

THE INDUSTRIAL
HERITAGE ASSOCIATION
OF IRELAND



Dear Member,

In this issue we review our successful Spring field trip to county Galway, and give details of the recently formed Irish milling network. Also featured is a comprehensive list of water-powered mills open to the public.

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SPRING FIELDTRIP TO GALWAY

In an impressive display of local knowledge and technical expertise in civil engineering matters, Paul Duffy ushered the grateful members of the IHAI Spring tour around county Galway. The entire trip was marked by good-natured banter from the usual complement of devotees who disagreed, from time to time, with Paul's interpretations. Alternative ideas were shouted across ruinous buildings, or were muttered self-consciously in doorways and, of course, no one agreed on anything. This is the stuff of fieldtrips. We were also very fortunate with the weather, which was kind to the participants and provided excellent conditions for photography.

The itinerary began with a visit to Kilroe Mills (c. 1798), an outstanding example of a three-storey corn mill, with a radial undershot waterwheel and a wooden breast wheel 17ft wide. Remarkably all of its internal machinery survives in situ and is still worked, albeit not by water-power. RossErrilly Friary followed next, with its fifteenth century horizontal watermill ('gig' mill), which survives as a gabled ruin. We then proceeded to Ower Bridge (1867) and mills and on to Ballycurran Lighthouse (c. 1775), the most westerly inland lighthouse in Europe. The Cong Canal provided a platform for Paul to display his impressive knowledge of land reclamation, drainage and inland navigation in Connaught as a whole.

After lunch we visited the Tuam Mill Museum, where we were provided with a guided tour by its curator. This is a fully restored mill in working order. Other sites in the vicinity were

also pointed out, including the remains of the Tuam brewery, which still employed horse-powered machinery in the 1850s. The former terminus of the Athenry and Tuam Railway (currently under restoration by Westrail) followed next. This provided the opportunity to see inside a watertower (which retains an early diesel pump in situ) and to inspect a working turntable (a rare enough feature in this day and age), as well as Westrail's locomotive restoration workshops. Sadly, the items of rolling stock destroyed in a maliciously started fire were on display. Throughout, council member Vincent Conaghan was at hand to provide expert knowledge when most of us were scratching our heads. Our next stop, the recently decommissioned Birmingham waterworks, turned out to be the best-preserved example of a small country waterworks in Ireland. Some of the throw pumps were powered by a small breastshot waterwheel, but most of the plant was powered by a National Gas Engine Co. diesel engine of c. 1924, in full-working order.

On Sunday we began with a visit to the spectacular Cooranroe tide mill, probably the best surviving site of its type in Ireland, with its enormous barrage, several hundred metres long. The next site was Nogra Windmill, which Paul Duffy argues was also a tide mill during its period of use. This was hotly debated amongst members of the tour, and most of this, I have to say, was fascinating. Cloon Weir and bridge proved to be gems, where again Paul Duffy provided an excellent commentary on each. The semi-restored Thoor, Ballylee mills were the last stop on the Galway county section of the tour, which ended with a walking tour around Galway's

waterways of which Paul is the acknowledged authority.

This is one of the best fieldtrips of its type that I have been on in years, and for this we have careful planning by Paul Duffy to thank for our enjoyment. He arranged for us to see the widest possible range of sites, in relative comfort, within a reasonable time framework and with the best possible introduction to the industrial archaeology of county Galway.

Colin Rynne

IRISH MILLING NETWORK

Plans to establish an all-Ireland Milling Network have been initiated by Dr Colm J Donnelly (Development Worker at the Belcoo and District Development Group Limited's Mullycovet Mill Project in Fermanagh) and Mr Mark McCloskey (Manager of Lifeforce Mill in Cavena Town). As interest in our industrial heritage continues to increase, it is hoped that the creation of a milling network will help to further raise public awareness of the rich variety of milling heritage attractions located throughout Ireland. As a first step, Colm and Mark intend to produce a short guide which will provide an introduction to all mills currently open to the public. It is envisaged that the guide will be distributed through libraries, tourist information offices, museums, heritage centres and milling attractions and that it will assist in raising the profile of our mills with home and foreign tourists, educational groups and schools. All types of mill are welcome to join the network - horizontal and vertical wheeled watermills, waterfalls, tide mills, windmills - provided that they are open to the public to visit. Old mill buildings which have been

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renovated and are in use as private dwellings, however, will not be included. It is also envisaged that the guide will be divided into two sections. Section One will include working mills where original or replica machinery is on view, while Section Two will include mills where the waterwheel is preserved and/or the mill building has been renovated as a tea-room or visitor centre. A preliminary list of milling attractions has been compiled and letters outlining the aims of the network sent out to all those included on that list. In this letter each mill's manager and/or owner has been asked if they wish to have their mill included in the network. If they decide that they do want to be included then they have been asked to supply the following information:

- (1) A short history of their mill, its use and its machinery;
- (2) Information on tourism/educational facilities, publications and videos;
- (3) Information on other facilities (toilets, disabled access, gift shops, cafe etc);
- (4) Admission prices (adults, children, OAPs, groups);
- (5) Opening times per season;
- (6) Contact name, address and telephone number;
- (7) One or two good quality photographs / slides for use in the guide.

A map of Ireland has also been included with each letter and the managers / owners have been asked to mark the location of their mill on that map and return it with their reply. In addition, organisations such as the

National Trust, Dúchas, and the Environment and Heritage Service of the DOE NI have been asked if they would be willing to include their milling properties in the guide, and the response to date has been very favourable. Editorial guidance for the guide will be provided by Dr. Fred Hamond and Dr. Colin Ryan. A copy of the preliminary list of milling attractions has been included below. While currently awaiting replies from each milling attraction included on this list, perhaps the members of the Association could take time to cast an eye over it to ensure that no milling attraction has been inadvertently omitted. If you wish for further information on the network or you know of a mill open to the public but not included in the preliminary list then please contact

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386377
Any information, no matter how small, will be gratefully received.

PRELIMINARY LIST OF IRISH MILLING ATTRACTIONS OPEN TO THE PUBLIC

ANTRIM: 1. Patterson's Spade Mill (National Trust) Antrim Road, Templepatrick, Co Antrim, BT39 0AP

CAVAN: 2. Lifeforce Watermill, Mill Rock, Cavan, County Cavan; 3. Bunnoc Mill, Bunnoc, Co Cavan

CLARE: 4. Bunratty Castle and Folk Park (horizontal watermill:

vertical mill in progress)
Bunratty, Co Clare

CORK: 5. Ballincollig Gunpowder Mills, Ballincollig, Co Cork; 6. Ballinspittle Mill, Ballinspittle, Co Cork

DERRY / LONDONDERRY: 7. Knockloughrim Windmill.

DONEGAL: 8. New Mills, Corn and Flax Mills, (OPW) Churchill Road, Letterkenny, Co Donegal; 9. Tullyarvan MillBuncrana, Co Donegal; 10. The Waterwheels Abbey Assaroo, Ballyshannon, Co Donegal

DOWN: 11. Ballycopeland Windmill (DOE NI), Moss Road, Millisle, Co Down; 12. Dundonald Old Mill 231 Belfast Road, Dundonald, BT16 0UE; 13. Annalong Cornmill, Tourist and Recreation Department, Newry and Mourne District Council, Haughey House, Greenbank, Newry, Co Down, BT34 2QU; 14. Castle Ward Estate (National Trust - cornmill) Castle Ward, Strangford, Co Down; 15. Ballydugan MillBallydugan Mill, Seaforde, Downpatrick; 16. Ulster Folk and Transport Museum (spade mill, corn mill & flax mill), Cultra, Holywood, Co Down, BT18 0EU

FERMANAGHL: 17. Florence Court Estate (National Trust - sawmill), Florencecourt, County Fermanagh; 18. Mullycovet MillBelcoo Enterprise Centre, Railway Road, Belcoo, County Fermanagh, BT93 5FG

GALWAY: 19. Little Mill (cornmill), Tuam Mill Museum, Shop Street, Tuam, Co Galway; 20. Thoor Ballylee (consolidated ruin with waterwheel) Co Galway

KERRY: 21. Blennerville Windmill, Tralee, County Kerry; 22. Kerry Woollen Mills, Glenbeigh, Co Kerry

KILDARE: 23. Crookstown Mill, Ballytore, Athy, Co Kildare; 24. Irish Pewter Mill and Moone High Cross Centre, Moone, Co Kildare

LEITRIM: 25. Canning's Old Mill, Garvagh, Mohill, Co Leitrim

LIMERICK: 26. Croom Mill, Croom, Co Limerick. (061 397130)

LOUTH: 27. White River Mill, Dunleer, Co Louth; 28. Riverstown Mill, Cooley, Co Louth

MAYO: 29. Foxford Woollen Mills Visitor Centre, St Joseph's Place, Foxford, Co Mayo

MEATH: 30. Martyr Mill, Kells, Co Meath

ROSCOMMON: 31. Elphin Windmill, Elphin, Co Roscommon

TYRONE: 32. Benburb Valley Heritage Centre, (Beetling mill), 89. Milltown Road, Tullymore Etra, Benburb, Dungannon, Co Tyrone, BT71 7LZ; 33. Cornmill Heritage Centre, Linenside, Coalisland, Co Tyrone; 34. Ulster History Park (replica Plantation period mill) Cullion, Lislip, Omagh, Co Tyrone; 35. Wellbrook Beetling Mill (National Trust), Corkhill, Co Tyrone

WEXFORD: 36. Craanford Mills, Craanford Village, Gorey, Co Wexford; 37. National Heritage Park (Grainstack mill), Ferrycarrig, Co Wexford; 38. Tacumshane Windmill (OPW), Tacumshane, Fence, Broadway,

Co Wexford; 39. Irish Agricultural Museum, Johnstown, Co Wexford; 40. Millquarter, Old Ross, Co Wexford

Colm J Donnelly
BELCOO HISTORICAL SOCIETY

REVIEWS

Engineering Heritage Ireland

R.C. Cox and M.H. Gould, 1998
London: Thomas Telford
Paperback, 296 pp.
ISBN 0-7277-2627-7
STG£12.50 (+ €1.50 p&p from Institution of Civil Engineers, 1 Great George St, London SW1 3AA), or
IR€15.00 (post free from Institution Engineers Ireland, c/o John Callanan, 22 Clyde Rd, Dublin 4)

In 1987, the Institution of Engineers of Ireland (IEI) began to record significant civil engineering works throughout Ireland, and this book is the outcome of that work. In style and format it follows that of the four volumes already published for England and Wales by the Panel for Historical Engineering Works (PHEW) of the Institution of Civil Engineers. Its authors are both IEI members and their former profession as university Readers in Engineering has given them a wide grasp and intimate knowledge of the subject. Their professional interest is matched by an historical inquisitiveness and makes them uniquely qualified to undertake this daunting task.

The book focuses primarily on engineering structures associated with communications and public utilities. In all there

are 202 entries, each of which gives a history and technical description of that site (or in some instances sites) and highlights its significance. The entries are organised by province, with additional chapters on Dublin and Belfast. Not surprisingly given the country's uneven demographic and industrial development, the majority of recorded sites are to be found in Leinster (86), followed by Ulster (60), Munster (37) and Connaught (19). Just over half the total are road and railway bridges - masonry, girder, suspension, and reinforced-concrete. Harbours, docks, lighthouses, canals, navigations, rail-related structures, reservoirs and water towers also feature prominently. A few buildings rate a mention on account of their system of construction (principally in their roofs), or technical quirkiness (windmills). Timewise, the book focuses mainly on 19th century structures, although it spans the period from the third millennium BC (Newgrange) to 1994 AD (Cross-harbour bridge, Belfast). Over 100 additional sites of interest are also listed at the end of the main section.

The quality, succinctness and clarity (even to the non specialist) of the individual entries is second to none and the overall format is extremely user friendly. Most of the sites are illustrated with a photograph or line drawing and each is allocated a number cross-referenced to a map at the beginning of its section - very useful when planning a tour of an area. Moreover, the indexes are arranged not only by site type and name, but also by engineer, architect and contractor. I have only two minor criticisms. Although the introductory chapter covers the development of roads, canals

and railways, there is little or no discussion on the development of public utilities. The inclusion of at least one motorway, peat-fired power station, gas works, natural gas platform and wind farm might also have been expected given the scope of the discipline.

It is to be hoped that the various public bodies which own the bulk of sites highlighted will take cognisance of their heritage value and make every effort to preserve them for the educational benefit of future engineers and the interested public. The book is also a timely reminder to industrial archaeologists of the need for a similar record of the country's industrial heritage. In short, "PHEW, what a scorcher!"

Fred Hamond

(editor's note: congratulations to Ron Cox, from the Council of the IHAI on this fine production)

Early Bus Services in Ulster

M.L. Kennedy and D.B. McNeill, 1997
 Belfast: Institute of Irish Studies, Queen's University, Belfast
 Hardback, 145 pp.
 ISBN 0-85389-697-X
 STG€17.95 (post free to IHAI members from Institute Irish Studies, 8 Fitzwilliam St, Belfast BT9 6AW; mention IHAI when ordering).

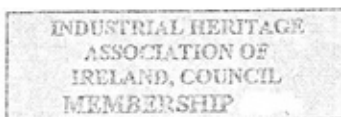
This book is the outcome of years of meticulous research by Dr D.B. McNeill, erstwhile Keeper of Transport at the Ulster Folk & Transport Museum. As the book's title implies, it embraces all nine counties of the province, not just Northern Ireland, and focuses on the development of bus services north of a line between Sligo

and Dundalk. It spans the period from 1900 to 1935, after which all services were nationalised under the Northern Ireland Road Transport Board.

The services of the five major operators - Belfast Omnibus Company, HMS Caterwood, Great Northern Railway (Ireland), Northern Counties Committee (of the London, Midland & Scottish Railway), and Belfast & Co. Down Railway - are described in detail. The multitude of smaller operations are also mentioned in passing. The involvement of the three railway companies is particularly illuminating given that many of their buses and trains competed over the same routes. An appendix lists every one of the 260 or so operators who ran services at one time or another, together with their routes and dates of operation.

The book is heavily illustrated throughout with exceptionally high quality photographs showing buses, drivers and contented passengers. The text is particularly well referenced with primary sources listed at the end of every chapter.

Dr McNeill is to be congratulated on a definitive masterpiece which will stand the test of time. We also owe a considerable debt to Mark Kennedy, a current staff member at the Folk Museum, for pulling everything together in such a readable and accessible form.



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All contributions should be computer-generated: word-processed text in either Apple-Macintosh or MS-DOS-Windows formats. Please enclose text files on a 3 1/2" disk, clearly labelled with the author's name, disk format (i.e. Apple or PC) along with the name of word-processing package used and a single hard-copy of the text in case of a disk malfunction. Please address your contributions to: Dr. Colin Rynne, Cork Butter Museum, O'Connell Square, Shandon Cork
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