
INDUSTRIAL HERITAGE ASSOCIATION OF IRELAND NEWSLETTER

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DIARY DATES

14 Oct	Outing to Clara, Co Offaly
21 Oct	Mills & Millers of Ireland AGM, Bective, Co Meath
10 Nov	Talk on mineral prospecting in Ireland, Trinity College, Dublin
15 Nov	Industrial Heritage Networking Conference, Dublin Castle

Events in bold are organised by IHAI.

This newsletter brings you news of several events over the autumn months and rounds up the IHAI's activities since the last issue. Please note the Clara event in particular.

OUTING TO CLARA, CO OFFALY

An IHAI outing has been arranged for Saturday, 14 October to Clara in County Offaly to look at the old jute factory, Erry flour mill, Quaker meeting house and burial ground, as well as some of the houses of the Goodbody family, who commenced various businesses there in the mid-19th century. Several members of the Goodbody family, who are knowledgeable about Clara and its history, plan to be present.

Coffee and a light lunch will be provided. There will be a cover charge for the day of €20 per person. Members and friends will be most welcome.

Assembly will be at the Clara railway station yard at 10.30am. Trains depart for Clara from Heuston station at 9.10am and return from Clara at 16.15pm (but please check the schedule nearer the time).

Please notify either Ron Cox (tel 01 2824235; email rcox@tcd.ie) or Norman Campion (tel 01 2942070; email glenpak@indigo.ie) if you intend to take part in the outing and your planned mode of transport.



Mid 18th century bridge over River Brosna at Clara.

MILLS & MILLERS OF IRELAND

The Society for the Preservation of Ancient and Traditional Irish Mills is holding its AGM at the Old Mill, Bective, near Navan, Co Meath on Saturday 21 Oct, starting at 10.30am.

Following formal business, Oliver Delaney of Bective Mill and Simon Lancaster of Tullog Mill will speak about their respective mill restoration projects. After lunch, there will be a general discussion on the work of MMOI and consideration of a plan to encourage each local authority to 'adopt a mill'.

There will be a charge of €5 for lunch and refreshments. To assist with the catering, please let Stephanie Bourke, MMOI Secretary, know if you are coming. She can be contacted at Skerries Mills, Skerries, Fingal, Co Dublin; tel 01 8495208.

JOHN JOLY MEMORIAL LECTURE

This year's lecture will take place on Friday 10 November at 6.00pm in the Emmet Theatre, Arts Building, Trinity College, Dublin. Professor Hugh Torrens (University of Keele) will speak on "Mineral prospecting - the forgotten bicentenaries of two Anglo-Irish breakthroughs in Science (William Smith) and Technology (James Ryan)".

Hugh is a most engaging speaker and the leading authority on William Smith (of the geological map fame) and on 18th century technological advances in the coal and mineral industries. All are most welcome and admission is free.

For further details contact Dr Patrick N. Wyse Jackson, Department of Geology, Trinity College, Dublin 2 (tel 01 8961477; email wysicknp@tcd.ie).

Ron Cox

NETWORKING CONFERENCE

This one-day conference on the theme of networking between industrial heritage groups will take place on Wednesday 15 November. It is organised by the Heritage Council in conjunction with the IHAI and will take place in the Coach House, Dublin Castle.

Because of limitations on numbers and logistics, this will be an invitation-only conference. It will provide an opportunity for all organisations with an interest in any form of industrial heritage - transport, mills, textiles, public utilities etc - to join with heritage officers and national bodies to encourage a better understanding of the whole area of our industrial heritage and to develop enhanced networking.

For further information, contact Hugh Maguire at the Heritage Council, Rothe House, Kilkenny (tel 056 7770777; email hmaguire@heritagecouncil.ie).

SUMMER OUTING TO HOWTH AND MALAHIDE

On 15 June last, IHAI member Michael Lynch of Fingal County Council organised an excellent day out, beginning in the morning at Howth and ending, in the late afternoon, at Malahide Castle. This was also probably one of the hottest days of 2006 and cloud-free skies facilitated magnificent views of Dublin Bay.

The day began with a guided tour of the Bailey lighthouse, led by Owen Duignan, formerly one of the Commissioners of Irish Lights. The existing 13m high lighthouse tower, built of Dublin granite in 1813, on the Dungriffen promontory, replaced a brazier lighthouse higher up on the summit of Howth Head, which had been established in 1667. It also holds a pre-eminent place in the world history of lighthouses, as the first site of John R. Wigham's revolutionary gas light, in 1865. Indeed, it was also the last of Ireland's 82 lighthouses to become fully automated and we were shown its ingenious solar-powered light.

A museum of Irish lighthouses has been created by the staff, which includes original fittings and plant, such as a warning cannon fired in foggy conditions (before foghorns), gaslight buoys and sundials. There is also an excellent collection of original models of lightships and early photographs of the operation of the lighthouse service.

An hilarious letter, outlining the foibles and shortcomings of a former Irish Lights employee, one Brendan Behan, is also proudly displayed. Strange to relate, the letter recommended his dismissal from the service for bad language, poor performance and purloining company property.

Later in that morning we travelled, in convoy, to the Transport Museum in Howth, a triumph of volunteerism over government apathy. This is a truly unique and extraordinary collection of any nation's transport history and archaeology, lovingly assembled, in cramped conditions, in a former creamery. The collection is vast and includes a wide range of twentieth-century commercial vehicles. Also on display is the original Howth tram which, along with a Dublin city tram, has been superbly restored. There are also horse-drawn commercial vehicles and a manually-operated fire service water pump from the 1880s.



Members entering the Bailey Lighthouse.

Lunch was at Malahide Castle and immediately afterwards we visited the adjacent Fry Model Railway. This wonderful and thoroughly enjoyable model railway system – it covers



Interior of restored Howth tram at Transport Museum.

an area of 2,500 square feet – is named after Cyril Fry who created the original collection of working railway models in the 1920s and '30s. The system cleverly hits all of the nostalgia buttons, with recreations of Dublin transport landmarks, along with railway stations, locos and rolling stock from all over Ireland. The day ended here and Norman Campion, our President, formally thanked Michael Lynch for organizing the day's events.

Colin Rynne

BRUNEL DAY AT STRAFFAN STEAM MUSEUM

This one-day exhibition on 2 September last celebrated the bicentenary of the birth of Isambard Kingdom Brunel (1806-59). It attracted some well known personalities in engineering and a group from Caledon, Co Tyrone who are researching a fine house-built steam beam engine at that site.

The exhibition introduced Brunel and his work in Ireland. He was a very able and remarkable engineer who was often described as "the man who built the world". His sketch books show a subject range not unlike those of Leonardo da Vinci; there was no subject in architecture, civil or mechanical engineering which was beyond his scope. Of course he had his failures and made mistakes, but any pioneer will suffer that. His intention and brilliance enabled the boundaries of engineering knowledge to be greatly expanded and improved. In 1910 the *Engineer* magazine said of him "In all that constitutes an engineer in the highest, fullest and best sense, Brunel had no contemporary, no predecessor".

Brunel is best known in Ireland for his advice on the railway line that commenced at Westland Row, Dublin and by stages found its way to Wicklow, Wexford, Rosslare and Waterford. Brunel was asked to advise on the section proposed around Bray Head, and in 1845 he was appointed Consultant Engineer to the Dublin & Wicklow Railway Company. Construction of the tunnels started in 1855. There were three in all - Brabazon (300 yards) Brandy Hole (143 yards) and Cable Rock (210 yards). Brunel, as was his custom in England, erected two wooden trestle viaducts to bridge the gaps between the tunnels (these were later replaced by masonry arches).

The line's contractor, William Dargan, saved the jobs and the work of many in those difficult times by purchasing shares in the financially rocky Dublin & Wicklow Railway.

Brunel's other connection with Ireland was through the famous atmospheric line, opened 1844 between Dalkey and Kingstown. Although Brunel was not involved with this enterprise, he visited Ireland twice to see it in operation and enthusiastically endorsed the project, so much so that he specified an atmospheric for the South Devon Railway. This was a disaster, as the technology available at the time was insufficient to ensure satisfactory operation.

Straffan Steam Museum in conjunction with the Industrial Heritage Association of Ireland would like to thank Mr Eugene Fox, retired engineer from Irish Rail, who gave a very good picture slide lecture, Dr Ron Cox and Mr David Laing for research work, and the University of Dublin for material on loan.

Robert Guinness

TICCIH CONFERENCE, ROME

In mid September, Mary McMahon attended the 13th International Congress organised by TICCIH in Terni, Italy. *She writes:* TICCIH stands for the International Committee for the Conservation of Industrial Heritage, an international society dedicated to the protection, promotion and interpretation of industrial heritage. It acts as a specialist advisor to ICOMOS (The International Council for Monuments and Sites) on industrial heritage, as well as assessing industrial sites for the World Heritage List. The theme of this year's conference was *Industrial Heritage and Urban Transformation, Productive Territories and Industrial Landscape*. It was organised around two main plenary sessions, 13 workshops and also included visits to a number of industrial sites in the vicinity of Terni as well as the Ostiense Quarter in Rome.

A total of 200 papers were presented. In one of the plenary sessions, 24 papers addressed issues regarding urban transformation throughout the world. My paper, which I gave on behalf of our Association and entitled *The Protection of Dublin City's Industrial Heritage*, was received with much interest (it is reproduced below – *ed*). The second theme, on production and industrial landscapes, had 26 presentations. The remaining 150 papers were made at the various workshops. As you can imagine, with such a full programme we had a very busy time and it was impossible to get to all of the talks. However the organisers intend to make all of the papers available on the Congress web site in the near future.

PROTECTING DUBLIN'S INDUSTRIAL HERITAGE

This an abstract of Mary McMahon's paper presented at the 13th TICCIH conference in Rome last September.

Ireland's economic growth has been making headlines in Europe. Its capital city Dublin is experiencing a phase of development which is unprecedented since the 18th century when it was the second city of the British Empire, and the sixth largest city in Europe.

Context: From early in the 18th century the issue of making the port more suitable for international shipping was being addressed and culminated in the construction of the Great

South Wall, one of the longest sea walls in the world at the time. By the end of the 18th century the port of Dublin appeared destined for great things. The brewing and distilling industries had established a firm foothold within the city, including the internationally famous Guinness brewery. Transport infrastructure was developed which included the Grand and the Royal Canals. These effectively encircled the city and were linked to the port through sea-locks. A short time later, railway companies established their termini on the quaysides.

During the 19th century, manufacturing industry developed in line with infrastructural improvements. There was major growth of utility industries which provided services for the expanding population, including water supply and mains drainage system, and later gas and electricity.

There followed a period of comparative stagnation in the development of the city during much of the 20th century, which resulted in the survival until relatively recently of much of the city's historic industrial fabric. With the advent of what is called the Celtic Tiger, we are now witnessing a building boom which is posing a major threat to our urban heritage.

Protection: Industrial heritage sites have, to some extent, gone unrecognised in the two National Inventories compiled and managed by the Department of the Environment, Heritage and Local Government, i.e. the Archaeological Survey of Ireland (ASI) and the National Inventory of Architectural Heritage (NIAH). It has been calculated that of the estimated 100,000 industrial sites throughout the country, only 5% have been identified and listed in the inventories. This has also been a weakness in the local planning authorities' lists of Protected Structures where industrial sites have received less attention than they deserve. However, under recent legislation the criteria for listing sites have been expanded and this broader approach means that where industrial sites are considered, it is now more likely that they will warrant inclusion.

Planning: Dublin City Council has gone a step further and has built-in a specific policy in their Development Plan to protect buildings and features of industrial heritage significance, and encourage their re-use where possible. Dublin City, with the intention of building up a broad and thorough understanding of the issues facing the future planning of the city, commissioned me to carry out a survey of the city's industrial heritage stock – Dublin City Industrial Heritage Record. The initial desktop survey identified 1200 sites, and it is estimated that there is a 40-50% survival rate. With Carrig Conservation International we are now working on the urgent task of identifying those surviving sites, so that this information can inform planning and policy making, and provide a key tool in guiding regeneration. The pilot survey has started in the southwest inner city, an area which was the centre of uninterrupted industrial activity from medieval times up until very recently and which has been earmarked for planned development within the City's Development Plan.

Regeneration: Solving industrial heritage challenges needs imaginative solutions, for example, in exploring inventive ways to retain and present important industrial archaeology while still accommodating new development, and in finding

suitable and sustainable new uses for buildings where the original use is obsolete. Dublin has some interesting examples such as the Guinness Storehouse (visitor centre), the Old Gasholder (apartments), and the Londonbridge Road Pumping Station (social housing). As industrial heritage practitioners we might be forgiven for putting our concerns at the top of the agenda. We must, however, recognise that there are many other issues involved in planning for historic industrial settings and the challenge for industrial heritage practitioners and promoters is, I believe, to become engaged in the process.

Mary McMahon

--- 00 -- **BOOK REVIEWS** -- 00 ---

INDUSTRIAL IRELAND, 1750-1930: AN ARCHAEOLOGY. Colin Rynne. €49.95. ISBN 1-905172-04-4. The Colins Press, Cork (2006).

This is a landmark publication for enthusiasts of Ireland's industrial heritage, covering all aspects of the subject in a comprehensive and lavishly illustrated fashion. It will be fully reviewed in the next IHAI newsletter. Make sure you put it on your Christmas list before it sells out!

ENGINEERING IRELAND. Edited by Ronald C. Cox. €49.95. ISBN 1-905172-06-0. The Colins Press, Cork (2006).

Engineering Ireland tells the story of the engineering profession within Ireland, from the earliest attempts of its members at construction to the technological achievements of the 19th and 20th centuries.

The book provides an overview of the history of engineering in Ireland, education and training, and the establishment and growth of engineering institutions. The historical development of the different areas of engineering endeavour is presented and provides an insight into the activities of the engineering profession, thus enabling the reader to appreciate the significant and invaluable contributions made by Irish engineers over many decades to the quality and advancement of Irish life.

The contributions of a number of eminent engineers to this major work represent the diverse, yet unified, nature of engineering activities throughout the island of Ireland.

Engineering Ireland should appeal to a wide general readership, young and old, who wish to know more about how engineers, past and present, have shaped the country we live in, and the foundations that have been laid for future developments in the exciting and rewarding profession of engineering.

BALLINCOLLIG ROYAL GUNPOWDER MILLS: A HIDDEN HISTORY. Jenny Webb and Anne Donaldson. €21.99. ISBN 1-84588-540-6. Nonsuch Publishing, 2006.

Ballincollig Gunpowder Mills, Co Cork, at 435 acres, is the largest industrial archaeological site in Ireland and the second largest of its type ever to have been constructed in Europe. It was a truly remarkable undertaking and its standing remains can still inspire even the most casual

visitor. In ten short chapters and 105 pages Jenny Webb and Anne Donaldson have produced a very useful history and guide to the complex.

Chapters one to five set the scene, dealing with the development of Cork County Council's regional park, the history of explosives, the history of the Ballincollig mills and the manufacture of gunpowder and the uses of waterpower within the complex. Chapter 6 is a guide to the surviving remains, while chapters 8 and 9 consider safety and explosions at the mills and the principal occupations of the workers. The final chapter describes the flora and fauna of the regional park. There are also two very interesting appendices which list the names and occupations of the workforce in 1815 and in 1901.

This is an attractively designed book, written in a very engaging and approachable style. The authors will certainly hit the mark with their intended audience: a lot of very useful and interesting information has been assembled here. However, while there are some good black-and-white and colour photographs, overall the black-and-white line drawings have been poorly reproduced. The only modern map of the Regional Park, facing page 45, is tiny, with barely readable numbers, something which the publisher should consider remedying in a future edition.

Colin Rynne

GALWAY'S MINING HERITAGE: EXTRACTING GALWAY. Edited by Matthew Parkes. ISBN 0-9534538-2-0. Mining Heritage Trust of Ireland, 36 Dame St, Dublin 2 (2006).

Last August's conference on Co Galway's mining heritage, mentioned in the July newsletter, has now appeared in print as an action of the Galway County Heritage Plan, 2004-08.

Paul Duffy presents an overview of the county's mining history. This is followed by articles on Connemara marble, the geology of Co Galway, the use of soapstone in prehistoric Ireland, and the mines at Derrylea, Tynagh and Glengowla. The book concludes with a list of all known mining sites in the county.

THE MHTI is to be congratulated on their initiative in organising this conference and making its proceedings available to everyone so soon after the event in such an attractive format.

GRIST TO THE MILL: NEWSLETTER 10 OF THE MILLS & MILLERS OF IRELAND. €4.00. ISSN 1649-3273. MMOI, c/o Skerries Mills, Fingal, Co Dublin (2006).

This attractively produced A5 booklet contains articles on milling transport, details of mid-19th century millers in Co Galway, early medieval mills in Ashbourne, Co Meath, and manually-operated capstan mills in the jail and workhouse at Cork. There is also a round-up of the Society's activities during 2006 and a preview of events planned for 2007 on the theme of flax and linen.

I am grateful to Ewan Duffy for reviewing the following transport-related books (*ed*).

CROSSING THE BOYNE: THE GREAT VIADUCT 1855-2005. Edited by Bernard Share. €10.00. ISBN 0-9542721-3-7. Irish Rail, Connolly Station, Dublin 1 & Old Drogheda Society, Drogheda, Co Louth (2005).

This work was published to commemorate the 150th anniversary of the opening of the Boyne Viaduct in Drogheda. There are six articles revolving around the central theme of the viaduct. These concern the construction of the bridge, notes on individuals with significant input to the construction of the viaduct, chapters devoted to two of these and one on the viaduct's reconstruction in 1932. The individual authors are well qualified to speak on the subject matter in their respective articles.

IRELAND'S RAILWAYS, PAST AND PRESENT: AN INTRODUCTION. Michael H C Baker. Stg £17.99. ISBN 1-85895-246-8. Past and Present Publishing, The Trundle, Ringstead Rd, Great Addington, Kettering, Northants, NN14 4BW (2005).

This book is largely a reprint of a book published in 1995. Given the enormous change in Ireland's railway infrastructure in the last 10 years, a complete revision would have been called for.

A factual error in the original version, not corrected in this revised edition, concerns the present Dalkey station which is not that used for Atmospheric services, which was half a mile further north.

SMOKE AMIDST THE DRUMLINS: THE CAVAN AND LEITRIM IN THE 1950S. Anthony Burges. Stg £8.99. ISBN 1-904242-62-6. Colourpoint Books, Colourpoint House, Jubilee Business Park, 21 Jubilee Rd, Newtownards, Co Down, BT23 4YH (2006).

Smoke Amidst the Drumlins is a personal photographic record of the Cavan and Leitrim Railway in the 1950s. There is a reasonable balance between trains/rolling stock and built heritage, with the latter probably edging out the former in quantity. Colourpoint appear to have a knack of producing informative publications and long may this continue.

FOR THE SAFETY OF ALL - IMAGES AND INSPECTIONS OF IRISH LIGHTHOUSES. €13.00. ISBN 0-90732-836-9. National Library of Ireland, Dublin (2003).

This publication is a sample of photographs in the collection of the National Library of Ireland. Most of the images were previously in the archives of the Commissioners of Irish Lights and were mostly taken by Sir Robert Ball, who was appointed scientific advisor to the Commissioners in 1883. These were passed by the Commissioners of Irish Lights to the National Library of Ireland for archival care.

Whilst not all the photographs herein are of an industrial nature, there is sufficient of interest for IHAI Newsletter readers. Notable images include an inclined railway at Inishtearaght Lighthouse in Co Kerry, landing by bosun's chair, a full chapter on the Fastnet Lighthouse, and a photo of the signal station on Tory Island, complete with walled

pathway to provide protection to the keepers from the elements (especially wind and fog).

TRAMWAY MEMORIES BELFAST. Desmond Coakham. STG £14.99. ISBN 0-7110-3101-0. Ian Allan Publishing, Hersham, Surrey, KT12 4RG (2005).

This is primarily a photographic record of the Belfast tramway system. However, the book gives a good history of the tramway network owned by Belfast Corporation up to its demise. Most of the photographs are of trams rather than infrastructure, but this is to be expected in a tramway publication, as unlike a railway with a dedicated right of way, any photo of a tramline without a tram would be fairly empty. The book is well illustrated with diagrams of tram depots as well as one of the overall system in Belfast.

IRISH LIGHTHOUSES. Sharma Krauskopf. Stg £12.99. ISBN 0-86281-804-4. Appletree Press, The Old Potato Station, 14 Howard Street South, Belfast BT7 1AP (2001).

This book presents a potted history of selected lighthouses on the island of Ireland. A brief history of the Commissioners of Irish Lights is given, as is a description of the method of lighthouse funding in Britain and Ireland (a common funding arrangement applying). Each of the 36 lighthouses featured has a colour photograph and history of its establishment and any relevant facts/stories concerned. The book is rounded off with a listing of the establishment dates of all lighthouses on the island (including those not featured in the book) and a glossary of technical terms.

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My thanks to Norman Campion, Ron Cox, Ewan Duffy, Mary McMahon and Colin Rynne for their articles. All contributions on industrial heritage will be gratefully received by the editor, Fred Hamond (contact details below).

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