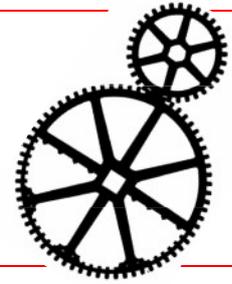


INDUSTRIAL HERITAGE ASSOCIATION OF IRELAND **NEWSLETTER**

www.ihai.ie

No 37
August 2011



DIARY DATES

20–28 Aug	National Heritage Week - events throughout the country.
26 Aug–1 Sept	AIA Conference, Cork.
8–12 Sept	RPSI Rail tour of Leinster.
9-11 Sept	MHTI fieldtrip to mines in counties Cavan and Fermanagh.
1-2 Oct	IHAI Autumn Tour, Shannon Estuary.
<i>Items in bold are organized by the IHAI</i>	

EDITORIAL

Welcome to the Autumn newsletter which brings you news of two major events taking place shortly - the AIA conference in Cork in late August and the IHAI tour of the Shannon Estuary in early October. And not forgetting a plethora of Heritage Week events, some of which may well have started by the time you read this!

Because of the (irregular!) interval between newsletters, everyone is urged to keep their email addresses up to date so that they can be notified of forthcoming events at short notice. For those without the internet, there's always the local library so you can follow the IHAI website <www.ihai.ie> and also check out the web links from the articles below.

NATIONAL HERITAGE WEEK, 20–28 AUG

Ireland's annual Heritage Week is co-ordinated by the Heritage Council and will run from Saturday 20th to Sunday 28th August. Of particular industrial interest are:

Sat 20 – Sat 27 Aug

- Photo Exhibition of Cork, Bandon and South Coast Railway at Bandon Library, South Main St, Bandon, Co Cork.

Sat 20 – Sun 28 Aug

- 'Celebrating the Floating Heritage of the Irish Inland Waterways'. A multimedia display of Grand Canal barges and other Irish heritage boats at Tullamore Dew Heritage Centre, Tullamore, Co Offaly.

Sun 21 Aug

- 'Children of the Mine'. Stories from 19th century mining as told through the words of the miners and as dramatised by the children of Knockmahon School. At the Copper Coast Centre, Knockmahon, Bunmahon, Co Waterford.
- Walk to Ardnakinna Lighthouse from the Heritage Centre, Bere Island, Co Cork.
- 'Ancient Fields And Ancient Farming'. Guided tour of the field systems and lesser known mines around the Copper Mine Museum, Allihies, Beara, Co Cork.

Mon 22 Aug

- Illustrated talk on the Grand Canal from Edenderry to Shannon Harbour at Offaly Historical & Archaeological Research Centre, Bury Quay, Tullamore.
- 'The Metals'. Rob Goodbody leads a walk along the former contractor's railway which brought granite from Dalkey Quarry for the construction of the West Pier at Dun Laoghaire (see also book review below).

Wed 24 Aug

- 'Heritage Unveiled'. Unveiling of an old heritage anchor and stone sculpture, and talk by waterways historian Brian Goggin at Riverside Park, O'Briens Bridge, Co Clare.

Fri 26 – Sun 28 Aug

- '107B On Tour'. Barge 107B has been refurbished to function as an exhibition space for canal memorabilia and will be plying the north Barrow system during Heritage Week. Go to <www.107bonline.com> for times/locations of the boat.

Sat 27 Aug

- 'Water Heritage Open Day'. Learn about water at the Lifetime Lab, Old Waterworks, Lee Road, Cork.
- Display of trams and other transport-related items at the National Transport Museum, Howth Castle Demesne, Fingal, Co Dublin.

Sun 28 Aug

- Tour of Avoca copper and sulphur mines, led by Nick Coy and starting at the East Avoca Mines, White Bridge, Tigroney, Co Wicklow.
- Open days at three Irish Landmark Trust properties - Wicklow Head Lighthouse, Dunbur Head, Co Wicklow; Galley Head Lightkeepers' Houses, Clonakilty, Co Cork; and Loop Head Lightkeepers' House, Kilbaha, Co Clare.
- Steam day at Oakfield Park, Oakfield Demesne, Raphoe, Co Donegal.

For details of times etc, visit the Heritage Week website, <www.heritageweek.ie>.



Galley Head Lighthouse (Irish Landmark Trust)

AIA CORK CONFERENCE

The Association for Industrial Archaeology is holding its annual conference in Cork this year from Friday 26 August to Thursday 1 Sept inclusive. It is being organised on the AIA's behalf by a team headed by Colin Rynne, IHAI President and also Senior Lecturer in Archaeology at University College Cork. Members with email addresses will have been circulated about this, but for those that can't be contacted in this way, here are the details.

The programme kicks off with a series of lectures on Friday morning on a variety of topics - Portlawn, narrow-gauge railways in Munster, Limerick's milling heritage, Ireland's inland waterways, a day in the life of an industrial archaeologist, distilling in Co Cork, and 19th century urban planning in Munster. In the afternoon, there will be a visit to Middleton Distillery. After dinner, Colin will give a presentation on the industrial archaeology of the south Munster region.

Saturday sees a full day of talks, covering the Shandon Butter Exchange, Bunmahon copper mines, and Monard Iron Works to name but a few topics. The AIA's annual dinner will take place that evening.

The Association's AGM will take place on Sunday morning, followed by the Rolt Memorial Lecture by Prof Patrick Malone (Brown University, USA) entitled 'The use of water-power in the textile industry of Lowell, Massachusetts'. Ballincollig Gunpowder Mills will be visited in the afternoon and Prof Billy O'Brien will talk on the Ross Island copper mines in the evening.

The rest of the week comprises a series of excursions:

Mon 29th: Chetwynd viaduct, Bandon Town, Allihies copper mines.

Tue 30th: Cork Corporation Waterworks (IHAI Award Winner, 2010) and walking tour of Cork's industrial heritage (Beamish & Crawford Brewery, Lee Maltings, North Mall Distillery, Ford Motor Company).

Wed 31st: ESB hydro-electric power station at Ardacrusha, Co Clare, followed by a tour of Limerick's industrial heritage (City Docks, Landsdowne flax spinning mill, Customs House, and Wellesley Bridge).

Thur 1st Sept: Tours of Cobh, Kinsale and environs.

You can sign up for the lecture programme and/or the excursions on a daily basis. Full details of the various options and costs will be found in the AIA's website, <<http://industrial-archaeology.org/aconf.htm>>.

Because it is so close to the event, please let Stephen Miles, the AIA's co-ordinator, know at once of your intentions emailing him at <thunderer@live.co.uk> or by phone +44 (0)1604 239468. He needs to inform Cork University of numbers attending by 22 Aug, so act quickly if coming!

IHAI AUTUMN TOUR, 1-2 OCTOBER 2011

Brian Goggin

Transport is the main theme of the IHAI's autumn tour, which will travel down the Clare side of the Shannon Estuary, with an overnight stay at Kilrush, cross by ferry and return to Limerick on the Kerry/Limerick side.

In the early 19th century the Shannon Estuary was at the forefront of steam shipping technology and transport

management. It was also important in the development of the Irish agricultural export economy: steam allowed a firkin of butter from Kilrush to reach Liverpool in four days, or live cattle from Ballinasloe to get there in three.

The estuary steamers are long gone, but the stone piers they used remain: some were still used well into the 20th century. But technological development on the estuary did not stop with the steamers: there were interesting railways too, including the West Clare Railway and the Lartigue monorail from Listowel to Ballybunion, and a transatlantic flying-boat base at Foynes.

Trip outline

A coach will leave Limerick Railway Station on Saturday morning (1st Oct 2011). Those travelling by train from Dublin should aim to be on the 08.00 train, changing at Limerick Junction and arriving in Limerick at 10.15.

First stop is the quay at Clarecastle, a small town at the head of the Fergus Navigation and the port for Ennis. Apart from its quays, it offers views of the extensive embankments characteristic of the Fergus and the upper reaches of the Shannon Estuary. There are usually some gandalows moored nearby: these wooden boats were used by the estuary pilots as well as by fishermen, duck-hunters and farmers tending to cattle on the islands.

After an early lunch (soup and sandwiches) in a local pub, the next stop is at Cappa, the steamer pier outside Kilrush, which was also a station on the West (South) Clare Railway; bring binoculars for a good look at the lighthouse and battery on Scatterry Island.

After that it's the West Clare Railway at Moyasta, winner of an IHAI award in 2010 for the restoration of the original steam locomotive Slieve Callan. The WCR has other interesting artefacts on display and has converted a carriage to show videos.

Then back to Kilrush, where there will be an opportunity for a walk around the industrial heritage sites and the colourful streets of this little port town.

That evening Paul O'Brien of the Kilrush Local History Society will talk about the Glynn family of Kilrush, millers, ship owners, film makers and much else besides. Paul has been given access to the extensive Glynn archive and is writing a PhD on the subject. Aptly, this talk will be held in the former Glynn Mill, courtesy of Louis Keating of L&M Keating.

Sunday morning begins with a ferry trip across the estuary, with views of Kilkerin Battery, Tarbert Lighthouse, and the power stations at Tarbert and Money-point; there may even be dolphins!

At Tarbert, the pier built by the City of Dublin Steam Packet Company is worth a quick look. Then on to Listowel, to the Lartigue monorail. While the equipment is not original, the complex operations are faithfully reproduced and there are interesting films too.



Lartigue Monorail, 1888

Then back via Tarbert to the scenic coast road and on to lunch at Foynes, followed by the tour of the flying-boat museum. There should also be time to examine the harbour and the lovely old railway station. The coach will return to Limerick in time for Dubliners to catch the 16.35 train, reaching Dublin at 18.57.

Accommodation and transport

Kilrush does not have a hotel, but there are over 40 B&B rooms within a reasonable distance of the town centre. On the basis of previous experience, that would be enough to accommodate the likely number of participants on the tour, but it would be advisable to book early. This cost is not included in the tour fee.

Please also note that transport will be by coach to/from Limerick railway station. Also included in the price are lunches on both days and admission charges to the West Clare and Lartigue Railways, and the Foynes Flying-Boat Museum.

See the separate page enclosed with this newsletter for accommodation details and booking form.



Tarbert Lighthouse, with power station behind.

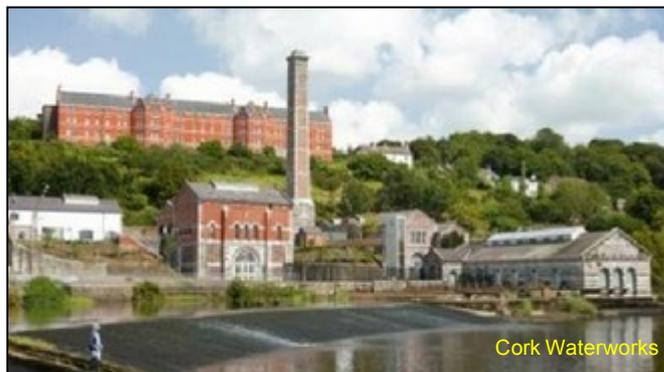
IHAI AWARDS

Our sixth Annual Awards Ceremony was held at ESB HQ on 9 March last. These awards recognise the contribution of individuals and organisations to the preservation of Ireland's industrial heritage.

This year's recipient projects celebrated the preservation of a waterworks, the publication of a book on mining history, a lifetime of work in reopening a canal, and the restoration of a steam loco.

IHAI President Colin Rynne opened proceedings by remarking: "The IHAI is particularly pleased to acknowledge the effort and commitment of the winning projects who have worked tirelessly to restore and document local industrial heritage sites, some of which are now important tourist and education attractions". He handed over to Brid Horgan, ESB Executive Director, who presented the awards as follows:

Best Museum/Industrial Heritage Site went to the Lifetime Lab, operated by Cork City Council at its former Waterworks on the River Lee. This site is widely acclaimed to be one of the best preserved industrial heritage sites in Ireland and supplied the city from the 1760s. The surviving buildings date from the 19th and 20th centuries and have been conserved along with all the equipment - coal-fired boilers and economisers, steam engines and water turbines. The award was accepted on behalf of the Lab by Michael O' Brien. Find out more about this site at <www.lifetimelab.ie>.



Cork Waterworks

Best Publication was awarded to Diane Hodnett for her book *The Metal Mines of West Cork* which traces the region's mining history (see review in the Dec 2010 Newsletter).

Lifetime Award was presented to Ian Bath who founded the Royal Canal Amenity Group in 1974 and who has been tireless in promoting the restoration of the Royal Canal which reopened in 2010. He co-authored, with Ruth Delany, *Ireland's Royal Canal* (reviewed in the Dec 2009 Newsletter).

Best Restoration Project went to the West Clare Railway for its restoration of the *Slieve Callan*, a steam loco used on this 3-foot line between Ennis and Miltown Malbay. The work was carried out by Alan Keefe Engineering of Ross-on-Wye and was funded by local businessman Jackie Whelan, who invested €1 million over a 10-year period. Further details of the West Clare Railway are at <www.westclarerailway.ie>. We shall also be visiting the railway, now based at Moyasta Station, during the IHAI's October tour.



Slieve Callan

IHAI AGM 2011

Our AGM took place at the Old Jameson Distillery, Bow Street, Dublin on Sat 26 March. Reports were presented by the President, Secretary and Treasurer. A change to our Constitution was approved, enabling the President to remain in office for three years, not two as previously. Reggie Goodbody retired from the Committee and we thank him for his invaluable service. Brian Goggin, a former editor of the Inland Waterways Association Newsletter came on the committee, which is otherwise the same as 2010-11.

The formal proceedings were followed by lunch and a tour of the distillery.



2010 Award recipients. *Front row, left to right:* Diane Hodnett (Best Publication), Ian Bath (Lifetime Award). *Back row, L to R:* Jackie Whelan (Best Restoration Project), Brid Horan (ESB Director), Dr Colin Rynne (IHA President), Michael O' Brien (Best Industrial Heritage Site). ESB

WICKLOW TOUR

Our Spring Tour took place on Sat 7 May to three sites of industrial heritage interest in the Wicklow Mountains.

We assembled at the **Vartry Waterworks** near Roundwood where we were met by works' engineer Ned Fleming who took us on a conducted tour. He told us that the lower of the two reservoirs was constructed between 1862 and 1867 and was Dublin's first major water supply. Designed by Parke Neville, its location has the advantage of being in an unpopulated area, supplied by an unpolluted river (the Vartry) and high enough (at 210m OD) for the water to be gravity feed to the City without pumping. The dam itself is a 500m long earthen embankment with a puddle-clay core and impounds some 11,000 million litres of water.

The water is drawn off through an arched tunnel under the dam to the treatment works, where it is filtered in sand beds before being chemically treated to remove its peaty colour, reduce its acidity and kill off bugs. The flow into the treatment works is also harnessed en route by a small electricity-generating Kaplan turbine.

We then progressed to the upper reservoir, also impounded by an earthen gravity dam and added in 1908-25 to give an additional capacity of 5500 million litres. Designed by John O'Sullivan, a notable feature is its ashlar granite bell-mouthed overflow shaft. In 1999 the dam was heightened by a metre as a flood safety measure.

An excellent lunch was had by all at Kavanagh's in Roundwood before we journeyed on to Laragh and the **Glendasan Mine** just below the Wicklow Gap.



The filter beds below the Lower Dam



Entrance to the tunnel under the Lower Dam



Clockwise from top: IHAJ members, friends and pet at the entrance to the sluice room below the Upper Dam; Ned Kelly beside the Dublin City coat of arms on the Lower Dam; Water take-off tower and access gangway at the Upper Dam.

Unfortunately the weather had now taken a turn for the worse, so it was a somewhat reduced party which ventured out from the car park on to the desolate slopes of Camaderry Mountain to inspect the remnants of the lead workings. As befitted our party, this locality is captioned as 'Old Hero' on the OS maps (for the record, there were also young heroes and heroines as well)!

Although mining in this area started around 1809, it didn't really develop until 1826 when the Mining Company of Ireland took over. Operations continued under several owners until 1957.

The collapsed entrances to various shafts are still to be seen, along with vestiges of the ore dressing floors, crushing house and settlement tanks. Water power was used for the ore stampers and the headrace from Lough Nahanagan was still quite evident (this lough is now part of the ESB's pumped storage scheme at Turlough Hill). Once separated out, the lead-rich ore was dispatched to Ballycorus for smelting.

Our final stop was the **Glendalough Mine**, reached by a picturesque walk to the far end of the Upper Lake. That this area is called 'Van Dieman's Land' (Tasmania)



Panorama of surface workings at Old Hero Mine, Glendasan



Looking west across the dressing area at Glendalough Mine. The 19th century ore crushing building is at centre

is apt given that it is in the back of beyond! We were fortunate in having Alice Bentley of Blackwood Associates as one of our group. She had carried out detailed historical research and extensive fieldwork in this area as part of a Conservation Plan for Wicklow County Council, so was able to explain the extensive remains to us.

Lead mining started under the Mining Company of Ireland in 1850 and the various adits (horizontal shafts) into the southern slopes of Camaderry Mountain were soon connected up with those on the Glendasan side. This enabled all the ore mined inside the mountain to be brought out on the Glendalough side where it was taken down an inclined railway to the floor of the valley for processing. Here a small village of miners' houses developed. Although actual mining ceased in the 1880s, reworking of the spoil heaps for residual lead ore continued into the 1920s.



Remains of 20th century ore crusher

Apart from the collapsed adit entrances and extensive spoil heaps, notable features include a large dam which impounded water for a nearby ore crushing mill, the ruinous shell of which still survives. Below it is a tailings pond constructed c.1910 in an attempt to reduce heavy-metal pollution of the river. An almost intact roller crusher stands in splendid isolation. A small roofless terrace of houses also survives. Also evident was the considerable erosion caused by rain and the ever changing course of the river, both of which will be major challenges in the site's preservation. By the end, our party had reduced considerably in number but fortunately the heavens didn't reopen until we were all safely back at the main carpark!

Our thanks go to Ron Cox for organising the tour, Ned Fleming for a fascinating tour of Vartry, and Alice Bentley for guiding us around Glendalough.

RPSI STEAM TRAIN TOURS

The Railway Preservation Society of Ireland is organising a series of weekend of rail excursions on former Great Southern and Midland Great Western lines in Leinster in early September.

The programme starts on Thursday 8th Sept with a diesel from the RPSI's HQ at Whitehead, Co Antrim to Dublin Connolly. On Friday there is a return journey, again by diesel, to Limerick via the Nenagh Branch. Saturday and Sunday see return steam trips to Kilkenny and Mullingar respectively. The programme ends on Mon 12th with a one-way by steam back to Whitehead.

For further details, costs and booking, go to the RPSI website <www.steamtrainsireland.com>.

MINING HERITAGE TRUST EXCURSIONS

On Friday 9 Sept, the MHTI is organising a fieldtrip to Kingscourt Gypsum Mine, Co Cavan. Activities continue over the following two days with visits to other former workings in counties Cavan and Fermanagh. The outdoor programme for 2011 concludes with a visit to the Ballycorus and Killiney mines, Co Wicklow on Sat 12 Nov. For further details, contact Matthew Parkes on 087 122 1967 or email him on mparkes@museum.ie.

GETTING INDUSTRIAL HERITAGE ONLINE

Brian J Goggin

I'd like to encourage more people to put more Irish industrial heritage material on the internet. My own contribution is my website *Irish Waterways History*, <<http://irishwaterwayshistory.com>>. It has had just over 150,000 visitors since January 2009 and averages about 5500 a month.

I decided to set it up after I had visited some little-known waterways, for instance the canal at Johnstown in Co Kilkenny. There was little information about them on the internet, and I thought that other people might be interested in seeing what I had found. So my first attempt at getting on line was a photographic site, <www.pbase.com/bjg>. That site is still up but hasn't been updated and its contents are being transferred gradually to my new site.

I found I often wanted to comment on a feature or to explain the history of the construction and use of some



And then there were seven! The others had obviously seen enough water for one day!

artefact. However, the photographic site didn't really cater for large amounts of text, so I looked for an alternative - something that would allow me to add new material easily, without having to either learn HTML or pay someone to develop and maintain the site.

I decided to use *WordPress*. They make free software <www.wordpress.org> which you can use on a web host of your choice. I chose the paid-for version, for which they provide hosting <www.wordpress.com>. I arranged a domain name and pointed it to my new site, so it shows up as <irishwaterwayshistory.com> rather than a sub-page of WordPress.

WordPress was designed as blogging software, but I like the fact that it allows me to show two different types of material. I can research a topic, add photos and put it up as what WordPress calls a *page*; I can also dash off a quick message or comment that will appear as a blog-type *post*. The most recent posts appear on the site's home page; the other pages are listed in a categorised column on the right hand side. There are various other tools (search facilities, galleries and slide-shows) and I can easily save copies on my own computer.

I sometimes use posts to call attention to new pages and also mention them on relevant forums (e.g. the IHA's) and mailing lists. Some people subscribe to the site to get notified by email or RSS feed when new material appears. However, most visitors find the site by using search engines and some leave comments, often adding some local or technical information.



I pay all the costs myself, but they are relatively modest. Maintaining the site forces me to write up some of the information I have, but that is a useful discipline in itself. There is quite a lot of material about the minor Irish waterways, including the Lower Shannon and Fergus Estuary. Much work is still in progress as there are many estuary quays yet to be documented. I also have a section on waterways artefacts, another on vessels. And the Opinion section allows me to let off steam!

My site is never going to be amongst the most popular on the internet, but I think it's useful in making heritage material more accessible. Individual pieces require much less work than scholarly papers, but I have built on some of them and will be building on others. The website is available both to those already interested in industrial, transport or waterways heritage and to those with only a passing interest such as: people from the area or members of local history societies. The site also makes concrete what industrial heritage, that rather nebulous concept, actually means — at least to one person — and might thereby make the field better known and more widely appreciated.

CAN YOU HELP?

Wilson Phipson

Edith Blennerhassett is an engineer with an interest in the historic development of building services systems. She is also a member of the Heritage Committee of the Chartered Institute of Building Services Engineers (which is affiliated with Engineers Ireland).

She is currently researching Wilson Phipson, a mechanical engineer known for his work on warm air heating systems. He was born in 1838 and died in 1891 and is thought to have worked in Ireland in his later years. The link www.hevac-heritage.org/victorian_engineers/hipson/hipson.htm gives what's known about him so far, but she'd like to find out more and even obtain a photograph of him. If you can help, please email her at edith.blennerhassett@engenvironments.com.

Flahavans

Hugh Oram is working on a history of Flahavans, oat millers of Kilmacthomas, Co Waterford. He's looking for any anecdotes, stories and old photos relating to the firm. If anyone has such material, please contact him at Flahavan & Sons Ltd, Kilnagrang Mills, Kilmacthomas, Co Waterford, or email him at clariwood@eircom.net.

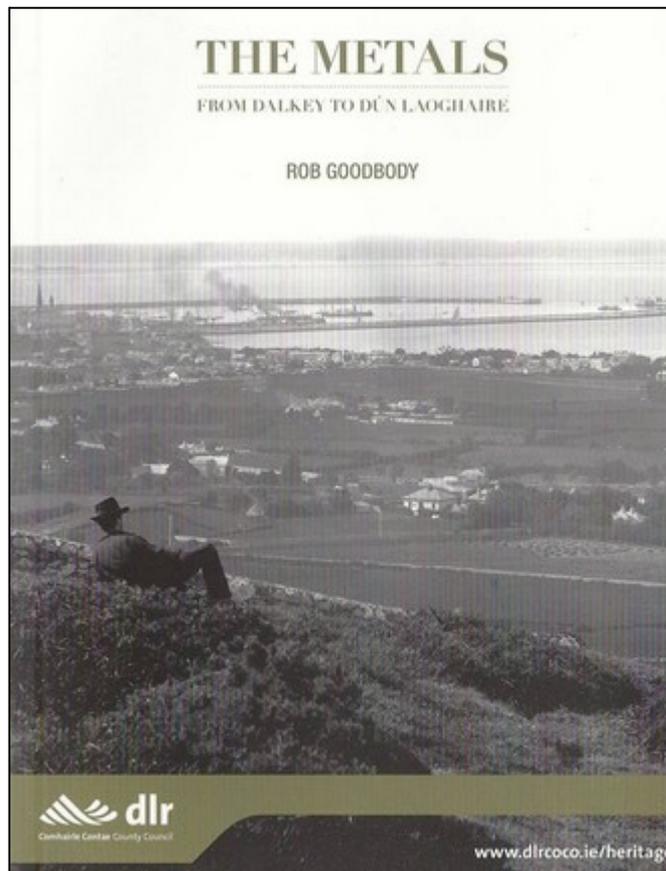
--- REVIEW ---

THE METALS FROM DALKEY TO DUN LAOGHAIRE.

Rob Goodbody, 2010. 134 pages. Published by Dún Laoghaire-Rathdown County Council. ISBN: 9780 9557 82930. Available from the Council's Heritage Office and local bookshops, price €10.

The Metals is a popular walking and cycling route between Dún Laoghaire and Dalkey and originated in the 1810s as a truckway that brought over 600,000 tonnes of granite for the construction of the East and West Piers.

This book looks at all aspects of the Metals' operation, including the quarries that were worked at Dalkey, Glashule and else-where and the people who toiled on



the tramway. It tells the story of when the track was laid down and of the trucks that were used. It also introduces key figures in the scheme such as John Rennie, the engineer with overall responsibility for the harbour, and John Aird, the man on the ground who supervised the works on a daily basis.

For those who have or will walk the Metals, the second section of the book is particularly useful as it details the historical development of each part of the route and explains why it is the way it is today.

Tim Carey, Heritage Officer, Dún Laoghaire-Rathdown CC

IHAI EXECUTIVE COMMITTEE 2011-12

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Vice-President: Fred Hamond.

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My thanks to Ron Cox, Brendan Delany, Brian Goggin, Daphne Hamond and Rob Goodbody for their contributions to this newsletter. Please send any articles for the next one to the editor at the above address.