

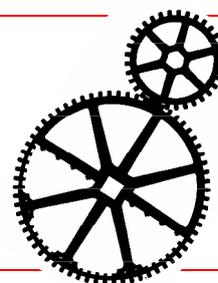
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# INDUSTRIAL HERITAGE ASSOCIATION OF IRELAND NEWSLETTER

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[www.steam-museum.ie/ihai](http://www.steam-museum.ie/ihai)  
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No 22  
June 2004



## DIARY DATES

25 July	Steam Afternoon, Straffan Steam Museum.
4 Aug	Threshing Day, Skerries Mills Complex.
13-19 Aug	AIA Annual Conference: Hertfordshire.
11 Sept	Water Awareness Day
12 Sept	Railway event, Straffan Steam Museum.
<b>9 Oct</b>	<b>IHAI Special General Meeting, Belfast.</b>
<b>9-10 Oct</b>	<b>Public Utilities Conference, Belfast.</b>
13 Nov	Traditional boats seminar, Tullamore.

*Events in bold are organised by IHAI*

Welcome to the spring/summer edition of the IHAI Newsletter. Our AGM at Shannonbridge in March was a great success and is reported below. Details are also given of our next big event – the Utilities Conference in Belfast in early October. Other forthcoming events are also noted. If you know of any happening during the Autumn, please send me details so that I can include it in the next Newsletter.

## NOTICE OF SPECIAL GENERAL MEETING

A resolution adopted by the IHAI membership at the Annual General Meeting in March 2003 mandated the Council to register the IHAI as a company limited by guarantee.

A Memorandum & Articles of Association & Regulations for the company were approved by the Council at its meeting on 27<sup>th</sup> April 2004. These will replace the present Constitution & By-Laws of the IHAI following the registration of the new Company. Details are circulated with this Newsletter. Members should note that:

(a) the current aims and objectives of the IHAI are retained within the Memorandum of Association;

(b) the Articles of Association & Regulations reflect the essence of the current by-laws of the IHAI, but simplified in accordance with the requirements of the Companies Office. [e.g. the elected President is deemed to be Chairman of the Executive (in effect Chairman of the Board); as it is not now necessary to have a Council and an Executive (or Board), the numbers to be elected to the Executive, in addition to the four Officers (President, Vice-President, Secretary and Treasurer), has been set at 10, giving a total of 14 Board members]

A Special General Meeting will be held on Saturday 9<sup>th</sup> October 2004 during the Belfast Utilities Conference. Its purpose will be to discuss and vote on the adoption of the Memorandum & Articles of Association & Regulations of the IHAI Ltd prior to formal registration of the company.

## SERVING THE PEOPLE

The IHAI is organising a conference on the heritage of public utilities in Belfast over the weekend of 9-10 October. Presentations on a range of topics will be given on Saturday:

- Tony Canavan - History of Newry's Water Supply.
- Colin Rynne - Cork Waterworks and the development of Urban Supply Networks in Ireland 1720-1930.
- Ronnie McGrane – Kells Waterworks.
- Nigel Keery – The Royal Victoria Hospital Belfast: the world's first air-conditioned building.
- Des Doherty – Electrification of Inishowen in the 1950s.
- Mary McMahon – Mains Drainage in Dublin.
- Fred Hamond – Northern Ireland's Gas Industry.

On Sunday there will be a coach excursion to the Royal Victoria Hospital, Carrickfergus Gasworks and Duncrue St Sewage Pumping Station.

The timetable will fit in with the Dublin train. A flyer is in preparation and full details, including precise venue (in central Belfast) will be circulated with the next Newsletter.

## IHAI AGM

This year's AGM was held at Shannonbridge on Saturday 27 March. Our base was the Napoleonic fort on the Galway side of the Shannon, recently refurbished as a restaurant by Fergal and Linda Moran.

Dr Rox Cox, IHAI Chairman, welcomed some 20 members and friends to the meeting. Ewan Duffy and Dan Hurst (standing in for Robert Guinness) presented the Secretary's and Treasurer's reports respectively. The existing Council was then re-elected; the posts of chairman, secretary and treasurer will be filled at the next committee meeting. Ron outlined progress on the proposal to restructure the IHAI as a limited liability company; this should be completed shortly and will be subject to ratification at an EGM.

After the formal business, we made our way to the ESB power station on the Co Offaly side. Here we were given a guided tour of the Dalton Centre by Joe Burke, Brendan Delany and Richard Tobin. These three gentlemen form the ESB committee responsible for developing this new facility which is named after a former Director of ESB Customer Services, at whose instigation it got underway. The Centre is housed in an enormous concrete building which was designed as a peat-blending bunker but never actually used for this purpose.

The current phase of the project focuses on collecting items which illustrate ESB's development in relation to power generation, distribution and application. Although housed beside a peat-fired power station, coal, oil, gas and water-



*Our ESB hosts Joe Burke, Brendan Delany and Richard Tobin. with IHAI members at the Dalton Centre, Shannonbridge.*

powered stations also feature. Amongst the many items already on view is a turbine runner from the Arigna coal-powered station, and a steam-powered generator from Maynooth College (donated by Robert Guinness). The standard to which these and other artifacts have been conserved is impressively high. It will probably be several years before the Centre is open to the public as there is still much work to be done in assembling and interpreting the collection. It is also possible that the Clonmacnois and West Offaly Railway, based at Blackwater, may extend its operations to Shannonbridge as well.

The 125MW power station adjoining the Dalton Centre has recently ceased operations. It opened in 1964 as an 80MW station. A second 80MW unit was commissioned in 1976. When a third 45MW unit was commissioned in 1982, the first one was closed. The peat comes from Bord na Mona's Blackwater group of bogs in counties Offaly, Roscommon, Galway and Westmeath, and is delivered via an extensive narrow-gauge railway network. The site's most prominent feature is the 100m high chimney, visible from miles around. It was constructed in 1995 and replaced two earlier lower ones. The ESB are currently building a new peat-fired station, known as West Offaly. This will come on stream early next year and has a life expectancy of 15 years.

We returned to the Fort for lunch, a superb three-course meal prepared by our hosts. Afterwards, we went up on the roof where Paul McMahon explained the fort's construction c.1810 to repel invasion by the French from Galway Bay. He also pointed out its defensive features including a massive glacis on its west side. Ruth Delany then described the development of the Shannon Navigation, starting with Thomas Omer's work in the 1750s and cumulating in the Shannon Commissioners' upgrading in the 1840s. Fred Hamond then led a whistlestop tour of some of the waterway's surviving features at Shannonbridge – the 16-

arch road bridge of 1757, Omer's lock house, the Grand Canal Company's quay and lock remains of c.1810, and Thomas Rhodes' swing bridge of 1844, now superseded by a modern concrete span but preserved on the quayside.

Our thanks to the ESB for sponsoring the event, to Joe Burke, Brendan Delany and Richard Tobin for a most enjoyable tour of the Dalton Centre, to the Morans for their hospitality, and to Paul McMahon for organising this most memorable event. Incidentally, for those who missed out, the Fort is open Wed –Sat 4.00-9.30 pm, and Sun 12.30–2.30 pm (tel 090 9674973).

## **FULL STEAM AHEAD**

The Straffan Steam Museum invites everyone to a Steam Afternoon on Sunday 25th July from 2 to 5pm. Bring along your stationary engine, engineering model, clock or handmade article. Prizes will be awarded. Tea/coffee, soft drinks, cakes and sandwiches will be available at The Steaming Kettle Teahouse. Alternatively, bring a picnic.

The Steam Museum has an afternoon event from 2 to 5pm on Sunday Sept 12th during Heritage Week. This celebrates the 170th anniversary of the opening of the Dublin and Kingstown Railway, Ireland's first railway (1834). Original railway prints of the line will be on display and also the prototype model of the original Forrester locomotive. Another model will display a typical train of that period. Can you think of someone who knows the history of that line and would be prepared to give a talk and/or answer questions?

Entrance charges on both days are €5 (family rate €20). Exhibitors can set up from midday, but please advise in advance on (01) 6288412 or e-mail [info@steam-museum.ie](mailto:info@steam-museum.ie).

*Robert Guinness*

## **ALL CHANGE: THE SOCIAL IMPACT OF THE RAILWAYS**

The Northern Ireland Regional Curators Group is putting on a travelling exhibition on railways from May 2004 to April 2006. Venues and dates (some concurrent) are as follows:

Irish Linen Centre & Lisburn Museum: May -Nov 2004

Fermanagh County Museum, Enniskillen: May - Sept 2004

Armagh County Museum: Sept 2004 - Jan 2005

North Down Heritage Centre, Bangor: Dec 2004 - Feb 2005

Ballymena Museum: March - June 2005

Coleraine Museum: May - Aug 2005

Down County Museum, Downpatrick: July- Dec 2005

Newry and Mourne Museum: Sept - Dec 2005

Craigavon Museum: Jan -March 2006

Workhouse Museum, Derry: Jan -Apr 2006

For further details, visit the exhibition website at [www.ulsterrailwayexhibition.com](http://www.ulsterrailwayexhibition.com). A well-produced booklet accompanies the exhibition.

## **THRESHING DAY**

Fingal CC are hosting a Threshing Day at the Skerries Mills Complex, Skerries, Co Dublin on Sat 4 August, starting at 3pm. This will feature reaping and binding demonstrations. Contact Stephanie Bourke at Skerries for further details.

## **TRADITIONAL BOATS SEMINAR**

The Heritage Council has been in contact with people interested in traditional boats, both coastal and inland, and is organising a seminar to bring together those who are involved and interested in this area. It is hoped that the seminar will help to establish a clear definition of what can be classed as a traditional boat, identify the heritage issues and needs, and suggest ways in which these might be addressed. It is also becoming clear that there is a need for the establishment of a centre where traditional boats could be preserved and viewed, ashore and afloat.

The Heritage Council has already commissioned an overview of the position and copies of this and a discussion document will be made available in advance to those attending the seminar. The seminar will be held on 13 November in the Tullamore Court Hotel, Tullamore, Co Offaly. Further information and applications to attend can be made to Beatrice Kelly at the Heritage Council, Rothe House, Kilkenny (email [bkelly@heritagecouncil.ie](mailto:bkelly@heritagecouncil.ie)). There will be a small charge which will include lunch.

*Ruth Delany*

## **WILLIAM HENRY COATES, 1951-2004**

The untimely death of Billy Coates, a long-standing member of the Carrickfergus Gasworks Preservation Society has recently been announced.

Billy was born in Belfast and attended RBAI. He graduated from Queen's University in 1973 with a B.Sc. in Mechanical Engineering. For the next 20 years he worked for Harland &

Wolff as a production manager, systems analyst and commissioning engineer. He then moved to RFD Ltd as their technical author on product-related manuals.

Besides his professional interest in engineering, Billy also had a keen interest in all matters relating to transport heritage. He was an active member of the Railway Preservation Society of Ireland and the Paddle Steamer Preservation Society.

Billy has been a stalwart of the Carrickfergus Gasworks Preservation Society and made an enormous contribution to the restoration and running of its recently-opened gasworks museum. Not only was he its Treasurer and Newsletter Editor, but he was also responsible for site maintenance and payroll administration. He made an invaluable contribution to the committee meetings and was an enthusiastic supporter of its various events.

Billy never looked for credit, but was content to know that things were done in a proper and satisfactory manner. He is an example to us all and it was a privilege to know him. He will be a hard act to follow and will be sorely missed. He is survived by his brother Howard, to whom our sincerest sympathy is extended.

*Fred Hamond*



*Billy Coates (right) was instrumental in securing sponsorship from Phoenix to bring a demonstration gasworks from the former Ormeau Road Gasworks to Flame.*

## **THE IWAI CELEBRATES 50 YEARS**

There is some controversy as to exactly when the Inland Waterways Association of Ireland was formed. The Inland Waterways Association had been formed in Britain in 1949 and in 1952 correspondence was commenced leading towards the formation of a similar body in Ireland. At this time there was an immediate threat to the Shannon Navigation when it was proposed that the opening bridge in Athlone was to be replaced by a fixed structure. When the Shannon Navigation works were carried out in the 1840s opening bridges had been constructed to allow the passage of masted craft as far upstream as the Jamestown Canal. Once one of these bridges became a fixed structure, it posed a threat to all the others, particularly Tarmonbarry and Roosky, both of which had very limited headroom. In response to this threat the Association was formed.

While there was considerable activity through 1952 and 1953, the IWAI has chosen to mark its inception as the inaugural meeting in the Shelbourne Hotel, Dublin, on 7 January 1954. This meeting attracted a large attendance and Colonel Harry Rice was elected as President with 12 Vice-Presidents, Vincent Delany and L. M. Goodbody as joint Honorary Secretaries, and a Council of 10 members.

There was virtually no traffic on the Shannon at this time, and the IWAI actually lost the battle for Athlone Bridge. In 1955 it persuaded CIE to place two passenger vessels on the river which required a clearance of some 18ft. This ensured that at least this clearance would be guaranteed at all the bridges. Today there are many masted craft on the river and these must lower their masts at the bridges. There is no doubt that fixed bridges at Tarmonbarry and Roosky would have strangled the navigation and prevented the expansion in pleasure craft which has occurred over the years.

Much water has flowed under the bridges since 1954 and many positive developments have occurred which would amaze those early pioneers, most of whom are sadly no longer around to see the fruits of their efforts. 2004 is therefore being celebrated as its Golden Jubilee year by the IWAI with a number of events organised by branches including a celebratory day in the Hodson Bay Hotel, Athlone, on 27 July. This coincides with the visit of the Shannon Rally, at which presentations will be made on IWAI activities over the past 50 years and its future direction. It is hoped that the ministers responsible for Waterways Ireland - Eamon O Cuiv TD RoI and Angela Smith MP (NI) - will attend as well as local authority and Waterways Ireland representatives. Further details from Donal O Siochain (email [president@iwai.ie](mailto:president@iwai.ie)).

## CANAL HERITAGE SURVEYS

The Heritage & Conservation Committee of the Inland Waterways Association of Ireland is continuing its work in surveying and recording inland waterway heritage sites throughout the country with the assistance of branch members in each area. Slaney Branch members are currently working on the tidal waterways of the South-East, which carried considerable trade in the past in shallow draught boats operating on the tide to service mills in the area. Rosaleen Miller is co-ordinating this work and would welcome any assistance you can offer. Contact her at: [heritage@iwai.ie](mailto:heritage@iwai.ie).

## FRIENDS OF THE ULSTER CANAL

The IWAI has applied to Interreg and to the Lough Neagh Partnership for funding for phase I of the restoration of the Ulster Canal (which linked Lough Neagh with Lough Erne). It is proposing to establish the Ulster Canal Trust, a separate organisation, which could take the project forward if successful. In the meantime it is appealing to those who might be interested in helping with the project and/or offer donations under the banner of the Friends of the Ulster Canal. Those signing up will be kept informed about the progress of the project and should contact Colin Becker at [colinbecker@iwai.ie](mailto:colinbecker@iwai.ie).

Ruth Delany

## MORE WATERWAYS NEWS

The winter 2004 issue of *Inland Waterways News* carries news of an archaeological excavation at Graiguenamanagh on the River Barrow. Here Waterways Ireland have been uncovering the remains of an old dry dock on the west side of the river. They plan to build two new graving docks and harbour on the site.

The 'Kildare News' section by Siobhan Hynes notes that there are only three canal locks in the whole of Ireland where side chambers were used to conserve water when the lock opened. All are on the Kildare section of the Grand Canal and those on last autumn's fieldtrip last autumn will remember the one at Digby Bridge (lock 16). There were originally three chambers at this lock, which was built in 1794. All were infilled in 1947 when superseded by pumps at other locks. IWAI volunteers restored one of the chambers (which we saw), but the other two remain closed due to their unstable condition.

Catriona Hilliard writes that the Offaly Branch of the IWAI will be taking part in the Offaly Three Anniversaries festival on 18-20 June. This marks the 200<sup>th</sup> anniversary of the Grand Canal (it reached Shannon Harbour in 1804), 175 years of Tullamore Dew (or, more correctly, of the Tullamore Distillery), and 150 years of the arrival of the railway in Tullamore (although the present station is only 139 years old – there were two earlier ones). A "canal coddle" is promised, whatever that is! Checkout [www.grandcanal200.com](http://www.grandcanal200.com) for more details.

Past copies of *Inland Waterways News*, edited by Brian Goggin, can be viewed on the IWAI website, [www.iwai.ie](http://www.iwai.ie).

## LIMERICK MUSEUM CATALOGUE

Limerick Museum has recently made available Ireland's first searchable online museum catalogue. Approximately 50,000 items are listed, ranging in date from the Mesolithic period to the present day. It can be searched by keyword, name, category, location and period. Inputting the terms 'industry' and 'transport' reveal many artifacts of industrial archaeological interest, together with thumbnail images thereof. Check it out at [www.limerickcity.ie](http://www.limerickcity.ie), then click on Museum Catalogue and begin your search.

## MILLS INTERNATIONAL

The International Molinological Society (TIMS) has just launched a brochure to publicise its aims and activities. It aims to foster worldwide interest and understanding of mills of every variety. The term 'molinology' was coined at its first symposium in 1965 as a shorthand for its focus and it now has over 600 members in 30 countries.

TIMS encourages research, public appreciation in, and the restoration of mills, and also works closely with national mill societies. It organises a week-long international symposium every four years at which papers are presented and mills visited. Besides the transactions of these symposia, TIMS also issues *International Molinology* twice a year and occasional monographs.

For further details, contact Leo van der Drift, TIMS Secretary, Groothertoginnelaan 174B, NL-2517 EV Den Haag, Netherlands (email [leo-diederick@consunet.nl](mailto:leo-diederick@consunet.nl)). A full list of TIMS publications can be found at [www.timsmills.info](http://www.timsmills.info).

## LISPOLE VIADUCT

A new viewing area for the Tralee and Dingle Railway Lispole Viaduct has recently opened. Brian and Mary Keane, who operate the petrol station in Lispole, have provided a viewing area of the famous Lispole Viaduct from a parking area between their shop and petrol station opposite Saint John Church in Lispole on the N86.

The viaduct was the most significant engineering feat on the railway and has survived the almost complete disappearance of the rest of the line.

The public-spirited Keanes realizing that many people are interested in the Tralee and Dingle Railway provided this spectacular view of the viaduct when making renovations to their shop. There is ample parking and the public is welcome to stop and see this wonderful example of 19th century railroad architecture and surviving structure of the legendary Tralee and Dingle Railway.

*Edward Galvin*



A view of the viaduct as it is today (above) and the interpretation panel (below).

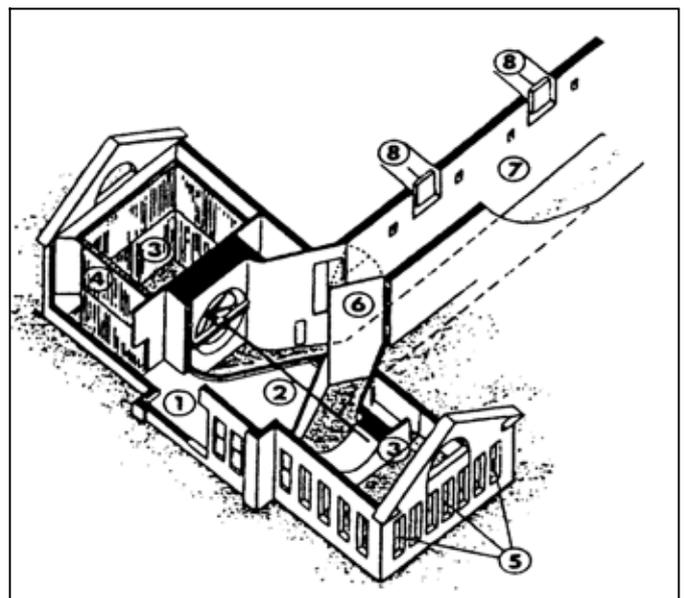
The ventilation system at the Royal Victoria Hospital, Belfast, has the distinction of being the first air-conditioning system in the world, opened along with the hospital in 1903. Thanks to the efforts of Nigel Keery and Gordon McKeown of the RVH Estates' Department, it escaped demolition during the construction of the recently-opened new hospital.

The system is housed in a small one-storey building at the Falls Road entrance to the site. It is powered by two Victor Coates steam engines, one of which is operational (although the original steam boilers have been superseded). Each engine powered a massive propeller (technically known as an axial flow intake fan) manufactured by the Sirocco Works, Belfast. It is no coincidence that Sirocco's owner, Samuel Davidson, was also on the hospital's management board. One of the fans has since been replaced by a cylindrical centrifugal fan driven by an electric motor, but the other is as originally installed.

In operation, the fans sucked in air from outside through a curtain of coconut ropes. The filtered air then flowed through a bank of steam pipes which heated it to the required degree. The throughput from the two fans was then combined and forced into a brick-lined duct running for over 500ft underneath the first-floor corridor which gave public access to the wards. As it moved down the corridor, the air was deflected into each of the 17 wards along one side, passing through secondary heaters en route. Because air was being drawn off at regular intervals, the duct tapers in cross section from 20ft x 9ft at the fan end to 6ft x 9ft at the other end in order to maintain the same air flow to the furthest wards.

By altering the flow of water on to the air filters, the humidity of the air could also be controlled. Because of this arrangement, the system claims to be the world's first air conditioning system, encompassing air cleaning, heating, humidification and ventilation.

This site will be visited as part of the Public Utilities conference in October.



Cutaway section of engine house and part of main ventilation duct. Key: 1- engine room, 2- fan shaft, 3- heating chamber, 4- rope filters, 5- air inlet grilles, 6- draught control door, 7- main duct, 8- branch ducts.

## -- REVIEWS --

### **HOW STEAM LOCOMOTIVES REALLY WORK.**

P.W.B. Semmens and A.J. Goldfinch. £8.99. Oxford University Press.

The journey starts gently enough, with an introduction covering the development of steam engines (from stationary Newcomen and Watt engines to early Trevithick locomotives), before getting up a little steam for a discussion of various fuels (this includes the only Irish reference I could find in this detailed book: the English engineer OVS Bulleids' short-lived experiments to develop a peat-fired locomotive for CIE in the 1940s and '50s).

After that, it's pretty much uphill: power generation, valve gears, transmission, braking systems ... all in great detail and definitely for those interested in the pros and cons of splash, siphon and displacement lubricators! The scope is broad, spanning the last 150 years of development and places as far apart as Tasmania, Chile, India and Barnsley.

Steam was an era that led later inventors to revert to those designs for many ancillary activities, such as the multi-tube boiler, which became the prototype for another form of heat exchanger, gas/gas, gas/liquid and liquid/liquid as used today in modern power stations and processing industries. On a human note, drivers would adapt to help the engine along, in one case on the Ffestiniog Railway they used a baked bean tin to dispense sand to the track to help wheel adhesion!

This book is full of methods thought out by the engineer and driver and it is pleasant to find these features in early self-help technology confirmed. The pride of running a steam locomotive can be seen at the opening of the California Railroad Museum at Sacramento where, in opera fashion, the Iron Horses shot forward towards each other across the stage stopping a short distance apart like the Eurostars did in Coquelles at the inauguration of the Channel Tunnel. These locomotives turned the scales at just under 300 tons but were controlled by the engineer and the adjustment of the throttle to walking at a foot a minute, until the required timed climax of the display when they shot forward, to stop again.

Those interested in steam will find this a relatively easy read and full of interesting facts, steam short-cuts, and design changes brought on by complications (such as the design of the blast pipe in the smoke box). The information is thorough and well explained so as to be understood by the novice yet retain interest for the expert. That said, one must ask if this addition is past its sell-by date. In all, a good read, but one might be forgiven for asking why now?

*Robert Guinness and Mary Mulvihill*

**HUMAN FRAILTY AND THE BALLYMACARRETT RAIL ACCIDENT.** Keith Haines. £7. Ballymacanaghy Publishing (6 Beechgrove Ave, Belfast BT 6 ONF), 2002.

This publication, whilst dealing with the Ballymacarrett railway accident of 1871, brings in a raft of other issues which, although covered in separate chapters, tends to give the book a very disjointed feel. Chapters are provided on the accident, its victims, the chairman of the railway company and one on the effects of alcohol on society in Ireland (the

man in charge of the train that caused the accident was drunk at the time). The stop-start nature of the relevant text and the lack of an ISBN number count against this publication but at only £7, you wouldn't go far wrong.

*Ewan Duffy*

### **AN INTRODUCTION TO THE ARCHITECTURAL HERITAGE OF COUNTY KERRY.**

National Inventory of Architectural Heritage. . €7.99. Dúchas, the Heritage Service (Dun Sceine, Harcourt Lane, Dublin 2), 2002

This slim book on Co Kerry is one of the new series of county surveys to promote the architectural heritage of Ireland. This volume encompasses an array of subjects from something as small as a brass door fitting to cathedrals and everything in between. The survey does not attempt to be an all-inclusive inventory, but an overview of surviving structures dating from the 18<sup>th</sup> century forward. Co Kerry possesses a wide range of architectural styles and hauntingly stunning well-preserved structures, particularly from the 19th century.

It is the 19th century that provides the grand age of large country homes and churches. Astonishingly, as late as 1876 just 26 landowners, each with land holdings of more than 10,000 acres, held 75% of the land area of the county. The period of the large country house is a direct consequence.

For those of us with an interest in industrial history, the arrival of the railroad in the middle of the 19th century brought with it the wide range of interesting structures ranging from bridges, viaducts and stations to hotels. Fortunately, even with the retreat of the railroad from most of the county during the past 50 years, a surprisingly large number of railroad related structures remain intact and are well documented.

I was surprised by the omission of the Lispole viaduct. This is unfortunate as the viaduct was, and is, the most significant remaining structure of the Tralee and Dingle Railway. Confusingly Tralee, the county seat, is purposely not included in this survey in as much detail as it was covered by a comprehensive NIAH town survey in 1999-2002. Some buildings of special interest from Tralee are, however, included.

The book is well written with excellent photos and detailed captions making it of good value and a useful guide. It is divided into English and Irish sections (each 63 pages) and is accompanied by three CD-ROMs - a Database Browser, Rural Map Browser and a Town Map Browser.

*Ed Galvin*

**LES MEULIERS: MEULES ET PIERRES MEULIÈRES DANS LE BASSIN PARISIEN.** €26. ISBN 2-914700-06-7. Presses du Village (77139 Étrépilly, France), 2002 (obtainable from Europe Civilisation du Pain, 6 Rue Meynardier, 75019 Paris).

This splendid 278-page book was published in connection with the colloquium *Extraction, façonnage, commerce et utilisation des meules de Moulin: une industrie dans la longue durée* held in La Ferté-sous-Jouarre in May 2002. La Ferté, 60km east of Paris, was the perfect place for such a meeting as its quarries produced millstones which were ex-

ported throughout Europe and beyond since the 15<sup>th</sup> century. Two very different rock types were exploited - very hard white quartz which produced the highly prized 'French Burrs', and volcanic breccia. The burrs were so valued that they continued to be traded long after a mill had ceased working.

The colloquium was attended by a host of international experts, many of whom contributed papers to this book. The general reader, only thinking of millstones grinding grain, will be surprised to learn of the many different substances which need to be ground - charcoal, salt, coprolites (mined for fertilizer as they contain phosphate), nuts, seeds and cement. The text is enlivened by illustrations ranging from woodcuts to photographs, and also includes a beautiful map of 1750 by Cassini, showing the quarries around La Ferté. The extensive subject of the different rayonnages of the millstones is also covered, as is the history of the La Ferté millstone industry from 1558 to its late 19th century zenith.

This book is highly recommended as it covers such widely diverse subjects that those with only a passing interest in milling would find something to intrigue them.

*Petra Coffey*

**OFF THE RAILS – THE STORY OF ILDA.** Brendan Ogle. €18.99 ISBN 0-85607-906-6. Currach Press (55A Spruce Ave, Stillorgan Industrial Pk, Dublin), 2003.

In 2000, many of us were inconvenienced by the 10 week strike by train drivers in Irish Rail who were members of the Irish Locomotive Drivers Association (ILDA). At the time I can recall damning the participants in the strike in terms that could not be repeated here. Having read Brendan Ogle's account of the circumstances leading up to that strike and, specifically, how the establishment handled the situation, my view would change to one of not condoning their actions, as I can now understand why they felt that they had to take the action that they did.

The book covers the reasons behind the breakaway from the two trade unions representing train drivers in Ireland, the machinations of the establishment to prevent and obstruct these actions every step of the way, the personal side of the individuals involved, the end of the strike and the subsequent vilification of individuals who assisted ILDA overcome the legal hurdles thrown in their way.

As an insight into trade unions within Ireland, *Off the Rails* is a fascinating story and well worth the read, even if it is slightly peripheral to mainstream industrial heritage.

*Ewan Duffy*

**IRISH FLOUR MILLING: A HISTORY 600-2000.** Edited by Andy Bielenberg. €20. ISBN 1-84351-019-7. Lilliput Press, Dublin, 2003.

This volume of authoritative essays covers the development of Irish milling from medieval times to the present day. Topics include the development of milling technology (Colin Rynne), 18<sup>th</sup> century flour milling (L.M. Cullen), 19<sup>th</sup> century flour milling (Andy Bielenberg), the role of Quakers in Irish milling (Richard Harrison), roller milling (Glyn Jones), the political economy of Irish milling 1922-45

(Akihiro Takei), and milling since the Second World War (Norman Campion).

Copies may be obtained from Stephanie Bourke, Skerries Mills, Skerries, Co Dublin, price €22.50 (including P&P).

**PORTLAW, CO WATERFORD: CONSERVATION PLAN.** Garry Miley et al. €15.00 ISBN 1-901137-50-3. Heritage Council, Kilkenny, 2003.

This book reviews the rise of Portlaw to become one of the foremost textile villages of Ireland by the mid 1800s. The village's special cultural significance is noted, and those factors which are causing these special features to be lost are identified. Conservation policies set out which will retain Portlaw's very special character for future generations.

This publication is downloadable on [www.heritagecouncil.ie](http://www.heritagecouncil.ie) (Adobe's *Acrobat Reader* – also free download – is required to open it).

**THE GREAT NORTHERN RAILWAY (IRELAND).** Edward M Patterson. £14.95. ISBN 0-85361-602-7. Oakwood Press (PO Box 13, Usk NP15 1YS), 2003.

A reprint, with minor updates, of a work originally published in 1962, this book details the histories of the individual companies that gradually merged to form the GNR(I). It also covers standard matters such as locomotives and rolling stock, civil engineering aspects, accidents and train services. The number of photographs contained in the publication is a significant increase on the original book and its 1986 reprint. The publishers are to be congratulated on including a significant number of photos of built heritage interest, including Clones roundhouse and the long-disappeared Queen's Bridge station in Belfast.

*Ewan Duffy*

**THE RAIL DONEGAL.** VHS video/DVD. €22.50. County Donegal Railway Restoration Ltd (Old Station House, Donegal), 2003.

The original cine film on which this modern video/DVD is based was taken in the late 1950s by Norman Campion (of IHAI and other fame!) and covers the Co Donegal Railways in operation during their final years. The CDRRL have done a good job with the material provided and commentary has been added to portray the film in its appropriate context.

Many railway industrial heritage features are featured in the film, as is a visit to the Killybegs carpet factory and operations at Gweedore turf burning power station. The piece-de-resistance is a shot of a very youthful Norman with dark hair! He is to be congratulated on his foresight in recording these scenes for posterity, and the CDRRL for converting the film to an accessible format.

*Ewan Duffy*

My thanks to Petra Coffey, Ron Cox, Ruth Delany, Ewan Duffy, Ed Galvin, Robert Guinness and Mary Mulvihill for their contributions. All items of industrial interest will be gratefully received by the editor, Fred Hamond at 75 Locksley Park, Belfast BT10 0AS. The next issue will be in September 2004; copy by the end of August please!