

INDUSTRIAL HERITAGE ASSOCIATION OF IRELAND *NEWSLETTER*

www.ihai.ie

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DIARY DATES

15 Nov	'The Archaeology of Irish Industry', Louth County Museum, Dundalk.
24 Nov	'Conservation of the Built Environment: Policy Issues', Engineers Ireland, 22 Clyde Rd, Dublin.

Events in bold are organised by the IHAI.

Welcome to this, the second IHAI newsletter of 2008. The main news is the forthcoming one-day conference in Dundalk on the Archaeology of Irish Industry. This gives us the opportunity to find out about the below-ground remains of our industrial heritage which have been uncovered by archaeologists during recent development schemes. There are also reports on our summer tour to Co Monaghan and other recent events. As always, articles for the next newsletter will be gratefully received by the editor!

IHAI AUTUMN CONFERENCE

Members should have received postal notification of the IHAI's one-day conference entitled 'The Archaeology of Irish Industry: Recent Excavations.' Supported by the Dublin City Council, ESB, Heritage Council and Institute of Archaeologists of Ireland, it will take place in Louth County Museum, Dundalk on Saturday 15 November 2008 starting at 10am. The cost is €25/£20 including refreshments and a light lunch. In case you have mislaid your brochure, the presentations are as follows:

- Planning strategy for industrial heritage in Dublin City (Dr Ruth Johnson);
- The archaeology of transport: the many lives of John's Bridge, Kilkenny City (Ian Doyle);
- Excavation of the gasworks at Mill Island, Islandbridge, Dublin (Claire Walsh);
- The McCutcheon Industrial Heritage Archive project (David Kilner);
- Excavation of the former glassworks site, Sirocco Works, Belfast (Martin Keery);
- The industrious landscape of rural County Galway: archaeological evidence for local manufacturing industries from excavations on national road schemes (Jerry O'Sullivan);
- Tales of Hoffmann: results of archaeological excavations at Castle Espie and Annadale, Belfast (Stephen Gilmore);
- Guns and Roses: an Emergency-era explosives works in the Phoenix Park, Dublin (Franc Myles).

As places are limited, preference will be given to pre-paid bookings. So, if you haven't already done so and wish to go, book *now* with Robert Guinness, IHAI Treasurer, Steam Museum, Straffan, Co Kildare. A booking form can also be downloaded from the IHAI website, www.ihai.ie/events.htm.

The cover features a red background with white text. At the top, the title 'Archaeology of Irish Industry: Recent Excavations' is written in a large, serif font. Below the title is the IHAI logo, which consists of the letters 'IHAI' in a bold, serif font, followed by a gear icon. Underneath the logo, the text 'Industrial Heritage Association of Ireland' is written in a smaller font. The location 'Louth County Museum, Dundalk' is printed in a red, italicized font. A central photograph shows an archaeological excavation site with a circular stone-lined well or cistern. Below the photo, the text 'Industrial Heritage Sites in Belfast, Galway, Dublin & Kilkenny' is written in a red, italicized font. At the bottom, the date 'Saturday 15th November 2008' is displayed in a large, white, sans-serif font, with '2008' being significantly larger. The IHAI logo and the text 'Institute of Archaeologists of Ireland' are at the bottom right.

NEW IHAI WEB SITE

Thanks to the endeavours of Robert Guinness and Robert Fuller, our presence on the World Wide Web has been completely revamped and relocated to www.ihai.ie.

You can now access general information on the Association, download a membership form, keep abreast of events both past and future, and link to like-minded societies. New additions include a Directory of Industrial Heritage Consultants and a Forum to post questions, exchange information, discuss topics of mutual interest and highlight industrial sites at risk.

ENGINEERS IRELAND TALK

Professor Loughlin Kealy will be giving a talk entitled 'Conservation of the Built Environment: Policy Issues for Engineers' at Engineers Ireland, 22 Clyde Rd, Dublin on Monday 24 November, starting at 8pm. This meeting has been jointly organised with the IHAI and Royal Institute of Architects of Ireland and everyone is welcome.

Professor Kealy heads the School of Architecture, Landscape and Civil Engineering at University College Dublin. Prior to his appointment to the Chair in Architecture in 1996, he directed various architectural inventories in Dublin City and played an advisory role in the development of the National Inventory of Architectural Heritage.

INDUSTRIAL GEMS OF COUNTY MONAGHAN

There was a good turnout for our tour of Co Monaghan which took place on Saturday 28 June last. The twenty-nine seater coach was almost full and, as almost everyone arrived on time, we began promptly at 10.15am which was a good thing as we had thirteen sites to visit before the day was over.

It was a surprise to discover that by assembling at Monaghan town bus station we were already at our first stop of the day as the buses now park on what was the goods yard of the old Monaghan railway station. The station, a handsome red brick building, is still standing and although we could not get inside, we learned that it was designed by John Macneill and opened by the Ulster Railway in 1863.

After a quick look at the goods shed (now a furniture store), we headed off to our next stop, Quig Lough, a feeder for the

Ulster Canal. When serving the canal the lough was bigger than at present as an embankment was built across the southern end so increasing its capacity. Should the Ulster Canal be reopened, this is an issue that will have to be addressed.

Winding, narrow roads took us to Drummans Corn Mill, where the owner, James Murphy, gave us a brief history and showed us around. The external water-wheel and the machinery it drove is still intact although not in working order. Nearby is a kiln, also marked on the 1834 OS map, which is a two-storey building. The brick vaulting survives above the firehole.

With some difficulty the enthusiasts were enticed back onto the bus for the next destination, Stonebridge saw mill, just off the main Clones-Monaghan road, where the owner, Sinead Galvin, made us very welcome. This is an impressive structure alongside the River Finn from which it derived its power. The original spade mill is mentioned at this site in 1827, but ploughs and other tools were made here too, and the saw mill was opened in 1900. It is unusual in being a late water-powered mill and in having an internal wheel.

Lunch was had in the Ulster Canal Stores at Clones, a two-storey structure on the banks of the dried up canal. Restored by Clones Development Society Ltd., it is now a small heritage centre and café.

Next stop was the remains of Clones railway station to view the impressive engine shed. Curving through 130 degrees, it housed twelve radial bays into which engines were put from the turntable at the front. What makes this building so unusual, apart from its shape, is that it was built of concrete



Clockwise from top left: Monaghan Railway Station; Clones Canal Store and partly-infilled canal; Clones Engine Shed; Drummans Mill.



The tour group take a break outside Stonebridge Mill. The Galvin family, who own it, are sitting on the millstone beside Ruth Delany.

in 1925, representing technological innovation and a remarkable investment in the fledging Irish Free State. Alongside is the manager's office built in the same material and style. Some of us were unlucky enough here to get caught in the only rain of the day - a torrential downpour!

Railways featured again as our driver negotiated a crowded farmyard so we could get a closer view of the remaining concrete piers of a viaduct. As Fred gave directions to the driver for our next site, we found ourselves going down what appeared to be a narrow country lane. As we passed through a narrow defile Fred explained that we were actually on the track of the Dundalk & Enniskillen Railway, which opened in 1858, and we were passing through a cutting on the way to see the remains of another viaduct. Luckily our driver, Sean, managed to keep us on the straight and narrow as we went further along the alarmingly tight route.

It was worth it in the end to get a close up look at the piers of a viaduct which was built in 1925 to replace an older metal

structure, which in turn had replaced a wooden viaduct. Only some piers remain of this impressive piece of engineering. They are made of rolled steel tubes, up to seven metres tall, filled with concrete. Unfortunately the steel has been stripped off many and only one reinforced concrete beam across a pair of columns survives.

The viaduct led to a semicircular spanned bridge over the River Finn. It is constructed of stone blocks and the span is one of the widest in Ireland. This tribute to the engineer's ingenuity and the stonemason's skill hangs in the air as the embankment which supported the rail as far as the viaduct has been cleared away.

En route to our next stop we passed a large grain store and kiln (a lot bigger than the one at Drummans), all that remains of the Anlore flour mill. This is an old site with the earliest reference to a mill here dating back to the 1600s. More narrow roads took us to a viewing point for a viaduct across swampy ground on the Dundalk-Clones railway. This, too,



Just behind the remains of the viaduct (left) is the massive single arch bridge over the River Finn (above).

was a concrete replacement of a metal structure. The eight steel girder spans, now gone, were supported on concrete piers which can still be seen.

Nearby was the site of a collapsed tunnel. In the 1850s the intention had been to take the track through the hill via a tunnel but it collapsed killing eleven men and so was abandoned in favour of a route around it. All that remains are two mounds of infill, a small underground chamber, and an unnatural hollow on top of the hill.

We stopped to examine a good example of a bridge over the Ulster Canal. It is a skewed masonry arch bridge, common on the canal. Fred was sure that an original milestone still survived not far away but confessed that he had not been able to find it. After a little searching an eagle-eyed member of the tour spotted the sandstone mile marker, giving the distances to the canal's end points at Charlemont (Co Armagh) and Wattle Bridge (Co Fermanagh). We passed under an 1863 skewed masonry bridge of the Ulster Railway at Smithboro en route to the next site.

The Ulster Canal featured again as we examined the lock complex at Templelate. Dating from 1841 it is the twenty-second lock of the canal. The dressed masonry chamber survives but not the gates. The gate recesses at both ends are visible and a cast-iron frame for the ground sluice can be seen on top along with the four wrought-iron gate collars. Adjacent is the attractive lockkeeper's house, built to a standard design, and, further along, a bridge over the canal.



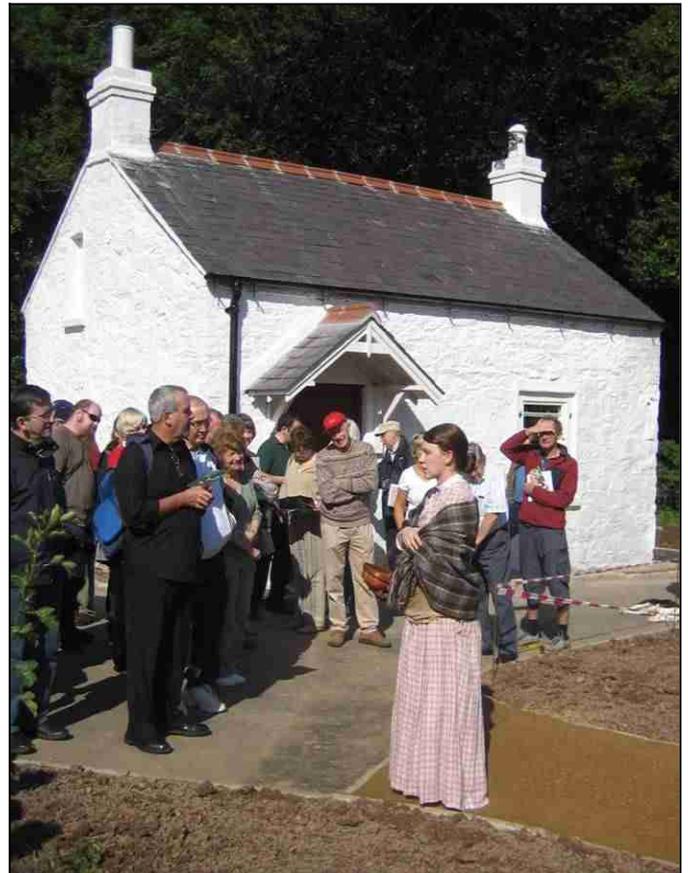
The tour concluded with a look at the Ulster Canal tunnel in Monaghan town, the only canal tunnel in Ireland. It is fifty-three metres long and took the canal under Old Cross Square and was probably built using the cut and cover technique. Much of it is now filled in and full of rubble. The course of the canal is now a road and will be a major headache if the canal is to be reopened. The tour came to an end just as the rain started to fall again.

It was a good day out and thanks are due to Fred Hamond for selecting the sites and guiding us to them, and the bus driver for negotiating winding roads, narrow lanes and even the line of an old railway track.

Tony Canavan

NEWFORGE LOCK HOUSE RE-OPENS

Over the past year, Castlereagh Borough Council, with the support of the Heritage Lottery Fund, has been restoring the old lock keeper's house at Lock 3 on the Lagan Navigation. Now authentically restored, its opening to the public on Sat 13 September neatly coincided with Northern Ireland's annual European Heritage Weekend.



An historical re-enactment by the 'lock keeper' and his 'wife' brought the house to life during the open day.

The Lagan Navigation was built between 1756 and 1763 and connected Belfast with Lisburn along the River Lagan. By 1794 it had been extended to Lough Neagh and eventually became part of the waterway system connecting Belfast with Dublin and Limerick.

This particular lock house was not built as such but was acquired by the Lagan Navigation Company in the 1880s when its original lock house was incorporated into the adjoining Belvoir Estate. Although the canal was officially abandoned in 1965, the lock house continued to be inhabited by the son of the last lock keeper until 1993. It then fell into disuse until purchased by Castlereagh Borough Council.

In addition to restoring the house, the Council has also added a new building to the site which houses the offices of the Lagan Valley Regional Park and a café, now a popular stop for walkers on this busy stretch of towpath.

Plans are also now well advanced for the restoration of the adjoining lock chamber.

VISIT TO IRISH ARCHITECTURAL ARCHIVE

Fourteen IHAI members visited the IAA in Merrion Square on 16 September. David Griffin, the IAA's Director, welcomed the group and described the holdings of the archive and the various facilities for readers and researchers. The archive also holds the Engineers Ireland Archive (for details see www.iarc.ie). David then conducted the group on a tour of the archive and kindly provided refreshments.

The IAA has generously agreed to house the IHAI's collection of industrial documents. One of the first donations to it is the Hilliard Collection, of which more below.

Ron Cox

HILLIARD MALTING & BREWING COLLECTION

The Hilliard family were involved in the milling and malting industries. Terry Hilliard (1910-1996) was a miller with Johnston Mooney & O'Brien in Jones Road, Dublin (opposite Croke Park). He went to the Ballina Flour Mills (Co Mayo) as Manager when this was built in 1936 as part of the regeneration of the milling industry under the Sean Lemass protection programme. Terry returned to JM&O'B as Manager when Walter de Lacy became General Manager.

Unfortunately, the Jones Road Mill was badly damaged in a dust explosion in 1961 and closed down. Terry then transferred as Manager to the Waterford Flour Mills for the rest of his working life (both J M &O'B and Waterford Flour Mills were part of the Odlum Group).

His son Denis (1940-1996) trained as a flour miller with JM&O'B but transferred to the malting industry with Roche Gibney in Portlaoise, then to Enniscorthy and finally to the new Cork Maltings when it was established in the 1970s. Regrettably, he died suddenly when still only a young man.

His daughter Suzanne generously donated his collection of books to the IHAI in 2008.

Norman Campion

AN APPRAISAL OF THE HILLIARD COLLECTION

The books in the Hilliard Collection represent good examples of the information that the practical maltster needed to produce high quality malt in the mid 1900s. In addition, these books would have given him the insights he needed to understand how malt behaved in breweries and distilleries both in Ireland and abroad. During this period, the malting industry underwent profound changes as the maltsters of the time invested so as to change from the traditional labour intensive floor malting operation to mechanised plant. This was necessary also to ensure a greater consistency in the product they were producing as specifications for malt became more scientific and demanding.

Barley, written by the eminent biochemist D.E. Briggs of the University of Birmingham, was and still is an invaluable handbook for all who have worked or studied barley and its conversion to malt. The book gives an account of all aspects of the barley plant from its biochemistry and genetics to malt production and other uses of the plant. There is another book in the collection, *Malting and Brewing Science*, also by Briggs and his colleagues, that deals with the use of barley and malt in the brewing industry.

Jean De Clerck's famous work *A Textbook of Brewing* is included in the collection and volume 1 deals with the areas of most interest to maltsters, such as the production of malt and its subsequent use. This book was an important text, as it dealt with these subjects from the European tradition of lager brewing, which was different to brewing ale and stout, the tradition in the UK and Ireland. The practical Irish maltster needed to understand the different types of malt specification required for the different beer types.

The collection also contains copies of the *Irish Maltsters' Conference Selected Papers*. These are a sample of some of the contributions made at various conferences held under the auspices of Messrs Arthur Guinness, who wished to ensure the survival of a prosperous and modern malt industry in the country so that the company could continue to use Irish malt

and barley exclusively in their products. The conferences provided a great opportunity for those working with barley and malt to hear of the advancements that were taking place in their industry from leading scientists and engineers of the day. In addition they were able to meet and discuss new developments amongst themselves and with the brewers and chemists from Guinness's and abroad. The conferences lasted for almost ten years in the 1950s and were seminal to the subsequent changes in the industry.

There are a number of other books in this collection that show how the practical maltster of the time was kept *au fait* with the rapid pace of change in the industry.

Matt Murphy

BELMONT MILL, CO OFFALY

This summer saw the latest addition to Ireland's stock of industrial heritage sites open to the public in the form of Belmont Mill. Situated on the Brosna River near Ferbane, Co Offaly, it was established in 1769. In the mid 1800s it was bought by the Perry family, under whose direction it became one of the largest flour and oatmeal mills in the Midlands. It stopped work in 1997 and began to fall into dereliction.

Thanks to the timely efforts of new owners, Tom Dolan and Sandy Lloyd, it has been lovingly restored to demonstration working order, complete with all its machinery. It is open during the summer months and at other times by appointment. For further information, contact Tom on 090 6457598, or go to www.belmontmill.com.



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