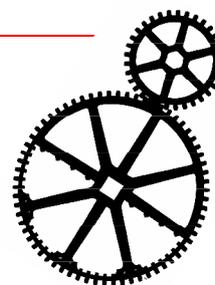


# INDUSTRIAL HERITAGE ASSOCIATION OF IRELAND NEWSLETTER

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No 17  
August 2002



## DIARY DATES

6-12 Sept	AIA Conference, Edinburgh.
1-8 Sept	National Heritage Week – guided walks and tours of industrial sites.
<b>7 Sept</b>	<b>Open day at Anna Liffey Mill, Lucan, Co Dublin.</b>
9-11 Sept	Natural and Cultural Landscapes conference, Dublin
<b>24 Sept</b>	<b>IHAI Committee Meeting, Trinity College.</b>
<b>6 Nov</b>	<b>Talk by John Hume: Scotland's Industrial Heritage: Recording, Protection and Regeneration</b>

Items in **bold** above are organised by the IHAI

## THE IHAI NEEDS YOU!

You will find enclosed with this *Newsletter* two membership brochures. This represents the start of a recruitment drive for new members and an expansion of our Association so that we can take on more of our objectives, particularly the recording and preservation of Ireland's industrial heritage.

Please make it your business to recruit **at least one** new member by the end of the year. What a good idea for a Christmas present! Anyone joining now will not have to renew their subscription until the AGM in March 2004. How's that for good value - and you don't have to buy them a renewal next year. You'll also note that you can now remit your subscription by Standing Order - more convenient for you and less work for our Membership Secretary.

## EUROPEAN HERITAGE OPEN DAYS

This year's Heritage Week runs from Sun 1 Sept to Sun 8 inclusive. In the Republic, Dúchas is co-ordinating over 500 events in conjunction with many national and community organisations - guided walks, lectures and music recitals, historical re-enactments, bird watches, tree planting and art exhibitions. Many sites will offer special concessions or free admission. In Northern Ireland, events take place over the weekend of 7-8 Sept and are being co-ordinated by the Environment & Heritage Service.

A free programme of the week's events and activities within the Republic is available by contacting Dúchas at 01-06472466 or [coconnor@ealga.ie](mailto:coconnor@ealga.ie). There will also be details on the official website, [www.heritageireland.ie](http://www.heritageireland.ie). In the North, contact EHOD office at 028-90543078; a brochure is also available from EHS, 5-33 Hill St, Belfast BT1 2LA. Readers in Britain can also find out what's happening in their areas on [www.heritagedays.net](http://www.heritagedays.net).

Some events are of industrial heritage interest - see the back pages of this Newsletter for listings. Anyone intending to visit Anna Liffey Mill should note that it will be open exclusively for IHAI members from 12 noon. You are advised to get there before the public opening (2pm) to avail of the limited parking!

## TALK BY JOHN HUME

It is no exaggeration to say that Scotland's Professor John Hume is one of the world's leading industrial archaeologists. At the invitation of the IHAI he is giving a public lecture in Dublin on **Scotland's Industrial Heritage: Recording, Protection and Regeneration**.

This will be held at 8pm on Wed 6 November at the Institution of Engineers of Ireland, 22 Clyde Rd, Dublin 4. Please do come along and support this innovative venture by your Association. Everyone is welcome so bring your friends and colleagues as well!

This is a not-to-be-missed opportunity to learn at first hand how John set about recording Scotland's numerous industries in the face of closure as a result of de-industrialisation in the 1960s. John rose to become a Director of Historic Scotland and was instrumental in the statutory protection of many significant sites, some of which are now the cornerstones of ambitious regeneration and tourism projects.

## AIA CONFERENCE, EDINBURGH

This conference will be based at Heriot Watt University, and is hosted by the Scottish Industrial Heritage Society (some of whom joined us on our Wexford field trip in 2000) and Scottish Industrial Archaeology Panel.

It begins on Friday with a seminar entitled *Industrial Heritage and National Identity*. The main weekend conference follows and then four days of field visits and evening talks. Well worth going to, especially with the low-priced airfares now available. For further details

contact Isabel Wilson, AIA Office, School of Archaeological Studies, University of Leicester, Leicester LE1 7RH. Tel 0116-2525337; e-mail [aia@le.ac.uk](mailto:aia@le.ac.uk).

## **NATURAL AND CULTURAL LANDSCAPES: THE GEOLOGICAL FOUNDATION**

Readers will recall advance notice of this conference in our Newsletter of November 2001. It takes place on 9-11 September in Dublin Castle and there are also excursions before and afterwards. Some of the talks will cover the landscape legacy of the mining industry. For more details contact the Conference Secretary, Landscapes Conference, Royal Irish Academy, 19 Dawson St, Dublin 2 (tel 01-6762570 or 01-6764222; e-mail [landscapes@ria.ie](mailto:landscapes@ria.ie)). There is also a web site at [www.ria.ie/committees/geology/events.html](http://www.ria.ie/committees/geology/events.html).

## **SPRING FIELD TRIP TO CO KILKENNY**

Our field trip, which took place on 11 and 12 May, was a resounding success. Barry O'Reilly is to be thanked for his efforts in researching a diverse range of industrial sites on our behalf, preparing very detailed notes on which this article is based, and ably leading us over the two days. Congratulations are also due to him on arranging what must have been the only two fine days we had in May!

An early start on Saturday morning brought us to our first stop - a creamery built in 1915-18 in West Street, Callan. The complex is shortly due for demolition but the fine multi-gabled frontage and brick chimney will be retained. Our next stop was at Mill Island, a six-storey mill on King's River with a slate-hung southern wall. Although no longer in use, still surviving are kiln, undershot waterwheel, great spur wheel gearing and four pairs of millstones. An electrically-powered hammer mill occasionally mills barley for local farmers. This was the first of several mills that we were able to visit over the weekend.

The corn mill at Killiny was most recently used by Mosses who produced flour here until a few years ago. We were unable to go inside the building but the 18ft undershot waterwheel and two millstones were visible externally. The nearby mill owner's house is still occupied. Moving on to Mullin's Mill, Kells, we were met by members of the Kells Region Economic and Tourism Enterprise who have been instrumental in turning this complex into a museum of milling. The mill was first established by Patrick Mullins in 1790 and a waterwheel and gearing are still present.

Rockview, or O'Brien's, grain mill at Ennisnag on the King's river is no more than a seven-storey ruin. In

1988 most of the great spurwheel gearing and four sets of millstones survived but following the removal of the timber beams the roof collapsed. Our bridge experts led the discussion on the widening of the nearby toll bridge, which displays a V-shaped refuge on the upstream side apparently for the toll collector. The nearby Ennisnag bridge, which carries the Kilkenny-Waterford road over the King's river, provided an interesting contrast to the toll bridge.

We visited two mills in Thomastown; Grenan Mill, formerly a six-storey flour mill on the river Nore, is used as an art and pottery school. The undershot waterwheel still survives. The Island Mill is a massive five-storey mill with kiln, two undershot waterwheels and great spurwheel gearing.

Continuing on up the Nore, we got an excellent view from a private garden of Thomastown Viaduct with its impressive 215ft wrought-iron bowstring girder span. Flanked by two tall brick arches, it carries the Kilkenny-Waterford railway over the Nore. We were also told some hair-raising tales of young boys cycling across the upper frame of the structure!

We then visited Nicholas Mosse's pottery and showrooms at Bennettsbridge, which are in a six-storey flour mill. We also viewed the six-span humped bridge which carry the Kilkenny-Thomastown road over the Nore. Our final stop of the day was the Maddockstown 'black marble' quarry where limestone was extracted from 1730. Because of its black colour and high shell content, it has the appearance of marble when polished and was used throughout Ireland as an architectural decoration. The ruinous and roofless five-storey marble saw mill, formerly a grain mill, stands across a mill race from the quarry and another four-storey ruinous flour mill survives just to the north.

Kilkenny city was the focus of our Sunday morning visits. We were very lucky to have two archaeologists, Paul Stevens and Ian Daly, to guide us through some of their work. They have been conducting excavations and monitoring the Nore Drainage and Flood Relief Scheme. The foundations of mills and their attendant races have been revealed in the course of the excavations. A 3.5km millrace, 2km of which appears to be 13th century in date, parallels the left bank of the Nore and is a Recorded Monument. The adjacent Nore Canal which stretched between the city and Bennettsbridge, was constructed between 1757 and 1761 but was defunct by 1840.

Of particular interest were the excavations undertaken beside John's Bridge. Timber rafts, which supported a six- or seven-arched stone bridge, were revealed and dated to c.1590 by tree-ring analysis. The stone piers of a triple arch bridge of 1760 were also exposed. The present concrete bridge was the largest in Europe when built in 1912 at a cost of £900.

We left Kilkenny city for the coal mines of Castlecomer, on the way viewing a number of bridges including Tower Bridge at Jenkinstown/Ballyrafton over the river Dinan. It carries a plaque noting its erection by Patrick Doyle in 1647. It has an elaborate balustrade of cast iron supporting a stone capping.

At Castlecomer we were met by Seamus Walsh who took us to the former Deerpark colliery. Closed in 1969, a local committee of former workers are in the process of establishing a museum in the former wash house to illustrate the history of coal mining in the area, which extends back to the 1630s.

Our final stop was at Aghnamucky where Ireland's only working coal mine has been operating for the past 15 years. We saw the innovative use of the power generated by an old tractor to winch up the boxes of coal along the tram rail from the pit. Some of the more adventurous of us followed our enthusiastic guide down one of the disused adits, and I can report that it was a nerve-racking experience but one that gave us a glimpse of a miner's dangerous and demanding working life.

We made our way back to our various bases with an increased knowledge of the industrial archaeology of Co Kilkenny having had a wonderful weekend.

*Mary McMahon*

## **WATERFORD & SUIR VALLEY RAILWAY**

The W&SVR opened to the public in early August. Speaking at the opening day, Peter Roche, Chairman of the W&SVR, said "It is now five years since Frank O'Donoghue invited interested parties to attend a meeting with a view to preserving some of the rich railway history of Waterford. Since then a lot of hard work and perseverance has paid off and we are delighted to have people come along and experience the journey for themselves." He continued "Saturday 3 August was an important milestone for the company; however work continues to develop the railway further and open with better facilities and on a more full time basis early next year."

The train runs each weekend in August beginning with the Bank Holiday weekend and operates on Saturday, Sunday and Monday. There will be three trains each day at 2pm, 3.15pm and 4.30pm.

Starting at Kilmeadan Station, west of Waterford, the journey is a 12km round trip and takes approximately one hour. Fares are priced at E5 per adult, E3 per child. A family ticket for two adults and up to three children may be purchased at E12. Students and pensioners may enjoy the trip for E3.80. The rolling stock includes a restored Simplex locomotive, which originated in England and had an arduous working life in the peat industry in the North of England and Scotland. It now

pulls two Edwardian style carriages built by Alan Keefe Ltd.

W&SVR Heritage Railway is a community heritage project with charity status. A volunteer crew operates the railway. The train drivers are experienced Irish Rail drivers who have passed a Driver Training Programme to work with W&SVR Heritage Railway. Volunteers also act as road stewards, station porters and ticket clerks under the Volunteer Worker Scheme.

Further information on the W&SVR Heritage Railway "Friends" membership, Voluntary Worker Scheme and train timetable and fares will be available at Kilmeadan Station on days of operation. Alternatively, Maria Kyte, Business Development Manager for the company may be contacted at Waterford Chamber of Commerce, Georges St, Waterford; tel 051-31137, e-mail [wsvr@eircom.net](mailto:wsvr@eircom.net), web site [www.wsvrailway.ie](http://www.wsvrailway.ie).

*Ewan Duffy*

## **GIANTS CAUSEWAY & BUSHMILLS RAILWAY**

It was full steam ahead last Easter for Northern Ireland's newest tourist attraction *writes Ewan Duffy*. Two and a half years after work began on the project, the flag was raised on the Giant's Causeway & Bushmills Railway. This narrow gauge line follows the route of the old electric tramway and the trains are hauled by a steam locomotive. The rolling stock formerly worked at Lord O'Neill's Shane's Castle Railway in Antrim, and was overhauled prior to going back into service.

The round trip, which takes an hour, ferries passengers from the Causeway to Bushmills, passing scenic Runkerry Strand, crossing the River Bush and bisecting Bushfoot Golf Course en route.

David Laing, the prime mover behind the project and a former director of the Belfast Festival, said the 3km long line would rekindle the spirit of the old Giant's Causeway Tramway which closed in 1949. "We are in a prime tourist location and provide a link between the established attractions of the Causeway and Bushmills, with its distillery. We believe this railway has the potential to become a major tourist attraction and we're grateful to the many public bodies and private supporters who have made it all possible."

## **IRISH RAILWAY HISTORY ON-LINE**

Ewan Duffy, our Secretary, has recently set up a site on Irish railways at [www.irishrailwayhistory.com](http://www.irishrailwayhistory.com). It includes details of the LUAS tramway in Dublin, a brief history of atmospheric railways (particularly that from Dun Laoghaire to Dalkey) and a survey of the closed Waterford - New Ross line.

## **WORLD RECOGNITION FOR ARDNACRUSHA**

The Ardnacrusha hydroelectric power station has taken its place among the world's elite structures, recently winning two major international awards.

The International Milestone Award was presented jointly to the ESB and Siemens, who constructed the Shannon Scheme in 1929. The award recognises the scale of the project and how it became a model for large-scale electrification schemes worldwide, including the construction of the Hoover Dam. The Institute of Electrical and Electronic Engineers commended the scheme not only for the engineering achievement but also for the impact it had on the development of the fledgling State.

The International Landmark Award was awarded to the Shannon Scheme by the American Society of Civil Engineers to mark the station's huge achievement in civil engineering terms. Speaking at the presentation, ESB chief executive Pádraig McManus described the awards as a source of great pride to ESB and Siemens, particularly as they mark the beginning of the ESB's 75th anniversary celebrations.

Siemens managing director Richard Crowe said the significance of the Shannon Scheme could not be overstated. "Most serious historians acknowledge that it provided the platform for the economic, industrial and social development of the country. The Shannon Scheme continues to inspire both Siemens and ESB,"

Officially opened in 1929, the Shannon Scheme cost £5.5 million to build. More than 5,000 men were employed in the construction of the station, which involved creating a canal from the Shannon to feed the dam. It was the first time a 30-metre drop had been used to power the turbines, creating 90 megawatts of green energy for the electricity grid - enough to power 100,000 homes. During the construction period, 60 miles of railway was built using 138 locomotives and 1,770 wagons, four major bridges were built, nine rivers and four streams were diverted and 7.6 million cubic metres of earth and 1.2 million cubic metres of rock were moved. Since the station first powered up, it has created 21,000 gigawatts of power, enough to power 210 billion standard light bulbs.

*Colette Keane, The Examiner, 30 July 2002*

## **LAUNCH OF PADDI**

The Planning Architecture Design Database Ireland (you can see why it has been shortened!) is an on-line database which will be of enormous use to anyone researching any aspect of the built environment and environmental planning in Ireland, north and south. Check it out (for free) at [www.paddi.net](http://www.paddi.net).

PADDI is a joint venture between Queen's University, Belfast and University College, Dublin, and

was officially launched in June - in Belfast by Paul Hyett, President of the RIBA, and in Dublin by Dr Art Cosgrove, President of UCD.

Indexing of books, theses and journals held in these two universities began in 1980 and includes articles published from 1865 to the present. As of early August, the database contained over 16,7000 entries on architecture, building construction, planning and the environment in Ireland.

It can be searched by individual building, by street name, place or town, and also by name of architect, organisation, author, title of book or journal. A search on 'industry', for example, threw up 838 hits, 'industrial heritage' 11 hits, and 'watermill' a single hit. These references can then be printed out, although you still have to do the legwork and actually visit the library in order to read their content!

## **PROTECTING ARCHITECTURAL HERITAGE**

On 11 December 2001 the Minister for Arts, Heritage, Gaeltacht and the Islands, Ms Síle de Valera and the Minister for the Environment and Local Government, Mr. Noel Dempsey, launched the *Draft Architectural Heritage Protection Guidelines for Planning Authorities* at Kilmainham Gaol in Dublin.

These guidelines are to assist planning authorities with the implementation of the Local Government (Planning and Development) Act. This Act came into force on 1 Jan 2000 and substantially strengthened the law in relation to the protection of the architectural heritage. It enhanced the powers of planning authorities and increased the obligations on owners and occupiers of protected buildings. Development Plans *must* now include objectives for preserving buildings of architectural merit, and all such buildings must be included in the Record of Protected Structures (RPS).

The criteria for inclusion in the RPS are wide and include buildings of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. Industrial buildings and complexes, for example, could be included in the RPS.

For a free copy of these draft guidelines, contact Duchas, Dún Sceine, Harcourt Lane, Harcourt St, Dublin 2 (tel 01-4117100; e-mail [guidelines@ealga.ie](mailto:guidelines@ealga.ie)). They would very much welcome any observations you might have before they are finalised.

*Mary McMahon*

## **FOY'S MILL, BUNNOE, CO CAVAN**

As reported in the February *Newsletter*, Owen Foy's oatmeal mill was put up for sale after his death. It has now been bought by a neighbouring farmer and he might be prepared to sell the mill. If interested, make contact with Cavan County Council for details.

## NATIONAL HERITAGE PLAN 2002-06

This government-approved *Plan for the National Heritage* was issued in April 2002 by Síle de Valera, Minister for Arts, Heritage, Gaeltacht and the Islands, just before the government went out of office. The new government, although it is made up of the same coalition partners, has made changes in the way 'heritage' is to be administered.

Dúchas, the Heritage Service, is to be transferred to the Department of the Environment and the other elements of the old department allocated to three different ministers. The Minister for the Environment will now also be the minister responsible for the Heritage Council. While the dropping of the word 'heritage' from the name of any government department is not a very good sign of the government's commitment, it is to be hoped that these changes will not detract from the carrying through of the proposed Heritage Plan. As much of the concept behind the plan is based on the adoption of local heritage plans, drawn up by Heritage Officers in each local authority, the Department of the Environment could prove to be the logical home for Dúchas.

The National Heritage Plan is divided into six sections: (1) placing heritage at the heart of public life, (2) protecting our heritage, (3) acquiring knowledge, (4) promoting awareness and enjoyment of our heritage, (5) participating in cross-border and international heritage protection, and (6) supporting the Plan through improved structures and resources.

Within each of these sections certain 'actions' are identified. While many of the actions, such as the local heritage plans, national surveys etc, obviously include our industrial heritage, the only specific mention occurs in the section on 'Protecting our Heritage' action 48: *Integrate policies and actions, including the publication of guidelines, for the identification and protection of the vernacular and industrial heritage into existing and future mechanisms for the protection for the archaeological and architectural heritage.*

There are also a number of specific actions relating to inland waterways and some of the archaeological and architectural actions will include industrial heritage sites and structures. The Plan also details the additional resources required to administer it. These include the provision of additional staff in Dúchas, a Heritage Archive and Library and a general expansion of the work currently undertaken by Dúchas.

While this Plan is greatly to be welcomed, it is clear that there will still be a vital role for non-governmental organisations such as the IHAI to make sure that everything possible is done to preserve this important and greatly neglected and threatened part of our national heritage and to keep pressure on the government to

implement the proposed actions. Copies may be obtained from the Government Stationery Office, price E10.

*Ruth Delany*

## INFORMATION WANTED ON LIME KILNS

Ewan Duffy draws our attention to the following letter from Brian Forristal which recently appeared in the *Drogheda Independent*:

I am gathering information on the history and distribution of our lime kilns. I am seeking any information regarding their whereabouts, stories relating to them and in particular any photographs or oral history of the working of these kilns.

Our lime kilns of old are under threat from modern farming practices and urban expansion. No longer seen as needful or required in our landscape, they now need to be recorded and preserved for future generations.

I would ask any reader who has any information to pass it on to me at 7 Glen Terrace, Waterford City (tel 051-879849). All correspondence will be personally acknowledged.

## ROYAL CANAL NEWS

On 8 April, the Taoiseach and the Lord Mayor of Dublin opened a section of the Royal Canal improvement Project, carried out by Waterways Ireland and Dublin City Council between Newcomen Bridge (North Strand) and Clarke's Bridge (Summerhill). The work includes landscaping of the lock area and lock keeper's house, a widened and upgraded towpath, and traffic calming on Charleville Mall. A further stretch, at Portland Place, near Binns Bridge, is to be tackled later and there is also a project on the Grand Canal above Portobello.

*Brian J Goggin, Inland Waterways News, Summer 2002*

## --- BOOK ROUND-UP by EWAN DUFFY ---

**THE WHISKEYS OF IRELAND.** Peter Mulryan. E25/£16.99. ISBN 0-86278-751-3. Dublin: O'Brien Press, 2002.

While not intended as an industrial heritage work, this publication would happily fit in on any IH bookshelf. The first section deals with the early days of Irish whiskey production (legitimately and otherwise!), technical and legislative developments in the industry and ending, as is common with a number of former great industries in Ireland, with tales of consolidation.

The second part deals with the consumption side of the product, from production through to whiskey tasting and ending with a brief brand history of Irish whiskeys

and tourist information on the five whiskey related tourist centres on the island of Ireland.

The book is profusely illustrated, to such an extent that the cynic might brand it as an advertisement for the product it is describing. Given a choice of spending E25 on this publication or on the product it advertises, the O'Brien Press would get my money any day.

**THE WEST CLARE RAILWAY – AN IRISH RAILWAY PICTORIAL.** Joe Taylor. £10.99. ISBN 1-85780-122- Leicester: Midland Publishing, 2002

This work takes the standard format of Midland Publishing's Irish Railway Pictorial series. This involves a brief history of the railway company in question, followed by photographs (mainly of the trainspotter variety) taken at key stations/ locations along the company's line(s). The publication is then wrapped up with sections on motive power and rolling stock and a chapter on the restoration effort currently underway at Moyasta Junction. Primarily one for the trainspotters, with practically nothing of industrial heritage relevance.

**THE FIRST TOLL ROADS – IRELAND'S TURNPIKE ROADS, 1729-1858.** David Broderick. E30. ISBN 1-903464-22-6. Cork: Collins Press, 2002.

The early history of Ireland's toll roads would sound familiar to anyone living in Ireland today, stories of false promises, over-hyped stock market companies and authorities on the ground engaging in corrupt practices to look after their own interest or that of acquaintances.

David Broderick's study is a follow-on from his earlier work on the Dublin to Dunleer turnpike (ISBN 0-7165-2595-X) and details the rise and fall of turnpike roads on the island of Ireland. Looking at the map of such roads, it is interesting to note that there were no turnpike roads west of a line from Ennis to Roscommon Town to Coleraine.

The book brings to light the statute labour requirement, from 1615 to 1765, whereby each householder, cottier or labourer had to provide six eight-hour days of free labour for the purpose of road building/repair in their parish annually. More onerous requirements were placed on landowners, requiring provision of equipment in addition to the above.

A report commissioned in 1758 recommended that the problems which had arisen in this development phase could be rectified by nationalization, but like reports published in later centuries recommending similar treatment for the railway network, nothing arose from this. A century later, the remaining turnpike trusts were abolished.

The one failing I would see with this book is that the author has not tied the roads so mentioned back to

modern day names (e.g. Dublin to Mullingar equals mainly the N4) and that no appendix of surviving features is given (such as the toll house at Clonard, Co Meath).

**LOST RAILWAYS OF CO ANTRIM** (ISBN 1840331933); **LOST RAILWAYS OF CO DOWN AND CO ARMAGH** (ISBN 1840331763); **LOST RAILWAYS OF CO DERRY** (ISBN 1 840331992); **LOST RAILWAYS OF CO TYRONE AND CO FERMANAGH** (ISBN 184033200X). All by Stephen Johnson. £7.50 each. Catrine: Stenlake Publishing, 2002. Available from Stenlake Publishing, 54-58 Mill Square, Catrine, Ayrshire, KA5 6RD, Scotland.

These four titles represent a balanced photographic overview of the railways of Northern Ireland with an equal if not greater weighting given to images of stations/features as is given to trains. In this regard, they are to be welcomed. A lot of railway photographs tend to reappear in every publication, but the author has done well in his sourcing of material in that very few if any of the 'classics' appear. In addition, brief historical details are given for each line with the date of closure for any stations no longer open.

However, detractions from these works include the quality of reproduction, which is variable and your reviewer wonders if this is to do with the quality of the original material used or with the printing process. There is also a tendency to refer to the Republic of Ireland as 'Eire' and misleading information as to the cause of the 1889 Armagh railway accident. In addition, I believe that the photo on page 9 of the work on Down and Armagh is Dundrum, Co Dublin and not Dundrum, Co Down.

**W&R JACOB – CELEBRATING 150 YEARS OF IRISH BISCUIT MAKING.** Séamas Ó Maitiú. E18.40. ISBN 0-9534293-1-8. Dublin: Woodfield Press, 2001.

Written by IHA1 member Séamas Ó Maitiú, this book represents a 150 year review of biscuit manufacturer, Jacob's. Starting with a brief history of the Jacob family and their Quaker background, the book follows the firm from its initial base in Waterford, to Peters Row/Bishop Street in Dublin, through the factory fire of 1880, expansion abroad and the 1913 lockout (sparked, incidentally, by a lockout at Shackleton's Mill in Lucan) and the 1916 rising.

Later events include the merger with Bolands in 1966 to create Irish Biscuits, the move from Bishop Street to Tallaght and takeover by French Group BSN Danone.

This book also details the incident involving a halfpenny which gave rise to the following saying: "halfpennies make shillings, shillings make pounds and

that is why I am sitting where I am and you are standing where you are."

A concise chronology of events in the company's history complements this worthwhile publication.

*Note that Seamus will talk on Jacobs at Tallagh Library, Dublin, on Wed 4 Sept (7.30pm). There is also an exhibiton in the library from 1-27 Sept.*

**THE MEN WHO BUILT BRITAIN – THE IRISH NAVVY.** Ultan Cowley. E25/£19.70. ISBN 0-86327-829-9. Dublin: Wolfhound Press, 2001.

The contribution that the Irish navy made to the infrastructure of Britain is the subject of this publication. A very heavy work (both both senses), it is the sort of book that can only be read in small doses. This however, does not detract from its quality.

The author opens with an analysis of the factors which lead to emigration to Britain which in turn gave rise to the phenomenon of the Irish navy. The role of the navy and the social conditions in which he operated are extensively dealt with industry-specific examples and stories, including a chapter on the McAlpine firm, well known as an employer of Irish manual labour. All of this is covered whilst never losing sight of the appalling working and living conditions which the navy had to endure.

The most fitting contrast to the opening chapter is said, without words, on the final page of the book. It is a reproduction of a FAS (Irish job training agency) advert from 1997 advertising for construction workers to come to Ireland to build the now dead Celtic Tiger.

As a contribution to Irish industrial heritage, there is little of interest in the book. That said, as an understanding of conditions which the industrial labourer faced, the work is excellent and the images reproduced in the book, while of British subject matter, are nonetheless interesting.

**ALONG UTA LINES – ULSTER'S RAIL NETWORK IN THE 1960s.** Ian McLarnon Sinclair. £14.99. ISBN 1-898392-77-3. Newtownards: Colourpoint Books, 2002.

It is rare to come across a railway publication which looks at the industrial heritage aspect of railways. *Along UTA Lines* is one such publication. Drawing heavily on the photographs of Alan McCutcheon (of *Industrial Archaeology of Northern Ireland* fame), the book is a photographic record of stations and other built heritage structures of Northern Ireland's railways which were in use in the 1960s. Useful information as to the present status of structures featured is provided in the accompanying text (mainly recording the demolition of the structure!). The coverage of each station featured is

complimented by a track/features diagram. Well known architectural features, such as Helen's Bay station and less well known structures, including an impressive side view of Templepatrick station building, are covered in the book. I would strongly recommend it.

**MACKEREL AND THE MAKING OF BALTIMORE, CO CORK, 1879-1913.** E11. ISBN 0-7165268-1-6. Dublin: Irish Academic Press, 1999.

This book looks at the establishment, growth and decline of the mackerel fishing industry in Baltimore, Co Cork. The book begins in the year in which a concerted effort by one local landlord, the parish priest, and the local community led to the initiation of two separate, but related initiatives, that allowed Baltimore to progress economically with growth of Celtic Tiger proportions. These were the creation of a fund to grant 20-year interest-free loans of 50% of the cost of a fishing boat and the establishment of a Fishery School under the Industrial Schools Act.

Chapters on the economic, social and political impacts of the industry on Baltimore and details of the development of the town's maritime infrastructure make this publication a worthwhile multidisciplinary study of this former industry.

*My thanks to Ron Cox, Ruth Delany, Ewan Duffy Brian Goggin, and Mary McMahan for their contributions. All items of industrial interest will be gratefully received by the editor, Fred Hamond, at the address below. The next issue will be in **January 2003**; copy by end of December please.*

#### **IHAI Committee, 2002-03**

**President:** Ron Cox, Centre for Engineering Heritage, Museum Building Trinity College, Dublin (01-6082544; e-mail rcox@tcd.ie).

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

**Secretary:** Ewan Duffy, 175 Kingsbry, Maynooth, Co Kildare (01-6286774; 086-8549720)

**Treasurer:** Dan Hurst, 27 Churchview Drive, Killiney, Co Dublin (01-2854640).

**Membership Secretary:** Dermot McNamara, 95 Bulfin Rd, Dublin 8 (01-4535827).

**Web:** Cormac Scally, 114 Marlborough Pk Central, Belfast 9 (048-90209735; e-mail cormac.scally@ntlworld.com).

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## HERITAGE WEEK EVENTS, 1-8 SEPT: INDUSTRIAL HERITAGE

### REPUBLIC OF IRELAND

#### WEST CLARE RAILWAY, KILRUSH, CO CLARE

Mon 2 and Tue 3, 10am - 6pm

Tour of the 1892 Station House. Lecture (on Monday) on the history of the West Clare Railway immortalised in the Percy French song 'Are you right there Michael', train journey and a film. Venue: West Clare Railway Museum, Moyasta, Kilrush. Adult: E6.00 Children: Free on above dates only. Contact: Jackie Whelan (tel 065-9051284).

#### WALKING TOUR OF DUBLIN PORT

Sun 8, 2.30pm – 5pm

Free guided walk of Ringsend and Dublin Port led by Mary McMahon on behalf of Duchas and Waterways Ireland. Venue: Meet at 2.30pm at Waterways Visitor Centre.

#### NATIONAL PRINT MUSEUM, BEGGARS BUSH, DUBLIN

Sun 1, 12 noon - 6pm

Traditional printing festival and demonstrations of hot metal printing machines. Adult: E3.50. Child: E1.90

Mon 2 to Sun 8: Mon–Fri, 10am–5pm; Sat Sun, 12 - 5pm. Daily guided tours of the National Print Museum, showing a unique collection of implements, artefacts and machines from all areas of printing. Free on Sun 8 only. Otherwise, Adults: E3.17, Concession: E1.90, Family: E6.35.

Sat 7, 12 noon - 5pm

Special printing workshops for children aged 5 - 10 years. E1.90 per child.

Contact: Mairéad White (tel 01- 6603770)

#### COUNTY LIBRARY, TOWN CENTRE TALLAGHT, CO DUBLIN

2 - 27 Sept Library opening hours

Free exhibition - The Story of an Irish Industry: W and R Jacob - 1851 to the Present.

Wed 4, 7.30pm

Launch of Exhibition and free illustrated talk by Seamus O' Maitiú.

Contact: Kieran Swords (tel 01-4620073)

#### FRY MODEL RAILWAY, CASTLE DEMESNE, MALAHIDE, CO DUBLIN

Tue 3 and Thur 5, 11am

Talk on the Fry collection and the history of Irish railways. Adult: E5.50 Concession: E5.00. Venue: Fry Model Railway, Malahide Castle Demesne, Malahide. Contact: John Dunne (tel 01- 846 3779)

#### ANNA LIFFEY MILL, LUCAN, CO DUBLIN

Sat 7, 2pm - 5pm

Tours of intact 19<sup>th</sup> century water-powered flour mill, complete with turbines and milling machinery.

#### FINTOWN-GLENTIES RAILWAY, FINTOWN, CO DONEGAL

Sun 8, 3pm

Free guided walk along old railway line and Lough Fin (meet at Railway Station). Contact: Seamus Mac Giollaibhuf (tel 075-46247).

#### OLD WATERWORKS, TERRYLAND, GALWAY

Sun 1 to Sun 8 Sept, 10.30am - 5pm

Free access to old waterworks and its industrial archaeological equipment. Contact: Jim Higgins (tel 091-536547).

#### GLENGOWLA MINES, OUGHTERARD, CO GALWAY

Sun 1 and Sun 8, 10am – 5.30pm

Guided 20 minute underground tour of an abandoned 18th century mine. E5.50. Contact: Keith Geoghegan (tel 087-2529850/ 091-552021).

#### IRISH STEAM PRESERVATION SOCIETY, STRADBALLY, CO LAOIS

Sun 1, 2.30pm - 5pm

Train rides on Ireland's longest-established heritage railway. These are usually steam powered with veteran diesel locomotives in reserve. First ride - Adults: E3.00, Children: E1.00 Additional rides free if space available. Venue: Stradbally Hall, Stradbally, on N80 road. Contact: Mrs Ette Kennedy (tel 0502-25444).

#### BARNAGH TUNNEL, CO LIMERICK

Sun 1, 6.30pm

Free guided walk of 120 year old railway tunnel on the former Limerick-Tralee line with storytelling by Eddie Lenihan and musical accompaniment. Venue: Meet on N21 at lay-by four miles west of Newcastle West. Contact: Liam O'Mahony (tel 069-61121).

#### WOOLLEN MILLS VISITOR CENTRE, FOXFORD, CO MAYO

Sun 1 and Sun 8, 12 noon – 6pm.

Free mill tours. Contact: Frank Devaney (tel 094-56756).

#### AVOCA MINES, CO WICKLOW

Sun 1, 3pm

Free guided walk of the mines. Venue: Meet at White Bridge Tigroney, Avoca, halfway between the meetings and Avoca. Contact: Nick Coy (tel 045-866400).

## NORTHERN IRELAND

### ORMEAU ROAD GASWORKS, BELFAST

Sat 7 and Sun 8, 10am – 4pm. Free tours of recently converted Belfast Gasworks head office, built in 1888 part of Ireland's largest gasworks. as

### COACH TOUR OF INDUSTRIAL BELFAST

Sun 8, 2pm - 5pm

Free coach tour of significant industrial sites in Belfast, led by Ian McQuiston. Venue: Meet at 1.50pm at former Ormeau Road Gasworks Bus leaves promptly at 2pm. Pre-booking essential. Contact: Tracey (tel 028-90543076)

### WALKING TOUR OF LINEN CONSERVATION AREA, BELFAST

Sat 7, 2pm

Walking tour of buildings associated with Ulster linen industry in Belfast City Centre. Venue: Meet at 2pm at Bedford House, Bedford St.

### BELFAST HARBOUR TOUR

Sat 7 and Sun 8, 2pm – 3pm

Free guided boat tour of Belfast Harbour and Harland & Wolff shipyards. Venue: Meet at 1.50pm beside the Big Fish sculpture at Lagan Lookout. Boat leaves promptly at 2pm. Pre-booking essential. Contact: Tracey (tel 028-90543076)

### CONWAY MILL, CONWAY ST, BELFAST

Sat 7, 11am – 4pm and Sun 8, 12 noon – 4pm

Free tours of 1840s flax spinning mill, one of the most intact still surviving in West Belfast.

### FLAME, 44 IRISH QUARTER WEST, CARRICKFERGUS, CO ANTRIM

Sat 7 and Sun 8, 10am – 6pm

Free entry to Flame: Gasworks Museum of Ireland. Entry fee at all other times (daily 10am – 6pm). Contact: Laura McLroy (tel 028-93369575).

### ULSTER AVIATION MUSEUM, LANGFORD LODGE, CRUMLIN, CO ANTRIM

Sat 7 and Sun 8, 1pm – 6pm

Free exhibition of aviation memorabilia housed in former RAF airfield. Venue: Follow signs for Langford Lodge from Nutts Corner Roundabout.

### IRISH LINEN CENTRE, LISBURN, CO ANTRIM

Sat 7, 9.30am – 5pm

Late 17<sup>th</sup> century market house with comprehensive display on Ulster's linen industry. Free entry

### WHITEHEAD EXCURSION STATION, CASTLEVIEW RD, WHITEHEAD, CO ANTRIM

Sun 8, 2pm – 5pm

HQ of Railway Preservation Society of Ireland. Workshops etc in 1907 railway station. Site tours and steam train rides.

### MONEYPENNY'S LOCK HOUSE, BRACKAGH, PORTADOWN, CO ARMAGH

Sat 7 and Sun 8, 2pm – 5pm

Free exhibition of canal memorabilia house in former lock house on Newry Canal. Venue: Off A50 Portadown – Gilford Rd.

### BALLYDUGAN FLOUR MILL, BALLYDUGAN, DOWNPATRICK, CO DOWN

Sat 7 and Sun 8, 10am – 6pm

Massive late 18<sup>th</sup> century flour mill recently converted into a hotel and restaurant. Venue: Off A25 Downpatrick – Clough Rd.

### ST JOHN'S POINT LIGHTHOUSE, KILLOUGH, CO DOWN

Sat 7 and Sun 8, 10am – 5pm

Free tours of 1844 lighthouse designed by George Halpin. Venue: Coach shuttle will operate from carpark in Killough. Strictly no vehicle access to lighthouse road. Please leave your car in Killough

### BALLYCOPELAND WINDMILL, MILLISLE, CO DOWN

Sat 7 and Sun 8, 10am – 6pm

Northern Ireland's only working windmill (one of three in Ireland). Venue: Off B172 Newtownards – Millisle Rd.

### WALKING TOUR OF SAINTFIELD, CO DOWN

Sat 7, 3.30pm

Free guided walking tour of Saintfield Conservation Area with overview of town's industrial heritage. Venue: Meet at the Guildhall, The Square, Saintfield.

### POWER HOUSE MUSEUM, ROE VALLEY COUNTRY PARK, LIMAVADY, CO DERRY

Sat 7 and Sun 8, 2pm – 4pm

Free entry to Ulster's oldest surviving hydro-electric power station, established by John Ritter in 1896.

### HERITAGE CENTRE, BENBURB, CO TYRONE

Restored former linen mill (Orr's Mill), complete with weaving and beetling equipment. Venue: Follow brown signs from Benburb (off A29 Armagh – Dungannon Rd).

### DYAN MILL, CALEDON, CO TYRONE

Sun 8, 12 noon – 6pm

Corn mill complex dating from 1829. Recently restored to working order. Venue: On B45, 3 miles north of Caledon.

### WELLBROOK BEETLING MILL, CORKHILL, COOKSTOWN, CO TYRONE

Sat 7, 2pm – 6pm

Beetling mill in full working order, owned and operated by National Trust. Venue: 4 miles west of Cookstown.