
INDUSTRIAL HERITAGE ASSOCIATION OF IRELAND *NEWSLETTER*



April 2000

Diary dates

- May w/nd Industrial heritage walks, N. Ireland.
May 3 Canal Forum, Ballyconnell, Co Leitrim.
May 26-28 IHAI Spring tour, Co Wexford.
May 27 Lagan Navigation walk.
June 14-15 Second Irish Mills Conference, Cork.
Sept 3-10 National Heritage Week: tours to industrial sites detailed below.
Nov 11 IHAI Autumn Meeting, Dundalk: 'The industrial heritage of north-east Ireland'.

Events in bold are organised by the IHAI.

Freda Rowntree

Our sympathy is extended to the family of Freda Rowntree who died prematurely at the age of 45 on 6 February. Freda was chairperson of the Heritage Council since its inception in 1995. Prior to that she chaired Crown, an organisation for the promotion of broadleaf trees. She held a degree in Sociology and Politics from TCD and became a tree specialist and active environmentalist. Perhaps her greatest contribution to the Heritage Council was her stress on the need for local groups to become involved in environmental issues.

Ruth Delany and Paul and Mary McMahon attended her memorial service at Birr, Co Offaly, on 25th March. After the service, the congregation walked up the Mall and planted a tree in the grounds of Birr Castle in her memory.

IHAI Annual General Meeting

This year's AGM took place at Fingal CC's Skerries mill complex, Co Dublin, on Saturday 11th March. To begin, Fred Hamond reviewed IHAI activities over the past three years. These focused on consolidating the IHAI and developing a range of activities and publications of interest to members. He also highlighted the need to foster links between the IHAI and like-minded organisations and professionals. Finally, he thanked the Committee members, both past and present, for all their unstinting assistance over his term of office.

Our Secretary Mary McMahon reported on activities during 1999 and our very healthy finances were reviewed by Dan Hurst; these reports are included elsewhere in this Newsletter. Plunkett Hayes, Ken Mawhinney and Helen Perry stood down from the Committee - our thanks to them for their contribution to the IHAI. Ewan Duffy (railway enthusiast), Steven Coonan (interests in photography and lecturer at Dublin Institute of Technology), Barry O'Reilly (contract Archaeologist with Dúchas), and Ian McQuiston (ex-Director National Trust N. Ireland) were all elected to the Committee. Mary agreed to continue as Secretary and will be assisted in the Newsletter's distribution by Ewan.

Fred Hamond stood down as President, having served three years; Dr Ron Cox was elected in his place. As many of you know, Ron is Director of the Centre for Engineering Heritage at TCD. He has written many authoritative papers on various aspects of engineering heritage and co-authored *Ireland's Civil Engineering Heritage*.

The day began with a tour of the restored watermill at Skerries and finished with visits to the two restored windmills which also grace this site. One of the latter boasts five spring sails (the only surviving example in Ireland) which turned majestically in the breeze. The other is a more conventional four sailer, the restoration of which is nearing completion.

Our thanks to Michael Lynch, Fingal CC Parks' supremo and IHAI member, for hosting this event and to his staff for the excellent catering. If you haven't seen these mills, make a point of doing so - but preferably on a windy day!

Subscriptions due!

Anyone who hasn't renewed their IHAI membership is invited to do so now - otherwise this is their *last* Newsletter. Please remit your subscription to Dermot McNamarra at 95 Bulfin Rd, Dublin 8. It's a snip at £10 for individuals, £5 for senior citizens/ students/ unwaged, and £25 for affiliate societies and heritage enterprises.

New logo

Observant readers will have spotted our new IHAI logo at the top of this page. The connecting spur gears represent the common industrial heritage of Northern Ireland and the Republic.

Walks in Northern Ireland

Northern readers may be interested in several upcoming guided walks of industrial archaeological interest:

Sat 29 April: **Discover the secrets of Scrabo stone.** 2pm - 4.30pm. An exploration of the sandstone quarries at Scrabo, near Newtownards, Co Down. Meet at the upper car park, Scrabo Country Park. Contact Rupert Brakspear on 048-91853621 (code within NI is 028) for further details.

Sun 30 April: **Ghosts, coal and chalk.** 2.30pm - 4.30pm. A walk around Murlough Bay, near Ballycastle, Co Antrim, once a hive of industrial activity. Meet at the top car park. More details from the Ulster Museum on 048-9038313.

Mon 1 May: **Be lead or be dead.** 10.30am - 1pm. Layman's guide to the legacy of lead mining at Conlig, near Newtownards, Co Down. Meet at the Somme Heritage Centre car park. The contact is Norman Moles on 048-90273404.

Sat 27 May: Ten mile walk along the **Lagan Navigation** from Stranmillis to Lisburn. Meet at 11am at Lockview car park (at the north end). Contact Lagan Valley Regional Park for more info - tel 048-90491922.

Canal Users' forum

The final regional forum organised by the Heritage Council will take place on 3rd May at the Slieve Russell Hotel, Ballyconnell, Co Leitrim (1.45pm start). Attendance is free but tell the Council if you intend to go (tel 056-70777).

IHAI Spring tour, Co Wexford

As announced in the January Newsletter, this will focus on the industries of Co Wexford and runs from 26th to 28th May. Our base will be the Whitford House Hotel, just outside the town and the weekend kicks off here with a talk on Friday evening by Austin O'Sullivan of the Johnstown Agricultural Museum. To date, 40 people have registered, including a party from the Scottish Industrial Heritage Society. Transport and field notes will be provided at a cost of £25. A few places are left, so if you wish to go contact Norman Campion at once (tel 01 2942981).

Second Mills of Ireland conference

Following last year's successful conference at Coalisland, Co Tyrone, NGCS is organising a second such event on 14-15 June at the Firkin Crane (Butter Market), Cork. Wednesday will comprise site visits to Ballincollig gunpowder mill, Monard spade mill, Glanworth woollen mill, and Cork waterworks (all of which were visited during a previous IHAI Spring tour). On Thursday speakers from Ireland and the UK will present papers and host workshops on various mill-related themes. This conference will be of interest to planners, developers and mill enthusiasts. For further details contact Linda Rosen, NGCS, Woolston House, 3 Tetley St, Goitside, Bradford BD1 2NP; tel +44 (0)1247 201697.

Recording industrial heritage

As reported in a previous Newsletter, a training course on the recording of industrial heritage will take place in Co Donegal sometime during the next few months. It will be based at Newmills, just west of Letterkenny, and will cover techniques of documentary research and field recording. Only a few people responded last time around and more participants are needed to make the course feasible. To register an interest, contact Fred Hamond as soon as possible.

National Heritage Week

European Heritage Day is a Council of Europe initiative to promote the built and natural heritage, thereby encouraging its conservation and preservation. The Republic's programme is being coordinated by Dúchas and will take place from 3rd to 10th September. The IHAI is organising the following tours:

Sunday 3 Sept: **Dublin Docklands**, led by Mary McMahon.

Sunday 10 Sept: **Ballyknockan Quarry, Co Wicklow**, led by Barry O'Reilly.

Sunday 10 Sept: **Sites in East Donegal**, led by Fred Hamond.

Fuller details of times and venues in the next Newsletter.

IHAI Autumn seminar

This is provisionally arranged for Saturday 11 November in Louth County Museum, Jocelyn St, Dundalk. As some of you will know, this former tobacco store houses an award-winning exhibition on the county's industrial heritage. This year's

theme will be *The Industrial Heritage of North-East Ireland*. To ensure a good spread of topics and places, the north-east is taken to mean anywhere north of Dublin and east of Mullingar! Contributions are now invited from members. Intending speakers should make themselves known to Cormac Scally, Colm Donnelly or Fred Hamond (addresses below). More details in the next Newsletter.

Promoting a transport museum - the experience of Mullingar.

Ron Cox reports that on the evening of Monday, 27th March, IHAI members joined with the Heritage Society of the Institution of Engineers of Ireland at 22 Clyde Road, Dublin, to hear retired Chartered Engineer William Roe describe plans for a National Transport Museum at Mullingar, Co Westmeath.

Mr Roe began by tracing the history of Mullingar, the completion of the Royal Canal from Dublin to the Shannon in 1814 and the coming of the Midland Great Western Railway in 1848. The town was a major railhead for the cattle trade and a number of railway companies proposed routes from the ports to the town.

Mullingar possesses a large and beautifully built railway station, with lovely cut stone buildings, right beside the canal. The line from Dublin divides in the station, the present main line to Sligo heading NW towards Longford and the original MGWR line to Galway via Moate and Athlone heading west. This latter line is now closed to passenger traffic and its future is unsecured (trains for the west now branch off the main Dublin - Cork line and proceed to Athlone via Tullamore). The current upgrading of the Dublin - Sligo route will also entail modifications to the signalling and track layout at Mullingar.

About five years ago, the local Chamber of Commerce became interested in doing something with the unused portion of the station and attempted to preserve the rail link with Athlone. Several other groups, including the Railway Preservation Society of Ireland, who operate from the old engine shed at the station, were interested. A joint action committee, with Mr Roe as Chairman, drew up an outline plan to create a museum of railway life. This was to show what it was like to work and travel on the railways of the past, complete with steam excursions on the Athlone line.

Following many vicissitudes and a number of factors which conspired to alter their thinking, the committee's plan is now to create a Museum of Transport with a national perspective. They hope to base the museum on the unused portion of the station and to cover aspects of road, canal and rail transport. It will be a living museum, incorporating movement, ongoing work, interactivity, and trips on the canal, the railway and roads. It will also demonstrate the social impact of the various forms of transport development down through the years. It will entertain, inform, educate and challenge the visitor and should be a memorable experience. CIE would be the source of lands, buildings and artifacts.

About three years ago, a feasibility study was commissioned. This involved a comprehensive study of the project, the market, tourism policies, competition, and other aspects. The conclusion was extremely positive and the project Board was accordingly expanded and funding sought from the ERDF Tourism Product Development Fund. The application was unsuccessful, due mainly to the lack of details on site ownership, planning permission and funding.

Armed with the consultant's report, government ministers were approached and were supportive - but ministers change and, in addition, the top people in CIE had also changed. The present CIE CEO, Michael McDonnell, is very interested in heritage, particularly in the human aspects of the transport scene and had appointed Gregg Ryan as CIE Heritage Officer.

In October 1998, the project received a boost from the celebrations held in Mullingar to mark the 150th anniversary of the arrival of the first train from Dublin. With some finance from the local authority, CIE and FAS, a permanent project office was opened and a Project Coordinator installed. FAS appointed a Facilitator who assisted the project group in refining its aims and objectives and strengthening its proposal. Members of the group visited the transport museum at Cultra, Co Down, and the National Railway Museum at York.

Subsequently, the head of the latter and a museum consultant from the National Museum of Science and Industry visited Mullingar, walked the length of the platforms and stated that "you have an untouched Victorian railway station - there isn't any other such thing left in these islands, probably not in Europe". They wrote a short report pointing out the outstanding issues - collections policy and agreements, conservation, and management structure.

At the same time, Michael McDonnell was urging that something should be done to honour the men and women who had built and worked on the canals and railways. Following a survey of company properties, Mullingar was identified as the most suitable location for displaying the appropriate exhibits.

In May 1999, Bord Failte informed the group that there was still some ERDF money to be allocated before the end of the year and invited it to re-apply with an updated project. The group requested £7 million and an enormous amount of effort went into drafting the proposal, securing the promise of matching funding and submitting the proposal by the end of July. By mid September, it was realised that there was no way that full contracts could be signed before 31 December, and the group withdrew its application.

The current situation is that the group is awaiting a report from a team of international consultants, including several Irish experts. This study commenced in January 2000 and should give the group a blueprint for the way forward. It will encompass the story line, the markets, the collection and conservation policies, relationships with other bodies, organisation and staffing, including professional standards and museum standards generally. The Heritage Council has already made a conservation audit of the buildings.

The report will be discussed with the consultants, CIE, the Heritage Council, Westmeath CC and other interested parties. The museum group will then put together an action plan and prepare the final designs and costings. In parallel with this, collection and conservation policies and staffing will be considered in depth. Co-ordination of all this activity is vitally important and it will be necessary to select and appoint an experienced Project Manager. The group is confident that once their plans are fully developed, major funding will be sourced. In the meantime, the problem is to acquire finance to enable the plan to proceed to the implementation stage.

At the beginning of his saga, William Roe quoted an old Chinese saying: "It is better to travel hopefully than to arrive". Let us hope that the project team do eventually arrive and that the National Museum of Transport at Mullingar becomes a living reality.

Allihies man engine, Co Cork

In January the Mining Heritage Society of Ireland launched an appeal to raise funds for the conservation of a unique piece of mining heritage on the Beara Peninsula. According to John Morris of the MHSI, some 3000 Cornish engine houses were erected throughout the world in the 1800s. The vast majority of these pumped water from the underground shafts. The Allihies engine house is one of only 20 built to transport miners underground, and is the only Irish example. Stabilisation work will cost £'000s and everyone is invited to contribute to the fund. For further details, contact John, c/o Geological Survey of Ireland, Beggars Bush, Haddington Rd, Dublin 4 (tel 01 6041473, email John.morris@clubi.ie).

Cork's industrial heritage

The Industrial Archaeology of Cork City and its Environs is undoubtedly the most significant book on Irish industrial heritage to have appeared in recent years. It is authored by IHAI Committee member Colin Rynne who, between 1990 and 1993, documented over 650 industrial sites in the area.

The book starts with an overview of Cork's economic development from 1750 to 1930. This is followed by chapters on extractive industries, food processing, textiles, ship building and engineering, miscellaneous industries, transport, communications, and utilities. It is lavishly illustrated with drawings, maps and photographs, many in full colour. Accessibility to its wealth of data is ensured with indexes by place, name and subject.

Obtainable from any good bookshop, its £27 cost is excellent value for money. Colin is to be congratulated, as is Dúchas for sponsoring its publication.

Conserving the built heritage

Under the *Local Government (Planning & Development) Act 1999*, local authorities are now obliged to prepare lists of structures and buildings of special "architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest". Such lists will henceforth be known as the Record of Protected Structures (RPS). Authorities are also charged with preserving significant townscapes through their designation as Architectural Conservation Areas (ACA).

Dúchas has issued a set of draft guidelines on how this Act is to be implemented. Entitled *Architectural Conservation Guidelines for Planning Authorities*, it sets out the criteria to be used in the selection of sites for inclusion in RPSs and ACAs. It begins by outlining the legislative background and the role of planning authorities in the implementation of the various acts pertaining to the built heritage. It then sets out the elements of a site to be recorded and the criteria by which they are to be assessed for statutory protection. The issues of curtilage, settings and attendant grounds are also discussed; these are especially pertinent to the protection of dispersed multi-component industrial sites such as mills and railways.

The document also discusses how the authorities should deal with planning applications relating to protected sites. Issues covered include minimum intervention, repair and replacement, the use of appropriate materials, reversibility and demolition, and the conservation of machinery. The document also highlights the special problems inherent in conserving defunct and ruinous sites which are not protected

under National Monuments Legislation. Sadly, many industrial sites fall into this category.

This document is a *must read* for anyone professionally engaged in assessing the impact of development proposals on the existing built heritage.

Dúchas is inviting comments on the draft version. If you'd like a copy, contact Eoin Dunleavy, Dúchas, 6 Ely Place Upper (tel 01 6473000). The IHAI will be responding and you'd if you'd like your views included please contact Mary McMahon, Ron Cox or Fred Hamond (addresses at end).

Protecting industrial sites

Whilst on the topic of statutory protection, many planning authorities are currently compiling lists of sites for inclusion in their respective RPSs. The IHAI is compiling a list of significant industrial sites to be forwarded to the relevant authorities. You will doubtless be aware of some such sites in your own locality. If you think they warrant statutory protection, please make them known to Cormac Scally who is coordinating these listings (address at end).

Cormac would also be interested in contacting non-IHAI members willing to assist. So if you know of specialists in particular fields of industrial heritage, please forward their names to him.

Information wanted!

Mary McMahon and Fred Hamond are preparing an introductory booklet on industrial archaeology for the Heritage Council. In the section on conservation, they will be highlighting good examples of the adaptive reuse of defunct industrial sites - ie ones that have been restored to new uses. If you know of any such examples, the authors would like to hear from you.

TICCIH Conference 2000

The International Committee for the Conservation of the Industrial Heritage (you now see why it's abbreviated) takes place from 30 August to 7 September. The first four days will be based in London, with the presentation of papers and workshops on a wide variety of industrial themes. The remaining four days entail a choice of conducted tours to Cornwall, Scotland and Wales.

A great programme, but a pity that its costs upwards of £1000 all in! For more details, contact the TICCIH 2000 Secretariat, 42 Devonshire Rd, Cambridge CB1 2BL; tel +44 (0)1223 323437.

AIA Conference 2000

The Association for Industrial Archaeology's annual meeting takes place at Manchester University from 8-14 September. This follows directly on from the TICCIH Conference but will be much more affordable.

Manchester boasts Britain's first industrial canal, its first mainline inter-city passenger railway and its first industrial suburb based on steam power. Sundry papers are presented on the first three days, followed by a programme of site visits over the next four days. These will include the Manchester Museum of Science and Industry, Northwich salt mines, various cotton mills (including Styal) and Wet Earth Colliery, to name but a few.

Your editor greatly enjoyed the AIA's 1998 Conference in Newton Abbot and can unhesitatingly recommend this one. For further information contact the Conference Secretary, 62 Marley Rd, Rye, Sussex TN31 7BD.

Movement by Dúchas

Dúchas, the Heritage Service, has moved from St Stephen's Green to just around the corner at 6 Ely Place Upper. Its new contact numbers are tel 01 6473000 and fax 01 6621767. The web address is unchanged - www.heritageireland.ie.

Newsletter title

Editor Fred Hamond invites readers to suggest a suitable title for this newsletter. I'm sure someone can do better than *Nitty Gritty* or *Nuts n' Bolts!* A signed copy of his *Antrim Coast & Glens: Industrial Heritage* to the person who supplies the winning title by 16th June.

IHAI publications

Copies of *Taking Stock of Ireland's Industrial Heritage* (£5.50 incl p&p) and *Power from Steam* (£6.00 incl p&p) can both be ordered from Wordwell, PO Box 69, Bray, Co Wicklow (tel 01-2862649).

For those of you with **Internet access**, check out the IHAI home page from time to time on www.steam-museum.ie/ihai or www.steam-museum.com/ihai.

My thanks to Ron Cox and Ruth Delany for their contribution to this newsletter. The next issue goes out in late June/ early July. Contributions would be welcomed and should be sent to Fred Hamond at the address below by 16th June.

IHAI Committee, 2000-2001

Please note the phone code changes for N.I. members.

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- *Vice-President:* Norman Campion, Inver, 1 Kilgobbin Rd, Sandyford, Dublin 18 (01-2942981).
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