very active main line steam

were being played out. Then there was Copy Pit, not some deep Stygian hole, but a railway summit 749ft above sea level in a harsh yet scenic valley between Burnley and Todmorden. There were fearsome gradients in either direction and Rose Grove shed provided the banking engines, particularly from Todmorden where they helped trains of Yorkshire coal over the hill towards Lancashire power stations. Stanier 8F 2-8-0s performed this duty until the very last day, Saturday 3 August 1968. \$29.00

[IR092A] Coster, Peter. The Steaming Sixties - 4 - The Days That Were - The Withered Arm in Cornwall . Clophill, Bedfordshire, England: Irwell Press, 2009. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919092. 64 pages colour photos - This book has a common thread in reminiscing about the fascinating railway that once ran through Devon into Cornwall, terminating at the Shangri-La of fish cuisine, Padstow. That common thread is the letter W. Think about it - West, Withered Arm, Wadebridge, Wenford, Well Tanks, Woolworths, er - Western, and yes, to many of us, Wonderful. My visits to the West Country, before I moved here, were opportunities to photograph a railway that was almost diametrically opposite to my daily experience on the electrified main lines, yet still a railway, with some common features. So these photographs tend to be bunched into certain dates, but still a reflection of many things that were going on at the time. The low speed and vagaries of colour film half a century ago have led to some wastage of precious shots, something that continues to irritate. The O2 0-4-4Ts had just gone, alas, displaced by Ivattisation with his excellent 2-6-2Ts. The marvellous little N 2-6-0s were still in evidence, and among the engines that I rode on, I had the particular privilege of riding on No.31837 on her last day in revenue earning service - so far as I know, that is. It was a very sad experience to ride on such a fine little engine that had years of good running in her, soon to be reduced to scrap by an accountant's pen. I can also claim to have ridden on both the very last up and down Atlantic Coast Expresses to and from Okehampton, on September 5th 1964, but the weather later was not good and few photographs were possible. By Padstow it was drizzling - perhaps even God was sad, too. The North Cornwall was a fine railway in difficult terrain, well engineered, and despite its distance from villages and towns, is still sadly missed. The Wadebridge-Padstow track is now the Camel Trail, and has more users than the railway ever did. It was one of the most beautiful stretches of railway on the system, and is ever more widely enjoyed today. The book tends to concentrate on the Wenford Bridge branch and its freight service, for which I make no apology. I had a few shots of the Beatties, but on travelling on the line, the GWR panniers had just started work. The countryside was - and still is - remote and beautiful, and the railway was utterly basic and yet a common sense one. When the Beeching Report was officially launched upon BR staff, I remember my horror at the opening shot - a Beattie well tank chugging along through fields south of Helland Bridge. If the Good Doctor had stumbled on Wenford, the fat was well and truly in the fire. But it was a beautiful shot - I wonder whether it survives anywhere? \$29.00

[IR238A] Anderson, Paul. The Steaming Sixties - 5 - Steam Amid the Spoil : Coal Train Survivals in the North East . Clophill, Bedfordshire, England: Irwell Press, 2010. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919238. 64 pages colour photos - During the summer of 1967, despite the imminent extinction of BR steam in the North East, there were two lines where ageing locos could be seen in all their volcanic glory. These were the railways serving coal mines at Silksworth and South Hetton south of Sunderland. Both of them involved very steep gradients, but the origin and setting of these railways were entirely different. The Silksworth branch was built specifically to give access to the colliery of that name. Part of it was completely dominated by the gigantic spoil heap of Ryhope pit and the views of J27s slogging uphill were truly spectacular. Access to South Hetton involved the very early Durham & Sunderland Railway, which was almost entirely worked by stationary engines and ropes for many years. The steepest part of the line was Seaton Bank in open farmland, so there were no birds-eye panoramas to be had. However, J27s and Q6s were pounding away just as heavily and the visual effects on these pages are virtually audible. \$23.95

[IR245] Reeve, George. The Steaming Sixties - 6 - From Woking to Weymouth . Clophill, Bedfordshire, England: Irwell Press, 2010. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919245. 64 pages colour photos - How a boy's horizon has widened from those far off days. The height of adventure for us in 1964 was an afternoon/early evening session watching trains at Woking - the highlight of course being hauled by Pacifics there and back - something not possible anywhere much else in the country by then. A cheap day return from Streatham Hill was the order of the day (or rather long summer evening) which cost about 3/4d - I remember that

because one day we didn't get the right train from Waterloo and to our horror the guard warned that 'next time he caught us' (and we believed him) he'd charge us the full adult fare of Waterloo to Woking which was 6/8d, a third of a pound and the price of a 45 rpm single. A faded and folded but precious relic, one of my surviving notebooks for 1964/65; on a special 25th May 1964 we left Waterloo (me, Les Hewitson, Les Tibble and Lucien Kmiotek) on the 4.15 behind 34005 BARNSTAPLE to arrive at Woking, returning behind 35019 FRENCH LINE CGT as dusk beckoned. But of the wider Southern beyond, we knew too little until our holiday in Bournemouth that same year, staying with another class mate, a one Robert Millard, and his aunt - a strange woman to say the least... The following summer the railway press (I've never been able to establish the veracity of this) announced that it 'was understood' that ten Duchess Pacifics might be coming from the London Midland Region 'to replace the Merchant Navy class on the Bournemouth line'. We were outraged! \$23.95

[IR252] REEVE, George & HAWKINS, Chris. The Steaming Sixties - 7 - The Southern Shore : Dorset Devon and Cornwall Seaside Branches of the Southern . Claphill, Bedfordshire, England: Irwell Press, 2010. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919252. 64 pages colour photos - The map of the Southern, or rather the South Western part of it, rather resembles a river flowing east, that dendritic, tree-like pattern that ends 'upstream' at its extremities in the west in branches, though 'twigs' are what some of its farthest reaches call to mind. In winter a South Western branch to the seaside might be a branch like any other yet, especially in summer, they became linked directly to London, as a sequence of expresses were timed to make a succession of main line connections, dropping off coaches in an intricate system that would be wholly impossible with the stock, low staffing levels and simplified layouts we have now. Not to mention the closed and lifted branches! This access to the capital was unique; nowhere else in the country could you board a coach at your local sleepy station, amid fields, hedgerows and twittering birds and expect next to be in London, more than 200 miles away. It derived of course from the West Country and its singular attraction to Britain's growing army of holidaymakers. It was what historians called the 'seaside holiday habit' (making it appear slightly disreputable) and they came not just from London but from the Midlands and the North. In a direct through coach your bulging suitcase, hoisted with a sigh of regret (or maybe not, given the weather) into the luggage rack within sight and sound of seagulls and the sea, didn't move till the slamming of doors and the steam and smoke of Waterloo. A perfect system! \$23.95

[IR269] Charlton, Robin. The Steaming Sixties - 8 - LMR : London and the North : Euston to St Pancras via Yorkshire . Claphill, Bedfordshire, England: Irwell Press, 2010. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919269. 64 pages colour photos - A giant cake slice of London Midland steam, roaming north on Cup Final Day from Euston, then in the turmoil of rebuilding, followed by a ramble around some of the coal country of Yorkshire, still barely touched by diesels and returning via the Midland to St Pancras, on yet another Cup Final Day. Magical. \$23.95

[IR740A] Nicholas, John & Reeve, George. The Steaming Sixties - 9 - London to Carnforth Via the Midlands . Claphill, Bedfordshire, England: Irwell Press, 2014. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919740. 64 pages colour photos - One summer's day in July 2010 the author made an excursion to the Peak District to revisit haunts of times past, to discover if any of that sixties nostalgia still lingered on in those limestone hills. He trod once again on the ground of the Cromford and High Peak Railway at the bottom of the Sheep Pasture Incline nestling in the Derwent Valley about a mile south east of Cromford Village. It was the water tower here that seemed to embody that nostalgia with fatigued paintwork and blobs of mold. Out of use since closure in April 1967 the four ton wrought iron water tank still sat on a five metre high stack of tar covered timber baulks. It would have probably lived through a hundred years in this form. In sharp contrast a steaming sixties reminiscence was sampled on the 30th January 2010 in the form of 'The Cotton Mill Express'. A bright frosty morning yielded a day of bitter cold. Huddled in the waiting room at Lancaster were many expectant passengers of a more than a certain age. The lack of heating was a chilling reminder of the sixties although when the special rolled in over an hour late with a paucity of information there was a sense that not much had changed after all. \$37.00

[IR511A] Sixsmith, Ian. The Steaming Sixties : Steam on Shed - A Tour of BR Engine Sheds Hunted Down By Hugh Ramsey. Claphill, Bedfordshire, England: Irwell Press, 2012. First Edition. Soft Cover. New / No Jacket.

ISBN: 9781906919511. 80 pages colour photos - In the 1960s Hugh Ramsey toured the engine sheds of Britain recording the everyday scene to be had with the locomotive in its lair. Join us on his journey and glory in the days of steam. \$25.00

[IR757] Marden, Dave. Twilight of Southampton's Trams : Images of Their Final Years . Clophill, Bedfordshire, England: Irwell Press, 2014. First Edition. Soft Cover. New / No Jacket. ISBN: 9781906919757. 64 pages b/w photos - Only a small and dwindling proportion of Southampton's population will remember its trams as it is now 65 years since the last one ran to carry passengers on 31st December 1949, setting off from the Floating Bridge for Shirley at around 11.00pm. Festooned with lights and amid crowds of onlookers it rattled off into history. \$42.60

[IR228] Hooper, John . Wagons on the LNER - North British No. 1. Clophill, Bedfordshire, England: Irwell Press, 1991. First Edition. Soft Cover. New / No Jacket. ISBN: 1871608228. 96 pages b/w photos line drawings \$31.80

[IR412] Jennison, John. Warships in Colour . Clophill, Bedfordshire, England: Irwell Press, 2011. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919412. 64 pages profusely illustrated colour photos - The Warships were amongst the most controversial of the early BR diesel classes; the WR management had to fight tooth and nail to get them built in the first place and they were continually attacked by the diesel-electric proponents until they were taken out of service prematurely in the early 1970s under the guise of standardisation. They carried the standard BR green livery with a grey horizontal lining band, enhanced from 1962 by the addition of small yellow warning panels on the nose-end. Almost half were repainted during 1965/6 in the maroon which had been adopted for their Western contemporaries, before the majority were given BR's Corporate blue livery which it has to be said did nothing to improve their appearance, even though it was not dissimilar to the colour originally recommended but subsequently rejected in 1959. The Warships became Class 42/43 under TOPS but new numbers were not applied because they were pencilled in for early withdrawal under the National Traction Plan. There were only a few noticeable changes over the fourteen years the locomotives were in service. Those built without train indicator panels had them added, the multiple working equipment was taken off and restored, and there were minor changes on the nose-ends of some locomotives. The Warships were originally employed primarily on the Western Region Paddington-Bristol and West of England services, venturing onto the North-West line up to Crewe between 1962 and 1964. They took over the former SR Waterloo-Exeter trains in 1964 where they held sway until October 1971. In 1967 the North British built locomotives were tried on the Paddington-Birmingham passenger services but after numerous failures they were quickly removed from this work, although they did take over the Worcester/Hereford services which they worked until 1971. The class was ousted from much of their principal WR express work in the mid-1960s, but they did stage a brief comeback in 1968 when pairs of Warships were employed on the accelerated services to the West of England. Over their last few years they were to be found increasingly on freight and secondary workings before the final survivors succumbed in late-1972. Two D800s escaped the cutters torch and although neither has been on the mainline they have both appeared \$27.85

[IR440] Oldham, Kenneth. Wartime Woodhead - Steam Over the Woodhead Line in the Second World War. Clophill, Bedfordshire, England: Irwell Press, 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 1903266440. 76 pages b/w photos - The Woodhead Line was a railway line linking Sheffield, Penistone and Manchester in the north of England. A key feature of the route is the passage under the high moorlands of the northern Peak District through the Woodhead Tunnels. The line was electrified in 1953 and closed east of Hadfield in 1981. The route from Manchester to Sheffield was 41.5 miles with stops at Manchester, Guide Bridge, Newton, Godley Junction, Mottram, Glossop and Dinting, Glossop Central, Hadfield, Crowden, Woodhead, Dunford Bridge, Hazlehead Bridge, Penistone, Wortley, Deepcar, Oughty Bridge, Wadsley Bridge, Neepsend and Sheffield. The line opened in 1845. It was built by the Sheffield, Ashton-Under-Lyne and Manchester Railway with Joseph Locke as its engineer. In 1847 the railway merged with the Sheffield and Lincolnshire Junction Railway, the Great Grimsby and Sheffield Junction Railway, and the Grimsby Docks Company to form the Manchester, Sheffield and Lincolnshire Railway, which changed its name to the Great Central Railway (GCR) in 1897. Ownership passed to the LNER in 1923, and finally

to British Railways Eastern Region in 1948. The original eastern terminus of the line was at Bridgehouses station. By the time of the creation of the Manchester, Sheffield and Lincolnshire Railway in 1847 the station at Bridgehouses had been outgrown. A 1 km extension (including the Wicker Arches viaduct, engineered by John Fowler) was constructed to the new Sheffield Victoria Station, which opened in 1851. Electrification was first mooted by the Great Central Railway owing to the difficulties of operating heavy steam-hauled coal trains on the Penistone-Wath section (the Worsborough branch), a line with steep gradients and several tunnels. Definitive plans were drawn up by the LNER in 1936; many of the gantries for the catenary (electric wires) were erected before World War II. World War II prevented progress on electrification, but the plans were restarted immediately after the war. \$35.85

[IR191] Roberts, Paul. West Country Bus Memories in Colour . Clophill, Bedfordshire, England: Irwell Press, 2011. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919191. 64 pages profusely illustrated colour photos - Just over 10% of the UK population inhabits the West Country, but a much larger number will have visited the area, at some time in their life, as a holiday destination. My parents took me to Paignton in 1960 where the Devon General fleet of smart red and cream AECs, with musical sound effects, immediately entranced me. Seven years later a college friendship lead me to pay several visits to Exeter and South Devon, enabling me to capture the local scene when Exeter still had municipal buses and Devon General had yet to be absorbed into the National Bus Company. My employment as a full-time PSV-driver ensured that working visits to the area would follow and soon I was despatched on a holiday tour to Teignmouth and, later in the year, to Newquay in Cornwall. On a trip to Torquay I parked my Midland Red coach in Torwood Street garage where the inspector told me that I must report to him on my rest day and operate a local excursion using my coach. This I was more than happy to do and with a hastily assembled set of notes I managed to locate my passengers at various hotels, find the destinations of Cockington and Totnes and complete the tour to everyone's satisfaction. I can now say that 'I worked for Devon General' even if only for a day - and it nearly got me the sack from Midland Red. I did not realise that I needed permission from my Heath Hayes traffic manager and effectively I had been using the vehicle without the owner's consent! All the operators included in this book were in the old "Western Traffic Area" as defined by the Traffic Commissioners in the 1960s. This neatly covered the counties of Devon, Cornwall, Somerset, Dorset, Wiltshire and Gloucestershire. I have started the 'journey' in Exeter from where we travel to the south-west. Next we go north-east through to Gloucestershire and finally head east towards Wiltshire. \$27.85

[IR702] Dorrity, Terence. West Midlands Industrial Steam in Colour Part 1. Clophill, Bedfordshire, England: Irwell Press, 2014. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919702. 64 pages colour photos - All the photographs in this book were taken in the West Midlands area as it was considered to be in the 1960s. This included the present West Midlands region around Birmingham and Coventry, the "Black Country" parts of Staffordshire and Worcestershire and the county of Warwickshire. In the 1960s heavy freight trains were, at least at the beginning of the decade, still hauled by steam engines on the railway main lines. These were the lines, and in most cases the locomotives, which before nationalisation in 1948 had belonged to the competing London Midland and Scottish Railway (formerly the London and North Western Railway and the Midland Railway) and the Great Western Railway. Alongside these transport giants, and usually connecting with them, were many industrial rail systems which, because they were seen as less glamorous than their big cousins, were often overlooked despite being an essential part of the distribution network. If railways have trunk lines and branches, these were the important 'twigs' where much of the freight started and finished. In the 1960s many of them were still worked by interesting industrial steam locomotives which serviced the factories of this renowned manufacturing area bringing in the raw materials, starting the finished products on their way or shunting around the site. \$37.00

[IR764] Dorrity, Terence. West Midlands Industrial Steam In Colour Part 2. Clophill, Bedfordshire, England: Irwell Press, 2015. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919764. 64 pages colour photos - As in the sister book of non-National Coal Board industrial locomotives, all the photographs in this volume were taken in the West Midlands area as it was considered to be in the 1960s. This covered a wider area than the West Midlands region as it is to be found today and included the present West Midlands region around Birmingham and Coventry, the 'Black Country' parts of Staffordshire and Worcestershire and the county of Warwickshire. Collieries in this region were at the time divided into two NCB areas: Cannock Chase (Area 2) and Warwickshire (Area 4). These collieries had been nationalised on what was termed 'Vesting Day': 1 January 1947.

The considerable industry in this area depended greatly on coal either directly delivered to the factories or, more often by that time, indirectly in the form of electricity or gas generated and produced from coal. The huge quantities of this bulk raw material were obviously best transported by rail and this needed interchange sidings, branches to the mines, systems within the mining area serving washeries etc. Not surprisingly, the NCB continued using coal fired steam engines for longer than most industrial systems and in the 1960s there were some real veterans and a number of unusual types in use. Most of them were saddle tanks but there were also some side tanks and three ex-British Railways pannier tanks as well as a very special 0-4-4-0 Beyer Garratt. Those mines which were a distance away from the main lines or where there were severe gradients needed powerful locomotives to haul the heavy loads. All in all, there was quite a variety of motive power to be seen and this book contains a visual record of almost all of the National Coal Board steam locomotives that were to be found in the area at the time. \$33.00

[IR343] Anderson, Paul. Wonderful Waverley - Edinburgh in the Glory Days. Clophill, Bedfordshire, England: Irwell Press, 2003. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1903266343. 76 pages proff ill b/w photos - This book celebrates a station, and no ordinary station at that. Edinburgh Waverley and its approaches provided a spectacular and immensely photogenic theatre for the cream of East Coast motive power and its less glamorous brethren. Historical information concerning the railway system has been kept to a minimum. That was covered by An Illustrated History of Edinburgh's Railways by W.A. C. Smith and Paul Anderson, published by Irwell Press in 1995, which also included detailed maps. Instead, Wonderful Waverley is a portrait in words and pictures of the Scottish capital's world famous station, its magnificent surroundings, the engines and trains which served it and the running sheds which were so crucial. Photographs range from the mid-1930s to the mid-1960s, with an emphasis on the first half of the 1950s. This thirty year period is just a cameo of a station which has been around for a century and a half, yet the locomotives portrayed represent a hundred years of railway history, from 'Pugs' built for Leith Docks in the early 1880s to the demise of the 'Deltics' on principal East Coast expresses in the early 1980s. \$39.00

[IR436] Rundle, Philip E. MBE. Working with Steam in Cornwall - Tales from the Clay Country . Clophill, Bedfordshire, England: Irwell Press, 2011. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781906919436. 152 pages profusely illustrated b/w photos - Following the interest shown in his first book, *Laira Fireman*, it was put to Phil that a second might be of interest, broadening the scope across Cornwall, a county so dear to his heart. In *Tales from the Clay Country*, he has attempted to portray the work of the Great Western in Cornwall and in particular the steam sheds at St Blazey, Truro and Penzance. After a while it seemed natural to include the Southern men and their engines at Wadebridge, on the North Cornwall line, to make this an account of Cornish Sheds. \$46.50

[IR384] Yeadon, W. B.. Yeadon's Register of LNER Locomotives - Volume Five - Gresley B17 & Thompson B2 Classes. Pinner, Middlesex, England: Irwell Press, 1993. First Edition. Hard Cover. New / New. ISBN: 1871608384. 94 pages b/w photos - The series *Yeadon's Register Of LNER Locomotives* lists, in chronological order, details such as building and shopping dates, major and minor events, modifications, alterations, boiler and tender numbers, allocations and dates, renumberings, namings and finally the disposal of each locomotive. Illustrated from a large photographic collection it leaves the reader in no doubt as to what happened to any particular LNER locomotive during its lifetime. \$53.85

[IR090] Yeadon, W. B.. Yeadon's Register of LNER Locomotives - Volume One - Gresley A1 and A3 Classes. Pinner, Middlesex, England: Irwell Press, 1990. First Edition. Hard Cover. New / New. ISBN: 1871608090. 90 pages b/w photos - Every locomotive in the class is recorded with details of repairs, boilers carried, dates to traffic, withdrawals, rebuilds, renumberings and allocations. 125 black/white photos - The series *Yeadon's Register Of LNER Locomotives* lists, in chronological order, details such as building and shopping dates, major and minor events, modifications, alterations, boiler and tender numbers, allocations and dates, renumberings, namings and finally the disposal of each locomotive. Illustrated from a large photographic collection it leaves the reader in no doubt as to what happened to any particular LNER locomotive during its lifetime. \$85.00

[IR481] Yeadon, W. B.. Yeadon's Register of LNER Locomotives - Volume Seven - B12 Class. Pinner, Middlesex, England: Irwell Press, 1994. First Edition. Hard Cover. New / New. ISBN: 1871608481. 94 pages b/w photos - The series Yeadon's Register Of LNER Locomotives lists, in chronological order, details such as building and shopping dates, major and minor events, modifications, alterations, boiler and tender numbers, allocations and dates, renumberings, namings and finally the disposal of each locomotive. Illustrated from a large photographic collection it leaves the reader in no doubt as to what happened to any particular LNER locomotive during its lifetime. \$63.35

[IR392] Yeadon, W. B.. Yeadon's Register of LNER Locomotives - Volume Six - Thompson B1 Class. Pinner, Middlesex, England: Irwell Press, 1994. First Edition. Hard Cover. New / New. ISBN: 1871608392. 102 pages b/w photos - The series Yeadon's Register Of LNER Locomotives lists, in chronological order, details such as building and shopping dates, major and minor events, modifications, alterations, boiler and tender numbers, allocations and dates, renumberings, namings and finally the disposal of each locomotive. Illustrated from a large photographic collection it leaves the reader in no doubt as to what happened to any particular LNER locomotive during its lifetime. \$57.45

[IR155] Yeadon, W. B.. Yeadon's Register of LNER Locomotives - Volume Two - Gresley A4 and W1 Classes. Pinner, Middlesex, England: Irwell Press, 1990. First Edition. Hard Cover. New / New. ISBN: 1871608155. 92 pages b/w photos - reference work which includes the world steam speed holder no. 60022 'Mallard' The detailed life of each locomotive is given with all the usual data associated with this series - The series Yeadon's Register Of LNER Locomotives lists, in chronological order, details such as building and shopping dates, major and minor events, modifications, alterations, boiler and tender numbers, allocations and dates, renumberings, namings and finally the disposal of each locomotive. Illustrated from a large photographic collection it leaves the reader in no doubt as to what happened to any particular LNER locomotive during its lifetime. \$85.00

[IR984] Roberts, Paul. Yorkshire Bus Memories in Colour. Claphill, Bedfordshire, England: Irwell Press, 2008. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781903266984. 64 pages colour photos - In the first book in this series the author mentioned that he was brought up in Doncaster in the West Riding of Yorkshire, before moving to the West Midlands. Just over twenty bus companies operated stage carriage services into the town where they terminated at one of three different bus stations. This offered many different photographic opportunities. In his free time Paul Roberts often caught buses to nearby towns and cities and, where finances permitted, would also take photographs of buses on these journeys. He occasionally travelled further afield with members of the Doncaster Omnibus & Light Railway Society to see and record less common buses and liveries. This book is presented in the form of a tour of the three Yorkshire Ridings which existed until local government reorganisation in 1974. \$32.95