
INDUSTRIAL HERITAGE ASSOCIATION OF IRELAND NEWSLETTER

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DIARY DATES

31 Mar	IHAI AGM, Guinness Storehouse, Dublin
14-15 Apr	Mining field trip to Sieveardagh Hills, Co Tipperary (with Mining Heritage Trust)
26-29 Apr	Field trip to England and Wales

Events in bold are organised by IHAI.

Welcome to the first newsletter of 2007 which reports on several events since our last dispatch and also brings you news of forthcoming events, notably our AGM and Spring tour "across the water".

IHAI AGM

You should, by now, have received official notification of the IHAI's 2007 Annual General Meeting. This will be held at the Guinness Storehouse, James's Gate, Dublin 8 on Saturday 31st March, starting at 11.30am for noon. Lunch will be available at a cost of €12.50 provided you let Ron Cox know in advance. Afterwards Dan Hurst will give a talk on the Old Storehouse and Eibhlin Roche on the Guinness Archives. A self-guided tour of the Storehouse will then be concluded with a complimentary 'pint' in the Gravity Bar. If you haven't already done so, please let Ron know you are coming on 01- 8962544 or rcox@tcd.ie.

SPRING TOUR TO IRONBRIDGE

Andrew Ogden has put together an exciting trip to Britain on 26-29 April. Departing on the 11am ferry from Dun Laoghaire on Thursday, we will take in the National Slate Museum at Llanberis and Telford's Aqueduct at Llangollen en route to a two-night stay at the Holiday Inn, Telford.

Friday will be spent at the various industrial museums at the World Heritage Site of Ironbridge (for a taster of what we can expect to see, go to www.ironbridge.org.uk).



The aptly named Iron Bridge over the River Severn. This was the world's first cast-iron bridge, opening in 1779.

On Saturday we move on to the Potteries Museum, Stoke-on-Trent, and then Mason Mill, a working textile mill museum at Matlock. Caudwell's Mill, Rowsley, is our next stop. Anyone who knows Shackleton's Mill, Lucan will be interested in this as it is a preserved Victorian roller mill with Miag equipment. Time permitting, we will also visit the Silk Museum in Macclesfield.

After an overnight at the Ellesmere Port Holiday Inn, we return to Holyhead via the Northwich Boat Lift. We should be back in Dun Laoghaire at 6pm.

The estimated cost of this four-day excursion is €380 (£255) per person sharing/ €450 (£300) single on a bed & breakfast basis. Over 20 have already signed up, but there are still some places left (the maximum is 30). If interested, please send a 50% booking deposit to Stephanie Bourke at 67 Hampton Green, Balbriggan, Co Dublin (tel 01-2942070; email stephbourke@eircom.net). Full details will be sent out to participants nearer the time. Note that there is secure car parking at Dun Laoghaire (€12 for day 1 and then €6/day).

SLIEVEARDAGH MINING FIELDTRIP

The Mining Heritage Trust of Ireland is organising a trip to the Slieveardagh Hills on the Tipperary/ Kilkenny border on 14-15 April, to which all IHAI members are invited. It will be led by Phelim Lally of the Irish Historic Minesite Characterization Project of the Geological Survey of Ireland.

Intending participants should meet at the crossroads in Ballingarry at 10am on Saturday. Note that this isn't the Ballingarry in Co Limerick, but the one in South Tipperary, between Kilkenny and Cashel.

The day will take in Copper Chimney, Lisnamrock Colliery, Gorteen Colliery, Ballynulty Drainage Level and Ballynulty Grain Mill (currently being restored).

On Sunday, there will be visits to Mardyke Colliery, Knockanglass opencast workings, Commons Colliery and Earlshill Colliery.

This is a good opportunity for IHAI members to learn more about our mining heritage in the company of experts. For further details contact Phelim on 01-6782763/ email phelim.lally@gsi.ie.

AUTUMN EXCURSION TO CLARA

On Saturday 14 October last, IHAI members and friends were treated to a conducted tour around Clara, Co Offaly led by Reggie Goodbody and his cousin Michael. Both are descendants of Robert Goodbody who founded a milling dynasty at Clara in the 1820s. Through the efforts of him and his sons Marcus, Jonathan and Lewis Frederic, the village grew to become the county's premier milling town by the end of the century.



Our party outside Drayton Villa, built in 1849 by Lewis Frederick Goodbody.



Goodfellows one and all: Robert (middle left), Reggie (middle right) and Michael (right) outside Inchmore.



Erry Mill, the largest surviving mill in Co Offaly.



The Quaker burial ground.

During the later 1800s, six mills operated in Clara, of which the Goodbodys owned five. Charlestown watermill was bought by Robert Goodbody in 1826 and was augmented by a steam mill in 1839. Next to them was a weaving factory erected in 1853 for the production of flour bags. Two years later, the Goodbodys purchased the massive Erry Mill in the centre of the village. Finally, in 1865, a jute factory known as the Clashawaun Works, was established by Jonathan and Lewis Goodbody, one of the few of this type in Ireland.

The family also owned three impressive mansions – Drayton Villa, Charlestown House and Inchmore, all of which are still occupied and in excellent repair. We also visited the Quaker Meeting House and Burial Ground where members of the family are buried.

Goodbodys' grain mills were taken over by Rank (Ireland) Ltd in 1930. Unfortunately Charlestown Mill was almost totally destroyed by fire in 1957. A similar fate had befallen the adjoining steam-powered mill in 1919. Erry Mill worked until c.1970 and both it and the old weaving factory are still reasonably intact, but empty of machinery. Although jute production at the Clashawaun Works ceased in the 1970s, the premises are still used for storage and distribution.

Our thanks go to Adrian Carey, Aiden Dever, Father Paddy Keary, Derry Kilroy and Bill Payne for allowing us on to their premises. We are also indebted to Reggie, Michael and Robert Goodbody for a very informative excursion and also to Ron Cox and Norman Campion for their assistance with the day's organisation.

INDUSTRIAL HERITAGE CONFERENCE

As detailed in the last *IHAI Newsletter*, this conference took place at Dublin Castle on 15 November 2006. Jointly organised with the Heritage Council and Environment & Heritage Service, it was attended by representatives from industrial heritage groups throughout Ireland.

Proceedings opened with keynote presentations by Michael Starrett (CEO, Heritage Council), Michael Coulter (Director of EHS), and Miles Oglethorpe (Royal Commission on the Ancient and Historic Monuments of Scotland). The audience was then split up into groups and moved between three workshops where a wide range of issues was discussed - recording and conserving industrial sites and objects, raising public awareness, tourism, networking between like-minded groups, and funding.

It was agreed by everyone that there was a need for a permanent forum, ideally in the form of a website, for keeping in contact and circulating programmes etc. The hosting of an annual networking conference was also agreed as an objective for the IHAI to pursue.

A report on the day's proceedings is currently in preparation and will be circulated to conference participants and other relevant organisations in the near future. It will also be posted on the IHAI website, www.steam-museum.ie/ihai, for every-one to see.

Although many IHAI committee members were instrumental in the conference's organisation, our biggest thanks go to

Paul McMahon for all his efforts before, during and afterwards. We are also indebted to the Heritage Council and EHS for their financial sponsorship and assistance in kind.

IHAI AWARDS

During the Industrial Networking Conference on 15 Nov last, a presentation was made by Norman Campion, IHAI President, to Dr Ron Cox for his lifetime contribution to Ireland's industrial heritage. Notable in this respect is his latest book *Engineering Ireland* (2006) and an earlier joint venture with Dr Michael Gould entitled *Civil Engineering Heritage: Ireland* (1997), both of which have brought the subject to a wider audience in a scholarly, yet accessible, way. As most IHAI members will know, Ron was also a founding member of our Association, a past President and is now its Company/ Membership Secretary. He is also Director of the Centre for Civil Engineering Heritage at Trinity College Dublin and a former Dean of Engineering.

The Irish Railway Record Society (www.irrs.ie) was also presented with a plaque in recognition of its 60 years of excellence in recording and archiving Ireland's railway heritage. Established in 1946 and now based in the former goods office at Heuston Station, Dublin, the IRRS holds past non-statutory records of Iarnród Eireann and documents donated by its 1000+ members. The Society regularly publishes an authoritative journal on all aspects of Ireland's railways, north and south (past issues can be downloaded from www.irrs.ie/Common%20Files/Journal%20Index.htm).



Recipients of the 2006 Awards. From left: Ron Cox, Michael Walsh (IRRS Chairman), Brendan Pender (IRRS Archivist), and Norman Campion (IHAI President). Insert: Colin Rynne.

Dr Colin Rynne was unable to be present at the awards ceremony owing to commitments at University College Cork where he teaches post-Medieval Archaeology. His award was in recognition of his recent monumental work *Industrial Ireland 1750-1830: an Archaeology* (2006). This is, in fact, the latest in a long line of seminal publications which includes *The Archaeology of Cork City And Harbour* (1993), *At the Sign of The Cow: the Cork Butter Market 1769-1924* (1998), *The Industrial Archaeology of Cork City and its Environs* (1999) and *The Heritage of Ireland* (2000). He has also published numerous articles on the inception of Irish mills and his doctoral research established that vertical watermills were extant well before the Normans arrived.



Industrial-grade movers and shakers at the Networking Conference. From left: Paul McMahon, Miles Oglethorpe, Michael Coulter, Michael Starrett, and Norman Campion.

ULSTER CANAL

The Inland Waterways Association of Ireland is promoting the restoration of the Ulster Canal (between Lough Neagh and Lough Erne) through its *Making Structures Visible* project. As reported in its Autumn 2006 magazine, the IWAI is organising work parties to reveal the defunct locks and bridges so that the local communities and visitors to an area will be reminded of the canal's presence and encouraged to support its opening. No actual restoration work is envisaged at this stage, merely the removal of the overgrowth and erection of information panels. For further details, contact Nigel McMorris at nigel.mcmorris@gslmail.co.uk, or Colin Becker at Colin_Becker@iwai.ie, tel +353 (0)87-2426249.

The canal's reopening received a significant boost with the announcement last November by Taoiseach Bertie Ahern of a funding package. The only fly in the ointment is that it was conditional on the Northern Ireland Assembly being in place and agreeable to joint financing (i.e. a double whammy).

As we go to press, Monaghan County Council and the Heritage Council are finalising a tender document for a survey of all the features associated with the Co Monaghan section of the Ulster Canal. Check the Heritage Council website www.heritagecouncil.ie for details.

MOUNTMELLICK CANAL

Last year, the Laois Heritage Forum commissioned an industrial and ecological survey of the Mountmellick Canal. This was carried out by Dr John Feehan of University College Dublin in partnership with your editor.

This 20km canal runs from the Athy Branch of the Grand Canal at Monasterevin to Mountmellick. It was constructed by the Grand Canal Company between 1827 and 1831 (it took two years to water!) primarily to convey bulky low-value items such as grain, meal, beer, coal and timber. Malt from Mountmellick and flour from Portarlinton were its two mainstays. Coras Iompair Éireann took over the canal's operation in 1950. Traffic dwindled to such an extent that the canal was abandoned in 1960.

Although defunct for over 50 years and partly infilled, many canal features survive, notably locks, lock houses and bridges. It is also an important strand in the ecological network of Co Laois. Ivy broomrape is the most interesting plant species and can be found along some of the wooded stretches of the dried-up canal. The area east of Dangans Bridge is a Special Area of Conservation on account of the occurrence of the rare snail *Vertigo moulinsiana*.

The full report and site inventory can be accessed on line at www.laois.ie/LeisureCulture/Heritage/HeritagePublications. Because of the large file sizes, a broadband rather than a dial-up connection is recommended for downloading.



The abandoned first lock and still-inhabited lock-keeper's house on the Monasterevin-Portarlino road.

HERITAGE COUNCIL GRANTS

The Heritage Council recently announced grants totalling €1.5m under their *Buildings at Risk* scheme. Recipients include the turbine house at the former Cork Waterworks (€17,000) and Loo Bridge Railway Station, Co Kerry (€10,500).

Grants totalling €400,000 were also awarded to various individuals and organisations for other projects. Those of industrial heritage interest include:

- Adrian Roche - Life and work in the breweries of Co Cork from the 1950s to the 1980s (€2400);
- Passage West Town Council - Passage West and Monkstown Railway trail (€4500);
- Fintown Railway - Restoration of Co Donegal Railway railcar no.30 (€10,000);
- Williamstown Heritage Company - Restoration of Templetoher Mill, Williamstown, Co Galway (€8000);
- Irish Steam Preservation Society - Steam railway locomotive boiler replacement (€10,000);
- Maurice Gunning - Photographic study of Ireland's boating heritage (€2500);
- Great Southern Trail – Ferguson's Viaduct walkway, Co Limerick (€8000);
- John Anderson - Restoration of William Foster threshing mill (€3500);
- Offaly Branch of the Inland Waterways Association – Reconditioning/ reassembly of Bolinder engine (€2500);
- Irish Railway Records Society - Restoration of historic books in IRRS collection (€2,000);

- National Print Museum - Restoration and documentation of printing presses and typecases (€3000).

The following grants were also announced for publications of potential interest to IHAI members:

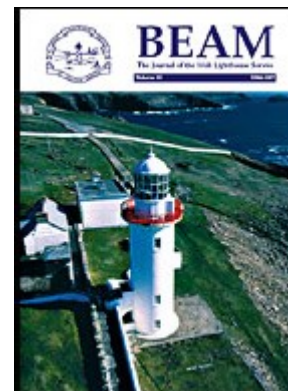
- Inland Waterways Association of Ireland - Ulster Canal Guide (€3500);
- Lilliput Press – The Shannon Navigation, 1750 – 2006 (€5000);
- The Collins Press - Traditional Boats of Ireland (€6000);
- Ashfield Press - The Wicklow Military Road: History and Topography (€3000).

AN ILLUMINATING WEBSITE

Following on from our visit to the Bailey Lighthouse last year, readers might be interested in a virtual trip to the Commissioners of Irish Lights' website, www.cil.ie.

Under 'Pictures' you will find photographs and histories of all lighthouses around our shores. One of the best known, Fastnet, commemorated its centenary in 2004. To mark the occasion, a piece of music was specially commissioned from Gráinne Mulvey. Entitled *Two Reflections for Tape, 2003-04*, it comprises 'The Sea and the Tower' and 'The Light', both of which can be heard on broadband. A word of warning – this is indeed a virtual 'trip', so put on your lifejacket before you tune in!

Also downloadable is the aptly named *Beam*, the annual journal of the Irish Lighthouse Service. The latest edition (no.35, 2006-07) carries an interesting article on the restoration of Mutton Island Lighthouse, Co Galway. Additional details of this imaginative project can also be found at www.galwaycivictrust.ie/projects-new.html.



KELLS WATERWORKS

The old waterworks which was established by the Town Council at Kells, Co Meath, in 1897 is now undergoing restoration by a group of local enthusiasts. Last year it received a €7000 grant from the Heritage Council towards this work. *Ronnie McGraine*, Chairman of the Restoration Committee, writes:

Over the past 12 months steady progress was made by the group with an average 36 hours a week carried out by volunteers. To date, two water turbines, pumps and control gear were refurbished. Sand filters, valve chambers and valves were located and repaired. The head and tail races have been cleaned out and are under repair.

Development in the area around the waterworks meant that the actual waterworks has now been fenced off. Some alterations were also made to facilitate development but the site's heritage has been respected.

The group would like to thank the various organisations involved in this scheme, especially the Heritage Council,



Hugh Maguire (left) of the Heritage Council checks progress on the site's restoration with P.J. McCaffery and Ronnie McGraine, of the Restoration Committee.

engineering and technical support from Meath County Council, Kells Town Council and the Industrial Heritage Association of Ireland.

It is the Group's intention to have the Waterworks restored and opened in 2007 for its 110th anniversary.

COALS TO NEWCASTLE

Norman Campion has been told of a flax mill near Dingle, Co Kerry, where flax was processed (presumably scutched) in the 1880s. Whilst such mills are not uncommon in Ireland, particularly in Ulster, this one is of interest in that the flax apparently came from New Zealand. Does anyone know anything about it? If so, please contact Norman (address etc at end of newsletter).

IHAI SUBS 2007-08

You are reminded to renew your membership for 2007-08. Subscriptions are: Individual €20/ Stg£15, Student/ Senior Citizen €10/Stg£7.50; Heritage Enterprise €50/ Stg £37.50, and Corporate €100/ Stg£75.

Please make cheques payable to 'IHAI Ltd' and send them to Ron Cox, Membership Secretary, Centre for Civil Engineering Heritage, Museum Building, Trinity College, Dublin 2.

--- RECENT PUBLICATIONS AND REVIEWS ---

IRELAND'S WATERWAYS, MAP AND DIRECTORY

was officially launched by Minister for Community, Rural and Gaeltacht Affairs Eamon O Cuiv, TD at the London Boat Show in January. Written by Ruth Delany and produced by Euromapping in association with Waterways Ireland, the guide provides an introduction to the 1000km of Ireland's inland waterways. It includes navigation information, details of boat hire bases and historical notes. The map illustrates the entire waterway system, both in use and derelict/under restoration, north and south of the border.

The waterways featured in the guide are: the Barrow Navigation, the Erne System, the Grand Canal, the Lower

Bann Navigation, the Royal Canal, the Shannon Navigation and the Shannon-Erne Waterway.

Priced at STG£11.50/ €15, this book may be obtained from WI's marketing and communications division, tel: 028-66346 232 (Enniskillen), or 071-9650787 (Carrick-on-Shannon).

THE MAKING AND BREAKING OF A MINING COMMUNITY: THE COPPER COAST, COUNTY WATERFORD, 1825-1875+ by Des Cowman focuses on the Copper Coast in Co Waterford. At the centre of this region lie the 19th century mines of Bunmahon, Knockmahon and Tankardstown. These gradually closed in the 1870s, devastating the area. Most of the mining families headed to America, where they ended up in Michigan's Keweenaw Peninsula and Butte, Montana.

The social history and anecdotes about the mining community in Bunmahon during the 19th Century are now documented for the first time by local historian Des Cowman. Aimed at a general readership, this fully referenced 200-page book is lavishly illustrated with archival material and reconstruction drawings.

Available in all good bookshops, you can also get a copy directly from Wayne Cox, Exploration and Mining Division, Beggars Bush, Haddington Rd, Dublin 4. It costs €18.50 (€15 to MHTI members) plus €3 p&p for Ireland (€7 for EU and €10 rest of world).

INVENTORY OF ARCHAEOLOGICAL & ARCHITECTURAL SOURCES. Edited by Tim Carey (Dun Laoghaire-Rathdown County Council, 2005).

Dun Laoghaire-Rathdown County Council (DLR) is an administrative unit created in 1994 by merging the old borough of Dun Laoghaire and the south-eastern part of the former Dublin County Council. This publication, which was part-funded by the Heritage Council, is an action of the DLR Heritage Plan 2004-08.

In its introduction, Tim Carey (DLR Heritage Officer) writes "This publication is intended to be the first port of call for someone undertaking research into the built heritage of Dun Laoghaire-Rathdown". Accordingly, it sets out the wide variety of sources which are available on the county's prehistoric, historic and modern buildings and monuments.

Part 1 deals with Archaeology and was written by Claire Cotter. Focusing on sites earlier than c.1700 AD, she highlights the usefulness of the Record of Monuments and Places, even for industrial ones such as old mills and roadways. Fortunately she also strays into the post-1700 era by mentioning the industrial archaeological surveys by An Foras Forbartha and Georgina Scally. She also notes sources for Dun Laoghaire Harbour and an inventory of ports, piers and harbours which apparently covers all the Republic's coastal counties. Maps are also reviewed as well as other published primary and secondary material. The list of licensed excavations from 1970 to 2003 includes the millpond beside the old Pye Works at Dundrum, now under Ireland's largest shopping centre.

The Architecture section by Jane and Donal Fenlon deals mainly with post-1700AD buildings and structures. The usual sources such as the Irish Architectural Archive and National Archives of Ireland are noted. A comprehensive list of architectural drawings is also given, some of which are of industrial interest. Maps from 1654 onwards are itemised, together with their locations. Finally, the DLR County Council archives are noted, including those of the town surveyor (road repairs etc).

DLR and the Heritage Council are to be congratulated on this publication which more than lives up to its name and aim. It serves as a role model for heritage officers in other councils to emulate.

Fred Hamond

I am grateful to Ewan Duffy for reviewing the following railway-related books.

THAT OLD SINNER. Frank Sweeney. €20. ISBN 0-9553184-0-8. Irish History Press, Edmondstown Road, Dublin 16 (2006).

A cynical moniker afforded by the *Irish Times* of 1917 to the Londonderry & Lough Swilly Railway (L&LSR) of "that old sinner" gave the author the title for this book. The author has written a history of the L&LSR that is ultimately more readable than the standard work by Edward Paterson, primarily due to him concentrating on people and the social aspects of the railway and not just the dry operating facts and the inevitable lists of locomotives and rolling stock.

The book isn't short on engineering detail and includes many facts not recorded by Patterson. Extensive referencing to source material is also given, providing an opportunity for more detailed research if desired. The number of illustrations is small; these do, however, include stations and bridges.

For the standard company history, complete with trains, source a copy of Patterson's work (out of print); for the interesting history, this is the book. Every company history should be written in two parts, Patterson - and Sweeney style.

IN TIME OF CIVIL WAR - THE CONFLICT ON THE IRISH RAILWAYS 1922-23. Bernard Share. €25 ISBN 1-905172-11-7. The Collins Press, West Link Park, Doughcloyne, Wilton, Cork (2006).

This book is a chronological record of significant events that beset the railways of Ireland during the Civil War that followed the establishment of the Irish Free State in 1922. The period covered by the book is April 1922 to May 1923.

The range of photographs in the book is impressive, covering both rolling stock and infrastructure (a significant amount of damage was done to the railway network in this period) and most have never been published before.

A significant number of the incidents refer to kidnappings of railway managers who were then coerced into reinstating previously sacked employees. Other incidents involved the hijacking of trains and running these away along the railway into stations. Details are also given of the Railway Protection, Repair & Maintenance Corps setup to protect and repair the damaged railway.

A few errors/omissions I came across are:

- Page 8: "Fermoy" had been inserted into the word "industries" thus: "iFermoyindustries".
- Page 27: "The railway bridge between Ballymena and Ballymoney is blown up". Which one?
- Page 67: "Evidence of its (Southern Railway) physical existence now almost entirely obliterated". This is not so. Many of the features remain, including the station at Horse & Jockey beside the N7.
- Page 76: Drumcondra was opened by the GS&WR, not the MGWR. The MGWR and GS&WR converged at Glasnevin Junction, not Liffey Junction.

Having said this, the overall publication is very good and gives an insight into a period of Ireland's railway history not previously detailed in print.

LOST LINES IRELAND. Nigel Welbourn. STG£14.99 ISBN 0-7110-3065-0. Ian Allan Publishing, Hersham, Surrey, KT12 4RG (2006).

This is a well-illustrated concise history of the railway systems of Ireland featuring maps (both route and OS maps of selected areas) and photographs, and with a reasonable amount of items of industrial heritage interest. The author has done well in intertwining amusing anecdotes in amongst the hard facts, making for an enjoyable read.

Some issues I noted were that Cork technically had six terminal stations (counting Summerhill), not five. The map on page 34 brands Dungloe Road station as "Loughmeela" and optimistically references a heritage centre at Cashelnagore. Page 38 states, incorrectly, that the passenger buildings at Burtonport survive. In addition, falling into the regular British fault of referring to "Eire" and the "British Isles" does the author no favours.

-- IHAI EXECUTIVE COMMITTEE 2006-07 --

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Committee: Mary Mulvihill, James Davidson, Brendan Delany, Ruth Delany, Ewan Duffy, Michael Lynch, Paul McMahon, Ian McQuiston and Andrew Ogden. Stephanie Bourke represents the Mills & Millers of Ireland organisation. Colin Rynne, and Barry O'Reilly are co-opted members.