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# INDUSTRIAL HERITAGE ASSOCIATION OF IRELAND NEWSLETTER

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No 26  
February 2006



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## DIARY DATES

20 Feb	Engineers Ireland lecture: Nuclear Power: a Brief History.
20 Mar	Engineers Ireland lecture: Engineering Ireland, 1830-1930.
21-23 Mar	TICCIH Conference, Chile.
1 April	Irish Mills Society bread event , Castle-dawson, Co Derry.
<b>22 April</b>	<b>IHAI AGM, Straffan Steam Museum, Co Kildare.</b>
29-30 April	Mining Heritage Trust of Ireland AGM and fieldtrip, Bantry, Co Cork.
17-18 June	Irish Mills Society fieldtrip, Co Wexford.

*Events in bold are organised by IHAI.*

Belated New Year greetings! Although the first IHAI event is not until April (our AGM), there are a couple of events organised by other groups which may interest you. This newsletter also recaps on events held at the end of last year - the IHAI Autumn tour, ESB book launch, and Working Heritage Awards presentations.

A one-day fieldtrip is planned for the Spring and your committee is also working on a major conference in the Autumn on the theme of Ireland's Industrial Heritage. Details will be given in the next newsletter.

If you'd like to be notified of short-notice events which don't make it to the newsletter, email the editor your address. Equally, if you know of forthcoming events in your own area which may also interest IHAI members, please let him know as well (contact details at end of newsletter).

Finally, a reminder that subscriptions for 2006 are now due and should be sent to Ron Cox – see the enclosed letter.

## IHAI AGM

Long-time IHAI members may recall our 1998 conference *Power from Steam* at the Steam Museum, Straffan, Co Kildare. We return to this venue on Sat 22 April, courtesy of Robert Guinness, for our 2006 AGM.

Coffee will be served from 10.30am and the formal proceedings will get underway at 11am. Do consider joining the Committee so that we can do more to foster an interest in Ireland's industrial heritage. As always, there will be a Members' Forum for you to air your views. After lunch, Robert will lead a conducted tour of his unique collection of working steam engines.

Members will receive notification of the agenda, committee nomination papers etc sometime in March.

## MILLS & MILLERS OF IRELAND EVENTS

The following events have been planned by the Society for Mills & Millers of Ireland:

*Sat 1 April*

**Bread-baking:** demonstrations/talks/tasting at Ditty's Home Bakery, Castledawson, Co Derry.

*17-18 June*

**Fieldtrip** focusing on the architecture and aspects of the law relating to mills in Co Wexford.

Full details can be found on the society's website, [www.millsofireland.org](http://www.millsofireland.org) or from the Secretary, Stephanie Bourke, Skerries Mills, Fingal, Co Dublin (tel 01 8495208).

## ENGINEERS IRELAND LECTURES

The Institution of Engineers of Ireland has changed its name to Engineers Ireland. Its Heritage Society continues its monthly programme of talks as follows:

*Monday 20 Feb 2006*

**Nuclear power: a brief history** by Frank Turvey, Chartered Engineer, Radiological Protection Institute of Ireland.

*Monday 20 March 2006*

**Engineering Ireland, 1830-1930** by Ron Cox, Chartered Engineer and Director of the Centre for Civil Engineering Heritage, TCD. This will examine how our foremost engineers shaped the country.

The lectures will be held at 22 Clyde Road, Dublin 4, starting at 8.00pm. Visitors are most welcome. For further details, contact Ron Cox on 01 6082544 or at [rcox@tcd.ie](mailto:rcox@tcd.ie).



Peter Carroll, Judith Doherty and Brendan Delany pictured at the launch of their book *A Heritage Inventory of ESB Buildings in Ireland*, at the Customs House, Dublin on 24 Oct 2005. See review on page 6.

## IHAI TOUR

Last Autumn's IHAI tour over the weekend of 24-25 September was attended by a record 26 people. Based in Birr, the group visited a variety of industrial sites in counties Offaly and Tipperary.

Saturday's tour was led by Barry O'Reilly and started at the five-arched **Riverstown Bridge** over the Little Brosna, south-west of Birr. A short distance downstream, we came to **Derrinsallow Mill**, a massive 12-bay/six-storey early 19<sup>th</sup> century water-powered flour mill. Beside it is the three-arch **Derrinsallow Bridge**, built c.1860 and an interesting contrast with the one at Riverstown. At the medieval Dominican Priory at **Lorrha**, there was much debate as to whether the building marked as 'Abbey Mill' on the 1830s OS map was or wasn't a watermill. Next on, the picturesque **Portland Harbour** lies at the end of a short channel off the River Shannon near Portumna and was constructed c.1810. Beside it are the derelict remains of a mid 20<sup>th</sup> sawmill complete with its timber kilns. **Portumna Bridge** was our last call before lunch. This five-span metal road bridge was built in 1911 and incorporates the piers of an 1834 masonry bridge erected by the Shannon Commissioners. There is an opening section at its Co Galway end and also a former operator's house on the island in the middle of the river.

After lunch in Portumna, we drove on to **Ballinderry Mill**, an early 19<sup>th</sup> century flour mill which still retains its massive waterwheel and machinery. Nearby is the five-arch **Ballinderry Bridge** of c.1790. **Borrisokane Mill** proved to be a disappointment as what had been a virtually intact water-powered flour mill some ten years ago was now a gutted shell. Apparently, its machinery was sold off to furnish a Dublin pub! The early 17<sup>th</sup> century **Shinrone glassworks**

proved elusive to find but was worth the effort even though only a fragment of the actual furnace survives. Our final stop was **Carrig Windmill**, an elegant tapered tower of c.1820. Participants were kept on their toes by

Left: Michael Lynch attempts a sneak preview of Barry O'Reilly's notes on Shinrone Glassworks.

Right: Derrinsallow Mill.

a swarm of angry bees, their nest having been trodden on by one of the party (no names, but he had the most stings)!

Sunday's walkabout focused on the industrial heritage of Birr. Our weekend base – the Maltings Guest House on Castle St – is actually a converted malt house and kiln once associated with **Robinson's Distillery**. The morning was spent in **Birr Demesne** where we saw a variety of bridges over the Little Brosna and Camcor rivers – a triple-arch brick-and-stone bridge, a single-arch reinforced-concrete bridge of 1911, and an elegant wire suspension footbridge of

c.1825. The latter is thought to be the earliest surviving suspension bridge in Europe. We also came upon a hydro-electric power station of 1879, still with its 1949 replacement turbine. The restored telescope – once the largest in the world when built by William Parsons, 3<sup>rd</sup> Earl of Rosse, in 1845, was our last stop before returning to the Maltings for lunch.

After lunch, it was a short walk down to

**Birr Bridge** over the Camcor. This bridge has been widened four times and until the 1970s there were houses across one side. Just upstream, the remains of the massive early 19<sup>th</sup> century **Manor Mill** have been incorporated into Birr Technology Centre. The nearby Bagnall's Bridge was originally a footbridge at Emly railway station on the Dublin-Cork line but was moved to Birr in 1979 to provide access to a public park. Next was **Oxmantown Bridge**, named after Baron Oxmantown (Earl of Rosse) and an 1855 triple-arch replacement of the 1817 original. The tour ended at **New Bridge** (also known as Elmgrove Bridge), a triple-arch bridge just downstream from **Birr Distillery**, part of which has been restored as a holiday home.

Thanks to Barry for all his work in organising this trip, to McCormack Coaches, and to the Maltings Guest House for facilitating our group.



## 'WORKING HERITAGE' AWARDS

To mark the tenth anniversary of the founding of the IHAI, three awards were presented at Skerries Mills on 10 December to people who have campaigned to recognise and conserve Ireland's working industrial heritage.

The Lifetime Achievement Award went to **Ruth Delany**, author of several celebrated books on Irish inland waterways, and a stalwart member of the Inland Waterways Association of Ireland, which she helped found in 1954 with her husband, Vincent Delany. Ruth was until recently a member of the Heritage Council. The award citation recognised her "invaluable advice in the setting up of the cross-border body, Waterways Ireland", and her tireless work in championing the history, heritage and tourism potential of our canals and river navigations.

Author and broadcaster **Mary Mulvihill** was presented with the Scientific Award for her guidebook, *Ingenious Ireland*, a county-by-county tour of the country's industrial and scientific heritage, and for promoting a greater public awareness of Ireland's industrial heritage.

**Skerries Mills** won the best Community Project Award. This restored milling complex in north Co Dublin boasts two large windmills and a large watermill - a unique combination that is also the densest concentration of working mills in either Ireland or Britain - and all restored to working order in the 1990s and open to the public.

The project, begun by Dublin County Council in 1989 in conjunction with FÁS, was seen to completion by Fingal County Council and Skerries Development & Community Association, and is now managed by a voluntary community group, Hill Mill Ltd. The award was presented to the Cathaoirleach of Fingal CC, Councillor Joan Maher.

Speaking at the ceremony, Norman Campion, IHAI Chairman, said that the Association was looking forward to working in partnership with Fingal County Council on the development of Liffey Mills as part of the Liffey Valley Park.

The IHAI is extremely grateful to the ESB for sponsoring the awards, and to Fingal CC for hosting this event.

## BRIDGING THE GAP

On 4 Sept last, the Old Drogheda Society hosted the John Boyle O'Reilly School at the Boyne Valley Hotel & Country Club. It took the form of a seminar and was supported by Drogheda Borough Council and Iarnród Éireann.

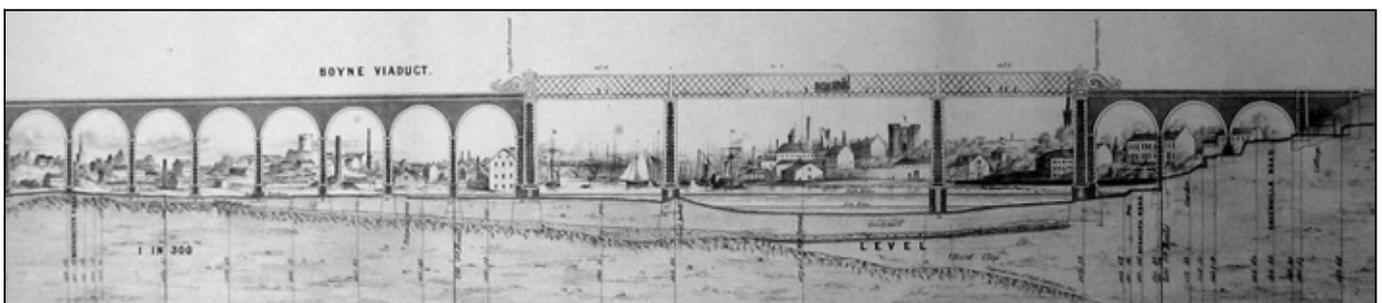
Over 100 delegates attended the day-long event, the theme of which was "The Boyne Viaduct: 1855 to 2005". It commemorated the 150<sup>th</sup> anniversary of the completion of the rail link between Dublin and Belfast by the spanning of the River Boyne at Drogheda. On the previous day, a steam train made regular trips across the viaduct.

The seminar commenced with an account of the present viaduct (a 1932 reconstruction of the original) by Eugene Fox of Iarnród Éireann, who has a long association with the Dublin-Belfast route and is currently Engineer-in-Charge of DART Infrastructure. Mr Fox also described the various aspects of the upgrading of the East Coast route for the 'Enterprise' service, and

concluded with an overview of current developments in the rail networks in the Dublin area and improvements to the Dublin-Drogheda route.

This was followed by an illustrated talk entitled "Drogheda in the Age of Steam" by Charles Friel, a founder member of the Railway Preservation Society of Ireland and editor of the Society's magazine *Five Foot Three*. This was a fascinating account of the halcyon days of steam and included examples of trains and people from several periods of Irish rail travel, all of which served to illustrate the history of rail transport in the north-east of the country.

Following an excellent, leisurely luncheon, the delegates re-assembled for the afternoon session, which began with a presentation by Dr Ron Cox, Director of the Centre for Civil Engineering Heritage at Trinity College Dublin. He described the conceptual and detailed design of the large-span wrought-iron lattice girder bridge, the central feature of the original viaduct, and acknowledged the engineers involved. He also dealt with the construction and testing of what is known locally as "The Big Bridge". Comparisons were made between the Boyne and a number of contemporary viaducts.



Original contract drawing for Boyne Viaduct (TCD Archives).

The seminar concluded with a short talk by Paul Allen on “John Boyle O’Reilly” and a visit to the John Boyle O’Reilly Monument at Dowth.

*Ron Cox*

## **BLACKWOOD FEEDER (GRAND CANAL)**

Ewan Duffy attended a public meeting concerning the Blackwood Feeder of the Grand Canal, in Coill Dubh Community Hall, Co Kildare on 3 Nov last. *He writes:*

About 50-60 people attended a public meeting concerning this derelict feeder of the Grand Canal (briefly visited on the IHAI’s tour of Co Kildare in 2003).

After a presentation on the history and current status of the feeder by Colin Becker, the attendees were put to work for 30 minutes, in three groups for a discussion on issues facing the feeder/reservoir now and suggestions for the future.

Overall, there was a high level of support for restoring the feeder to full navigable status, with due regard to the built/industrial heritage of the system and the ecological makeup of the system as it currently stands (if such aims aren’t mutually exclusive!).

Each attendee was subsequently asked to select what they thought were the three most important issues now and for the future, based on the ideas that arose in the discussion phase of the meeting. I personally selected preservation of the industrial heritage, open access, and restoration of the canal to its original status as the three most important issues.

Generally, the “do nothing” option was rejected, as this would see the reservoir/feeder disappear over time. Walking, bird watching, fishing and boating were all proposed as suitable activities to be encouraged.

It was agreed that there is a need to clarify ownership/access rights to the feeder/reservoir - always an emotive issue in Ireland! Officially, it was transferred to Kildare County Council after closure. However, as with any abandoned land in Ireland, locals with adjoining land may come up with some “justification” as to why they own it and the courts could possibly uphold these spurious claims. “Concerns” of local landowners could therefore scupper any proposals.

The meeting was wrapped up by Justin Larkin, CEO of KELT who thanked all the participants and attendees for their input. KELT will analyse the suggestions and the popularity of each and make recommendations to appropriate bodies based on the outcome of this.

## **TICCIH CONFERENCE AND BULLETIN**

Anyone heading to South America in March may be interested to know of a conference to be held in Santiago, Chile on 21-23 March. Its theme is the role of industrial heritage in regeneration, tourism, museums and education. It is organised by The International Committee for the Conservation of Industrial Heritage (TICCIH), whose aim is to protect, conserve, study and explain the heritage of industrial societies. Full details can be found on the TICCIH website, [www.ticcih.org](http://www.ticcih.org) (click on ‘conference agenda’).

Even if you’re not intending to go, past editions of the Committee’s highly informative bulletin can be down-loaded for free through this link. The Summer 2005 edition carries articles on the formation of an international network of water and waterworks museums (there should be some Irish interest here surely?), and on the timely restoration by English Heritage of Ditherington flax mill, Shrewsbury, the world’s first iron-framed fire-proof building.

## **WATERWAYS NEWS**

The Waterways Ireland Visitor Centre in the Grand Canal Basin, Dublin is currently being refurbished to create a multi-purpose facility.

Work is progressing on the restoration of the Royal Canal and could be complete as early as 2007. Meanwhile, Spencer Dock, at the Dublin end, is receiving a new set of sea lock gates and a permanent flood defence barrier.

The entire towpath of the Newry Canal, from Portadown to Newry, has been restored with an all-weather surface, seating and information panels. The Newry Canal Way, as it is now known, is also part of the National Cycle Network. At the Albert Basin end of the Newry Ship Canal, divers recently recovered 67 cars and a caravan! Newry & Mourne District Council intend to automate the Victoria Lock at the seaward end of the Ship Canal.

## **INDUSTRIOUS NEWBRIDGE**

Do you remember the Gasworks in Chapel Lane, Mallick’s Mineral Water Company, the Last Factory, Sanderson’s, Newbridge Industries, Rotary Screens, Killdara Spinning, Costello’s Sawmills, the Brick Factory, Polaroid, Newbridge Sanitary Steam Laundry, J H Clinton & Co, or the Botanic Brewery? Did you work in these companies or any manufacturing industry in Newbridge such as Irish Ropes, Newbridge Silverware, Curragh Carpets, Bord na Mona, or any other industrial company between 1900 and 1980? If so, Newbridge Tidy Towns Association is asking for your help.

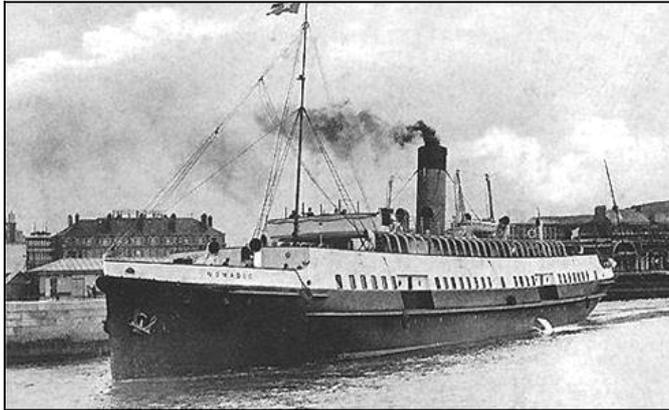
The Association is currently researching a project to gather photographs showing the rich and varied industrial heritage of the town during the 20<sup>th</sup> century.

Do you have photographs of industry in Newbridge which you would be willing to lend to the Association? With your permission, the photograph will be scanned (copied) onto a computer and a selection put on public display during National Heritage Week in September 2006. All photographs will be returned to their owners once copied.

Newbridge Tidy Towns is calling on anyone associated with industries in Newbridge to make contact if they have any photographs which could be used in this project. If you can help, please contact Deaglán de Paor at [newbridgetidytowns@eircom.net](mailto:newbridgetidytowns@eircom.net)

## **RETOUR DU VAGABOND**

Because of its vast size, the Belfast-made RMS *Titanic* was unable to enter all ports along its route. For this reason tenders were built by Harland & Wolff to ferry passengers to



and from the ship. One such tender was the *Nomadic* which was launched for the White Star Line in 1911 to service the *Titanic* at the French port of Cherbourg. This it did in 1912, but only once, as the *Titanic* struck an iceberg and sank on its maiden voyage to America. The *Nomadic* subsequently saw action in both world wars and ended up as a floating restaurant in Paris. Since 2002, it has been moored at Le Havre.

Now the sole surviving White Star ship still afloat, it was auctioned on 26 January. With a reserve price of €250,000, it was a surprise to everyone when a representative of Northern Ireland's Department of Social Development turned up and secured the ship for one Euro above its asking price.

Speaking after its acquisition, DSD Minister David Hanson MP said that the hush-hush nature of the government's bid was necessary to prevent any escalation in its price at auction. He envisaged that a charitable trust would be set up to raise funds for its restoration. Belfast City Council has pledged £100,000 to bring it back to Belfast where a berth will be provided by the Belfast Harbour Commissioners.

Once inside British waters, the *Nomadic* will be put on the UK Register of Historic Ships. This also includes HMS *Caroline*, a first world war battleship already berthed in Belfast and still in use with the Naval Reserve.

Should the funding appeal be successful, the *Nomadic* will be restored by Harland & Wolff. Happily they still have all its original drawings so an authentic restoration is assured!

## MILLER WANTED

Malachy McCloskey, owner of Boyne Valley Ltd, is looking for someone to run Lifeorce Mill in Cavan town. The building dates to 1846 and contains a rare McAdam water turbine. It has been restored to working order as a visitor and educational attraction and produces stone-ground flour. It has been in mothballs for the past four years but is well maintained and could be re-opened at short notice. For further information, phone Mr McCloskey on 041 9870300.

## REYNOLDS BROTHERS

Petra Coffey is seeking information on Reynolds Brothers, an engineering and machine-making company based in Belfast from 1864 to 1871. They may also have been involved with mining in Ireland. Any help would be much appreciated. She can be contacted at [petra.coffey@gsi.ie](mailto:petra.coffey@gsi.ie).

## HYDRAULIC LIFTS

Fred Hamond would be interested to learn of any 19<sup>th</sup> and early 20<sup>th</sup> century hydraulic passenger lifts which may still exist in Ireland, particularly those made by R. Waygood of London. Please contact him at [frederick-hamond@utvinternet.com](mailto:frederick-hamond@utvinternet.com) or tel 028 9061 6480 (048 prefix from ROI).

## LIGHTS, CAMERA, ACTION!

Over the years, Andrew Ogden has filmed scenes of industrial heritage interest. He has now amassed a unique collection, much of it filmed in factories that are now closed.

He is now examining the feasibility of transferring his footage to DVD and would be interested to hear from anyone who has cine, video or digital film of industrial scenes. He can be contacted at Ballyowen, Johnstown, Naas, Co Kildare, or emailed on [95ballyowen@eircom.net](mailto:95ballyowen@eircom.net).

## GENIUS TAKES SOME LICKING

Isambard Kingdom Brunel epitomizes the spirit of the industrial era with his innovative designs for railways, tunnels, ships, bridges and buildings. To mark the 200<sup>th</sup> anniversary of his birth, the Royal Mail is issuing six stamps depicting his most famous works – the Royal Albert Bridge, Box Tunnel, Paddington Station, PSS *Great Britain*, Clifton Suspension Bridge (design), and Maidenhead Bridge.

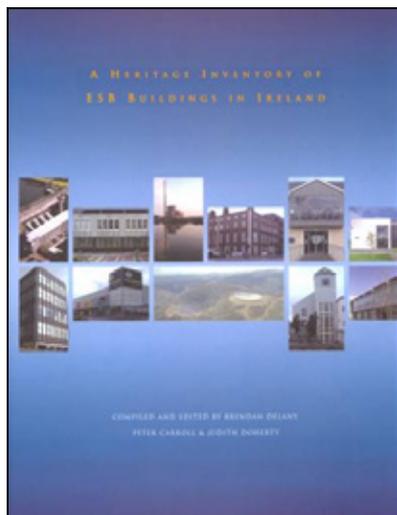
The stamps will be launched on Thursday 23 February and have a combined face value of STG£2.87. This is the same price as a miniature sheet which is also available. There is also a 20-page booklet outlining Brunel's life and works, priced £7.40 including all the stamps. For further details and on-line ordering, go to [www.royalmail.com/stamps](http://www.royalmail.com/stamps).

The Institution of Civil Engineers is organising a series of events in London and Bristol from 3-9 July to mark Brunel's bicentenary. For more details, visit the institution's website [www.ice.org.uk/conference](http://www.ice.org.uk/conference).



## BOOK REVIEWS

**A HERITAGE INVENTORY OF ESB BUILDINGS IN IRELAND** by Brendan Delany, Peter Carroll and Judith Doherty. €50. ISBN 0-9502874-3-1. Dublin: Electricity Supply Board, 2005.



Since 1927, the ESB has been responsible for Ireland's electricity infrastructure. During this time, this State-owned company has amassed numerous power stations, depots, shops and offices throughout the 26 counties. During 2002, the 75<sup>th</sup> anniversary of the ESB, Brendan Delany (the ESB's Archive and Heritage Officer) and the Heritage Council con-

ceived the idea of recording this sizeable portfolio of buildings in order to take stock of what now exists and to highlight those of special interest. The Building Consultancy Group was commissioned to undertake the project in 2003-04 and this book is the outcome.

The book begins with an overview of the ESB's history – its formation in 1927, the opening of the Ardnacrusha hydro-electric power station on the River Shannon in 1929, rural electrification, and commissioning of coal-, peat-, oil- and gas-fired generating stations.

In all, 226 properties were surveyed, including 24 power stations (windfarms and the numerous sub-stations and distribution compounds are excluded). The sites are grouped by county, each section being prefaced by a map showing the location of all the sites within that county. The survey methodology follows the guidelines devised by the National Inventory of Architectural Heritage. An outline architectural description of each property is given, together with its function, history, photographs (all in colour), and heritage evaluation.

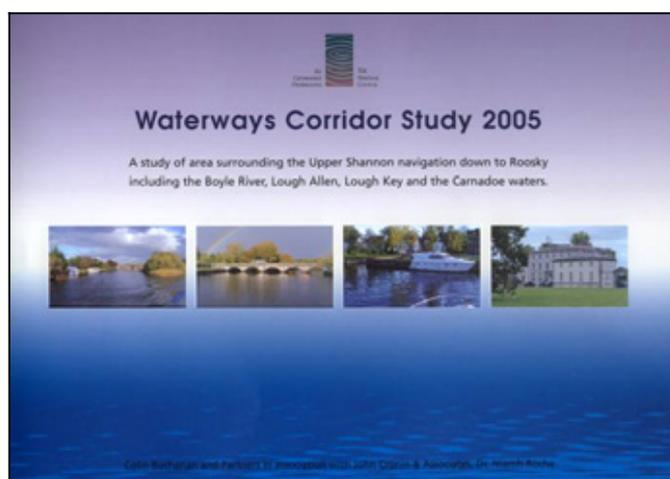
The book is also accompanied by a CD containing the text in portable document format (PDF). This enables searches to be made by name, location, function etc.

Highlights include the hydro-power station at Ardnacrusha, the pumped storage scheme on Turlough Hill, Co Wicklow (1974), numerous peat-fired stations in the Midlands, and the three hydro stations along the Liffey. The Dalton Heritage Centre at Shannonbridge, visited by the IHAI in 2004, and the ESB Archive at Harold's Cross, Dublin are also covered. Although not related directly to electricity, the Georgian Townhouse Museum at 29 Fitzwilliam St Lower, Dublin, is also included as it is owned by the ESB. However, the defunct Pigeon House coal-fired station is omitted as it was sold off prior to this survey.

Given that some power stations have, or are about to, come to the end of their working lives, and with the need to keep abreast of new technology and the possibility of eventual

privatisation, this lavishly illustrated book is not only a timely record of what currently exists but will also be an extremely valuable tool in informing decision makers on the future disposal, conservation and reuse of ESB sites. It may even encourage Bord na Mona to undertake a similar project in relation to the peat industry. Environment & Heritage Service, who are about to recommence a listing programme in Northern Ireland, might also consider it worthwhile to include the electricity industry as one of its thematic surveys.

**WATERWAYS CORRIDOR STUDY 2005: A STUDY OF AREA SURROUNDING THE UPPER SHANNON NAVIGATION DOWN TO ROOSKY INCLUDING THE BOYLE RIVER, LOUGH ALLEN, LOUGH KEY AND THE CARNADOE WATERS.** Colin Buchanan & Partners. €35. ISBN 1901137821. Kilkenny: the Heritage Council, 2005.



This, the fourth and final study commissioned by the Heritage Council on the Shannon Navigation, focuses on its upper reaches between Roosky and Lough Allen. The project was carried out by Colin Buchanan & Partners in association with John Cronin. Its aim was two-fold: (1) to improve the understanding of the area and thereby identify its distinctive character, and (2) to formulate planning policies to retain this distinctiveness in the face of future development by a multiplicity of different user groups.

Much of the report provides a descriptive summary of the area's built and natural heritage, both past and present. Sites of industrial heritage interest – mostly locks, lock houses and bridges – are specifically itemised in two of the appendices contained on the accompanying CD.

The descriptive section is followed by an evaluation of the area's heritage significance and a discussion of the factors which threaten to diminish it. The consultants note that many industrial sites within the study area which are still in use have been sympathetically upgraded to take account of modern needs. However, some sites are under threat, e.g. Hartley Bridge, near Leitrim village. This early reinforced-concrete bridge (c.1915) is now incapable of taking today's traffic loads; it is unlikely to be listed and may be demolished. The proposal by Coras Iompair Éireann to demolish the MGW goods shed at Dromod is also noted. Although this site is now in the Record of Protected Structures (RPS), notable omissions from the Record include the lock and bridge at Roosky and Drumsna Bridge.

These structures were built in the 1760s and escaped the Shannon Commissioner's upgrading works in the 1840s. The difficulty of preserving defunct watermills is also noted.

A 'vision' for the waterway corridor is then given - "To conserve and manage the waterway corridor in the heart of Ireland and to promote its awareness as a resource of national and international heritage significance, whilst recognising its function as part of a wider navigation system and as a living working environment which contributes to the social and economic status of the region". On my computer's grammar checker, this entire sentence came out underlined in green - make of that what you will!

The crux of the report comes in the last section, the setting out of no fewer than 37 planning policies and actions necessary to realise this vision. Recommendations pertinent to industrial heritage include the updating of the RPS and Record of Monuments & Places (less than a quarter of the 76 identified industrial sites are currently protected), strengthening the links of the waterways with the Arigna Mining Experience and the Cavan & Leitrim Railway Museum at Drumrod, and raising public awareness of the waterway's heritage. Crucially, the actions also identify the bodies responsible for their implementation, the timescales involved, and also how these actions should be monitored. One hopes that these policies will indeed be enacted.

Although this study is aimed primarily at planners and is couched in language familiar only to them, anyone with an interest in the Shannon or in specific aspects of its built and natural heritage will find something of value.

The hard-copy report is accompanied by an electronic version on CD. Using *Acrobat Reader*, anyone with a computer will find it straightforward to search on key words and phrases. The electronic version can also be downloaded from the Heritage Council's website, [www.heritagecouncil.ie](http://www.heritagecouncil.ie) - click on the 'Waterways' button and select this or past corridor studies. Be advised, however, that though you can download for free, it will be slow as the file size is 4MB - not recommended unless you have Broadband! Incidentally, you can also download *Heritage Outlook*, the Council's well presented and most informative magazine.

**THIS WONDER-WORKING CANAL: A HISTORY OF THE TYRONE NAVIGATION** by Thomas McIlveena. STG£20. Coalisland: Coalisland Branch of the Inland Waterways Association of Ireland, 2005.

This handsome hardback volume extends to some 400 pages and is lavishly illustrated with photographs (many in colour), maps and diagrams. At a time when the restoration of canals is a topical issue, this detailed account of the Coalisland Canal, or Tyrone Navigation, is particularly welcome.

Much has been written about this enterprise over the years, but McIlveena brings a fresh approach which not only reassesses the earlier official papers but extends his research to give more emphasis to the social, political and economic factors surrounding its construction and development.

Envisaged as the best way to export coal from the East Tyrone Coalfield to Dublin via the Newry Canal, its creation had anything but a smooth ride and as the book records, "the many constraints thrown up by the topography and geology

of the Lough Neagh Basin form a backdrop to the very differing contributions made by two and a half centuries of entrepreneurs, visionaries, gifted but reckless engineers, honest men and scoundrels".

The canal was extended from Coalisland to the coalfields at Drumglass, near Dungannon, by David Dukart, once described as the last great exponent of the Palladian style in Ireland. This section has two inclined planes (known locally as dry hurries), and the superb aqueduct at Newmills. A final chapter deals with the efforts being made to reopen the canal from Lough Neagh to the basin in Coalisland.

For anyone interested in canals generally or the Coalisland Canal in particular and its full life story, this book will be compulsive reading. It is available at selected local outlets and through [www.coalislandcanal.com](http://www.coalislandcanal.com).

*Ian McQuiston*

**THE BUILDINGS OF IRELAND: DUBLIN** by Christine Casey. €43.70. ISBN 0 300 10923 7. London: Yale University Press, 2005.

This is the third volume in the *Buildings of Ireland* series and covers the area enclosed by the Grand and Royal canals as well as Phoenix Park. Although focusing mainly public and domestic buildings, commercial and industrial buildings do rate a mention, notably the Guinness Brewery and Power's Distillery (now the National College of Art and Design). All the bridges over the Liffey are also covered, from Matt Talbot Bridge to Sarah Bridge. There is also a useful glossary of architectural



terms and indexes by architect, street and name. For anyone interested in Dublin, this is a must-have book.

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My thanks to Norman Campion, Ron Cox, Brendan Delany, Ruth Delany, Ian McQuiston, Mary Mulvihill and Nuala Redmond (editor of *Inland Waterways News*) for their contributions to this newsletter. All contributions on industrial heritage will be gladly received by the editor Fred Hamond, 75 Locksley Park, Belfast BT10 0AS (email [frederick-hamond@utvinternet.com](mailto:frederick-hamond@utvinternet.com)).

#### **IHAI Committee 2005-06**

President: Norman Campion, Inver, 1 Kilgobbin Rd, Sandyford, Dublin 18. Tel 01 2942070; email [glenpak@indigo.ie](mailto:glenpak@indigo.ie).

Secretary/ Membership Sec: Ron Cox, Centre for Civil Engineering Heritage, Museum Building; Trinity College, Dublin 2. Tel. 01 6082544; email [rcox@tcd.ie](mailto:rcox@tcd.ie).

Treasurer: Robert Guinness, The Steam Museum, Straffan, Co Kildare. Tel 01 6288412; email [rcg@steam-museum.ie](mailto:rcg@steam-museum.ie).

Committee: James Davidson, Brendan Delany, Ruth Delany, Fred Hamond, Simon Lancaster, Mary McMahan, Paul McMahan, Mary Mulvihill, Ian McQuiston and Andrew Ogden. Colin Rynne, Michael Lynch and Barry O'Reilly were co-opted.



Dear Member,

The Industrial Heritage Association of Ireland Ltd. aims to increase the public's awareness and understanding of our industrial past. To continue to do this, the IHAI needs your on-going support through annual membership and participation in our varied activities. In 2005, we became a limited liability company to provide added protection for our members and our activities. The AGM of the company will be held this year on 22 April at The Steam Museum at Straffan, Co Kildare, courtesy of Robert Guinness.

IHAI Ltd. organizes a variety of events during the year relating to different aspects of our industrial heritage. Through its network of members, the IHAI offers advice to persons working in the heritage field and to local authorities about Industrial Heritage sites and on conservation and restoration issues in different areas, including Northern Ireland. Our long-term mission is to extend the level of this assistance to our members and the public, helping them to find the best way to contribute to the preservation and conservation of our industrial heritage. We are currently lending our support, through a partnership with FÁS and in association with Fingal C.C., to the on-going work of conserving and restoring the Anna Liffey Mills near Dublin. The mill buildings are to form the centerpiece of the Liffey Valley Park and it is proposed that there will in time be a working office for the IHAI at the mill and space for an industrial heritage archive. We are also currently working with the Heritage Council to increase the awareness of our industrial heritage.

An excellent way to keep in touch with what's happening in to visit our website at [www.steam-museum.ie/ihai](http://www.steam-museum.ie/ihai) that contains much information, in particular details of forthcoming events.

I do hope that we can count on your continued support and that you will renew your membership for the current year. Membership fees are given below for your information. Thank you to those of you who pay annually by standing order. Cheques (Euro or Sterling) should be crossed and made payable to IHAI Ltd. And forwarded to the **IHAI Membership Secretary, c/o Centre for Civil Engineering Heritage, Museum Building, Trinity College, Dublin 2. It would be most helpful if you could confirm your email address for future notifications.**

ANNUAL MEMBERSHIP FEES

Individual €20/Stg£15

Student/Senior Citizen €10/Stg£7.50

Heritage Enterprise €50/Stg£37.50

Corporate €100/Stg£75

With best wishes,

Ron Cox, Membership Secretary

8<sup>th</sup> February 2006