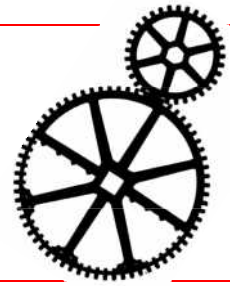

INDUSTRIAL HERITAGE ASSOCIATION OF IRELAND *NEWSLETTER*

www.steam-museum.ie/ihai
www.steam-museum.com/ihai

No 31
May 2008



DIARY DATES

12-15 June	Alcock & Brown Commemoration, Clifden, Co Galway.
28 June	Industrial Gems of Co Monaghan tour.
To 29 June	'Tide Mills of Western Europe' exhibition, Down County Museum, Downpatrick.
29 June – 4 July	Sixth World Archaeological Congress, Dublin.
22-28 Aug	AIA Conference, Wiltshire.
To 29 Aug	Great Northern Railway exhibition, Dundalk
16 Sept	Visit to Irish Architectural Archive, Merrion Square, Dublin.
15 Nov	'The Archaeology of Irish Industry', Dundalk.

Events in bold are organised by IHAI.

Welcome to the first IHAI newsletter of 2008, a mere six months since the last one! My apologies for not producing one sooner, but it's the old story of there being only 24 hours in the day! My thanks to Ron Cox for steadfastly keeping you all informed of events, including the AGM. Because of the vagaries of production, I would advise you to keep your eye on the IHAI website for future events which may happen at short notice between newsletters.

Whilst on the subject of the web, readers will notice frequent references in this newsletter to underlined links which may (or may not) enhance your "reader experience" – always provided you have a computer connection that is! Such is progress, defined by Thor Heyerdahl as "man's ability to complicate simplicity."

INDUSTRIAL GEMS OF CO MONAGHAN

A one-day tour of industrial sites in Co Monaghan is proposed for Sat 28 June. It will focus on the Monaghan-Clones-Newbliss area, taking in watermills, railway features and the Ulster Canal.

Despite it being some 50 years since the closure of the railways in this region, many well preserved stations and bridges survive. The Ulster Canal is also topical following the government's announcement of its impending restoration between Clones and Wattle Bridge, Co Fermanagh.

Arrangements still have to be finalised, but it is proposed to meet up in Monaghan Town at 10am for a 10.30am start. Ron Cox has kindly agreed to operate a car pool for those travelling from Dublin. Depending on numbers, the tour will be self-drive or in a hired coach. Likewise, lunch may be 'bring your own' or pre-arranged, depending on numbers and timings. Costings will depend on catering and transport arrangements. Note that there will be upwards of an hour's

walking over rough ground in order to view several spectacular sites well off the beaten track.

If you are interested in participating, please register with Fred Hamond by email frederick-hamond@utvinternet.com, or tel 048 (ROI)/ 028 (NI) 9061 6480. Names (yourself and any guests), email address and phone number are all that are required for the moment. If you send an email but don't receive an acknowledgement, it means it hasn't been received so ring to confirm. To facilitate arrangements, it would be greatly appreciated if you would register your intent with Fred by **Friday 13 June** at the latest. Full details of the meet-up venue and day's programme will be sent out shortly after this closing date to all those registered.

VISIT TO IRISH ARCHITECTURAL ARCHIVE

The Irish Architectural Archive was established in 1976 to collect and preserve material relating to the architecture of Ireland, both North and South, and to make it available to the public. It is now the largest single source of information on Ireland's buildings and their architects. Located at 45 Merrion Square, it is open to the public from 10am to 5pm, Tuesdays to Fridays.

Thanks to its director, David Griffin, IHAI members are cordially invited to a guided tour of the premises on Tuesday, 16 Sept, starting at 6.30pm.

IHAI AUTUMN CONFERENCE

A one-day conference entitled "The Archaeology of Irish Industry: Recent Excavations" will take place in Louth County Museum, Dundalk on Saturday 15 November 2008. Further details will follow in the next newsletter.

CLIFDEN HERITAGE WEEKENDS

The weekend of 18-20 April last saw Clifden Chamber of Commerce, together with Galway County Council & Clifden Station House & Theatre, hold the inaugural Clifden Railway Heritage Weekend. The line was built by the Midland Great Western Railway and arrived in Clifden in 1895. However, it lasted only 40 years, closing in 1935.

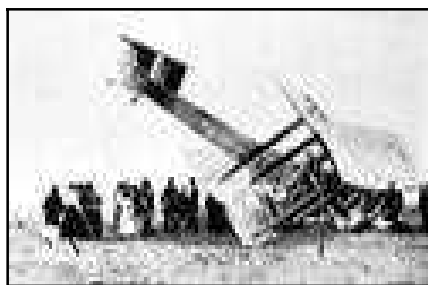
Minister Eamonn O'Cuiv opened the proceedings in Clifden Station House to a packed room which included the Mayor of Co Galway, Sean Canney, Cllr James Joyce & Deputy Padraic McCormack. The Minister praised the efforts of Clifden Chamber of Commerce in taking the necessary steps to keep the region's heritage alive. The event included the launch by local historian and author Kathleen Villiers-Tuthill of the reissue of her book *The Clifden Railway*. (Connemara Girl Publications). Kathleen's previous book, *Alexander Nimmo and the Western District*, was awarded the Galway County Best Heritage Publication Award for 2006.

Saturday's day of lectures saw Michael Gibbons, Kathleen Villiers-Tuthill, Shane Joyce, Paul Duffy and Fergus Mulligan cover a wide range of related topics from the archaeological & social aspects of the railway to its architectural & engineering perspectives. Fascinating exhibitions from Shane Joyce and the Clifden Library added to the enthusiasm of the weekend, which was rounded off by an absorbing walk with Michael Gibbons along the old railway line from Gowlane to Ballinahinch Castle.

The Station House contains an exhibition which features railway material. For further details, contact the Curator on 095 21494 or email stationhousemuseum@eircom.net.

The Chamber intends to continue promoting local heritage with similar weekends, the next one being an **Alcock & Brown Commemoration** on 12-15 June. The duo made the first non-stop transatlantic flight in June 1919, crossing from St John's Newfoundland in a modified World War I Vickers Vimy bomber. A monument three miles south of Clifden marks the spot where they crash-landed. Also nearby is the site of the first radio transmitter station from which Marconi exchanged the first transatlantic radio messages with a station in Nova Scotia in 1907.

For further information on this and other events, contact Michele Hehir, tel 087 0520295, email michele@clifdenchamber.ie or check the chamber's website www.clifden.ie.



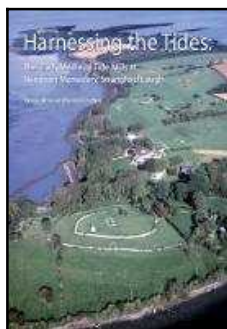
The crash site near Clifden.

TIME AND TIDE AWAIT YOU

A touring exhibition entitled *Tide Mills of Western Europe* is currently running at Down County Museum, Downpatrick. This is a fitting venue for this EU-supported touring exhibition as it is close to the oldest excavated tide mill in the world, built in 619AD (as dated by tree rings in its well preserved timbers) at the monastic site of Nendrum at Mahee Island in Strangford Lough. The mill was rebuilt over the original one in the late 8th century.

The exhibition runs until 29 June and visitors will also have the opportunity to see artefacts uncovered during the mill's excavation by the Environment & Heritage Service and Centre for Maritime Archaeology, Coleraine. Admission is free and the museum is open Monday to Friday from 10am to 5pm, and at weekends 1pm to 5pm.

Molinologists will also be interested to know that the results of the Nendrum tide mill excavations were published in 2007 as *Harnessing the Tides: the Early Medieval Tide Mills at Nendrum Monastery, Strangford Lough*, by Tom McErlean and Norman Crothers. Unbeatable value at £25, it is obtainable from The Stationery Office.



SIXTH WORLD ARCHAEOLOGICAL CONGRESS

This, the premier forum for archaeologists throughout the world, will run at University College Dublin from 29 June to 4 July. Amongst its diverse themes, *Critical Technologies: the Making of the Modern World* may be of interest as it includes workshops on Atomic Archaeology, Method and Machine, and Nostalgia for Infinity. One of the papers is entitled "The Soundtrack of Your Past and Present: Constructing an Archaeological Conceptualization of the iPod". Whatever. For details, go to www.ucd.ie/wac-6.

AIA CONFERENCE, 2008

The Association for Industrial Archaeology, our sister organisation in Britain, is holding this year's annual conference in Wiltshire on 22-28 August. The first three days will comprise papers and presentations on Wiltshire and the heritage of defence. The rest of the conference will be devoted to visiting a wide variety of industrial sites throughout the county. For further information, visit the Event section of the AIA website www.industrial-archaeology.org.uk.

THE GREAT NORTHERN RAILWAY (IRELAND)

The GNR(I) was created on 1 April 1876 as the result of the merger of four railway companies: the Drogheda & Dundalk, Dublin & Belfast Junction, the Irish North Western, and Ulster Railway. After the Great Southern & Western, it was the biggest railway company in Ireland. Because it operated on both sides of the border created in 1921, it remained an independent entity until taken over by the two governments in 1953. The year 1957 saw the wholesale withdrawal of passenger services, followed by the axing of most goods traffic over the next two years.

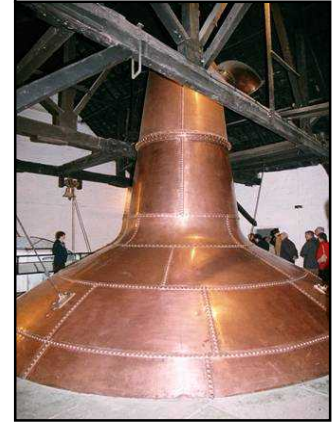
Louth County Archive is marking the closure of the railway with an exhibition in the Old Gaol on the Ardee Road, Dundalk. It runs from 29 April to 29 August and admission is free. Opening times are Mon-Fri from 9.30am to 4.30pm. For further information, tel 042 9339387 or email archive@louthcoco.ie.



Whilst in Dundalk, it's well worthwhile visiting the County Museum, located in a 19th century tobacco warehouse in Jocelyn Street. Of particular interest to readers will be *From Farm to Factory: Louths' Industrial Legacy* which traces the development of industry in the region. The Museum is open Mon-Fri 10.30am - 5.30pm, and Sundays 2-6pm.

IHAI AGM, MIDDLETON

The Annual General Meeting of IHAI Ltd took place at Middleton Distillery, Co Cork on Sat 19 April 2008. Mary McMahon, our President, welcomed everyone and then reports were presented by the Secretary and Treasurer. In the ensuing elections, the company's office bearers remained as before, with Mary McMahon as President, Ian McQuiston as Vice-President, Ron Cox as Secretary and Robert Guinness as Treasurer. Michael Grace joined the Committee, whilst Ewan Duffy and Gerard Muldoon stepped down.



After the official proceedings, Dr Colin Rynne gave a short talk on the importance of Cork in supplying the Navy with food and drink during the 18th and 19th centuries. Barry Crockett, who works in the distillery, then gave a very informative presentation on the operation of the new distillery, established in 1975 adjacent to the original one. All the 30,000-40,000 tonnes of barley used by the distillery are grown within a 50 mile radius of the town. Both grain and malt whiskeys are distilled. The former is produced using the continuous process devised by Andreas Coffey, and used mostly maize. The latter is based on barley and produced in batches in traditional copper pot stills. A highly informative video of both processes can be viewed by following the 'Heritage' link on www.jamesonwhiskey.com (a broadband connection is recommended).

Barry led us on a tour of the old distillery, now no longer operational but which has been sensitively converted into the Jameson Heritage Centre. The complex originated as a woollen mill in 1796, but was converted to a distillery by James Murphy & Co in 1825. The Murphys eventually merged with other distillers in the area to become the Cork Distillers Company. In 1966, Cork Distillers amalgamated with their Dublin rivals John Jameson & Son and John Power to form the Irish Distillers Group. The newly formed company then built a modern distillery which replaced the original one in 1975. The company is now owned by the French spirits group Pernod Ricard.

Highlights of the old distillery include the massive all-metal waterwheel installed by William Fairbairn in 1852. It measures 22ft in diameter by 16ft wide and was used until



1975 to mill the malted barley and other grains. It worked in tandem with a steam-powered beam engine, built in 1834 but subsequently modified. The engine still turns, but only under the power of the slowly turning wheel.

The distillery also boasts the largest pot still in the world. Dating from 1825, it held over 31,000 gallons of wash (low strength alcohol), from which the first distillate (low wines) was taken (two more distillations followed).

Barry then took us around the new Midleton Distillery, one of only three legal ones remaining in Ireland and the largest producer. The others are at Bushmills, Co Antrim and Riverstown, Co Louth. The contrast in scale with the old distillery and control of every aspect of the production process using a myriad of computers was immediately apparent. Some 30 million litres of alcohol are produced annually. Besides whiskey produced under the Jameson, Midleton and Paddy labels, some is sent to Bushmills (which the group acquired in 1972) and is also used in Tullamore Dew. Because of the versatility of the production process, vodka and gin are also manufactured.

Thanks go to Irish Distillers Ltd for hosting the meeting, and also to Barry Crockett and Colin Rynne for arranging things and contributions on the day.

WORKING HERITAGE CONFERENCE UPDATE

Details of the above conference, held in Dublin Castle on 15 Nov 2006, were reported in the March 2007 edition of this newsletter. Participants and readers will recall that three main themes were discussed: (1) archiving, field recording and inventories, (2) raising awareness, funding and tourism, and (3) protection, planning and networking.

Working Heritage is the title of a booklet edited by Mary Mulvihill and published by the Heritage Council late last year which summarises the day's deliberations of these topics. Conference participants will already have received a copy in the post and it is also freely downloadable on the IHAI's website www.steam-museum.com/ihai/IHNetworkingConference.html. In its conclusions, this document sets out four key recommendations:

1. The creation of an all-island industrial heritage Networking Forum. There was unanimous agreement on the need for such a network to facilitate communication between everyone with an interest in Ireland's industrial heritage. This umbrella organisation could also advise on policy and planning issues, help improve awareness and access to funding, and support the many small groups working in isolation.

Working Heritage

Networking conference on Ireland's industrial heritage
Dublin Castle — November 2006

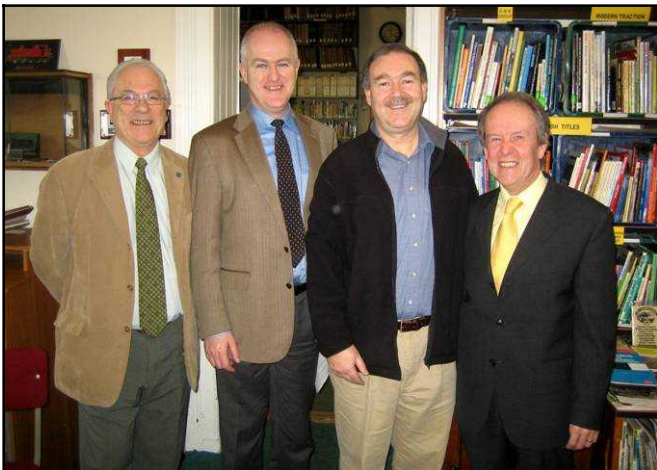
Summary Report

Industrial Heritage Association of Ireland Ltd
Heritage Services, OPW
Heritage Council
Environment & Heritage Service (NI)



2. A comprehensive survey and evaluation of Ireland's industrial heritage. The results of this would form a database to be used in planning and conservation decisions.
3. The Heritage Council's *Recording and Conserving Ireland's Industrial Heritage*, by Fred Hamond and Mary McMahon (2002), should be updated and republished.
4. A pilot artifact study should be considered for a selected industrial heritage site or collection.

To further the first recommendation, a follow-up meeting was held on Sat 9 Feb 2008 in the offices of the Irish Railway Record Society, Heuston Station, Dublin. Facilitated by Dr Hugh Maguire, the Heritage Council's Museums and Archives Officer, all participants at the 2006 conference were invited to air their views on the shape and scope of an all-island industrial heritage network. The upshot was the setting up of a steering committee to pursue the views expressed and elaborate a structure and aims for the network.



Ian McQuiston (Vice-President IHAI), Hugh Maguire (Heritage Council), Paul McMahon (IHAI), and Michael Walsh (Chairman, Irish Railway Record Society) pictured at IRRS headquarters.

IHAI AWARDS 2007

The third annual IHAI Awards ceremony took place on 15 November last at the Engineers Ireland headquarters, Clyde Road, Dublin. These awards, which are sponsored by the ESB, recognise organisations and individuals working to preserve and promote Ireland's rich industrial heritage. Three awards were presented by Brid Horan, the ESB's Executive Director for Customer Supply & Group Services.

The *Best Museum* award went to Flame - the Gasworks Museum of Ireland, at Carrickfergus, Co Antrim. The Museum houses Ireland's sole surviving coal gasworks, one of only three survivals in Britain and Ireland. Opened in 1855, it supplied Carrickfergus with gas for heating, lighting and cooking until 1965, before finally closing in 1987. The site, complete with virtually all its original equipment, was acquired by the Environment & Heritage Service and leased to the Carrickfergus Gasworks Preservation Society, a group of volunteers keen to preserve the site. The works were fully restored and reopened as a visitor and educational attraction in 2002, following a £1.5m restoration financed by the Heritage Lottery fund, European Regional Development Fund, DOE(NI) and Carrickfergus Borough Council.

The *Publications* award went to Michael Corcoran for *Our Good Health: a History of Dublin's Water and Drainage*, published by Dublin City Council in 2005. A Dubliner born and bred, Michael worked with the Drainage Division of Dublin City Council for 24 years. No one is better qualified to write about this public utility, indispensable for a modern society yet taken completely for granted. Michael also wrote the definitive history of Dublin trams, *Through Streets Broad and Narrow*, which sparked the founding of the National Transport Museum at Howth.

The *Lifetime Achievement* award went to Norman Campion. As Vice-Chairman of An Taisce for a number of years, Norman was involved in many of the conservation issues arising from the rapid growth of the Celtic tiger. In 1996, through the good offices of An Taisce, he established and chaired an Industrial Heritage Working Group from which emerged the IHAI. Norman has been a stalwart Committee member since the IHAI's inception and has only recently stepped down as its President. It is largely thanks to his unassuming efforts, many of them behind the scenes, that the IHAI has survived for over a decade and continues to flourish.

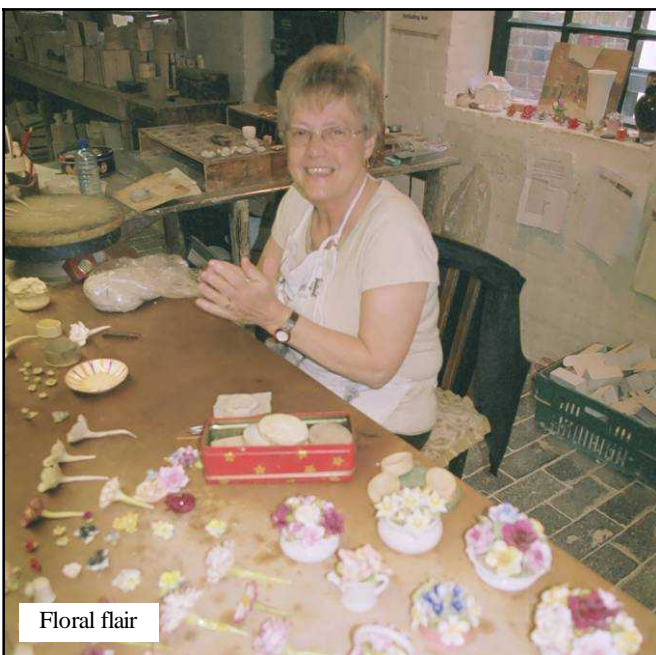


Michael Corcoran, Mary McMahon (IAHI President), Billy Dunlop (Chairman, Flame Gasworks), and Norman Campion with their well-deserved awards.

TOUR TO GREAT BRITAIN, APRIL 2007 – PART 2

Readers of the last issue of this newsletter will recall that we got as far as the Ironbridge Gorge at Coalbrookdale, on the second day of our expedition to industrial sites in Britain.

Saturday morning, and it was off to Stoke-on-Trent and the **Gladstone Pottery Museum**, Longton. Stoke was, of course, once the hub of pottery production in Britain and hundreds of potteries in this region churned out wares for the mass market. Gladstone is now the only surviving intact Victorian pottery in the entire country. It is dominated by massive conical brick kilns in which the bone china was fired. We were expertly shown around by Phil Rowley and his band of helpers and even had a chance to throw our own pots (away)!



Floral flair

We then drove through the Pennines to **Masson Mill** on the banks of the River Derwent at Matlock Bath, Derbyshire. This vast brick edifice was established by Richard Arkwright in 1783, some 12 years after he built the world's first successful waterpowered cotton spinning mill at nearby Cromford. Arkwright, as you will recall from school history, was the inventor of the water-powered spinning frame and is acknowledged as the 'father' of the factory system.

Masson Mill, which produced cotton fabric from the raw fibre, remained in continuous production until 1991. The southern end of the complex was added in the 1900s and has been converted to a shopping centre (where we had lunch). This enterprise helps pay for the textile museum which is housed in the original mill.

Much of the machinery now displayed has been salvaged from elsewhere and restored to working order. A spinning mule showed how cotton yarn was produced, the frame simultaneously drawing, twisting and winding the yarn as it moved to and fro across the floor. Various plain and Jacquard looms were also on display. A horizontal compound steam engine of 1884 vintage had recently been installed and a nearby turbine produced electricity for the National Grid.

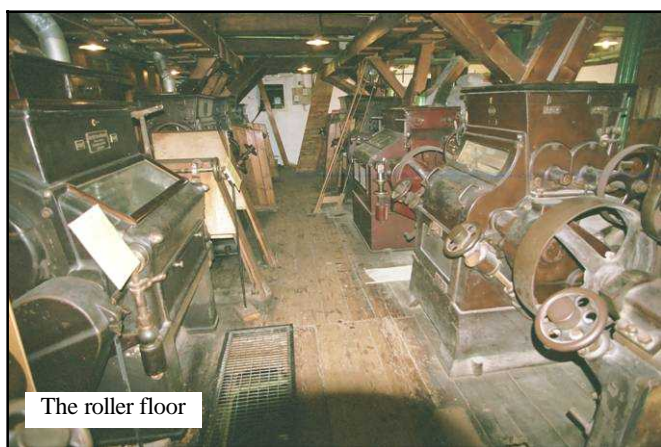
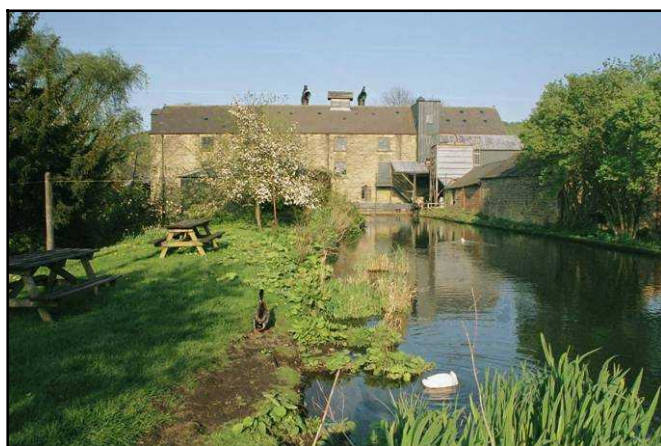


Masson Mill



Power loom weaving

Our next stop was not too far away, at **Cauldwell's Mill**, Rowsley. Situated on a tributary of the Derwent, it dates from 1874 and is on the site of an earlier mill. It was erected by John Cauldwell as a flour and provender (animal feed) mill. Originally, the grinding was done using millstones but these were replaced by roller mills in 1885. This was a year after Shackleton's Mill, on the River Liffey near Lucan, had adopted the same system of milling. Unlike the rollers at Lucan, which were replaced in 1936, Cauldwell retained the original rollers and these are still in place today. As such, it is possibly the earliest intact example of a later 19th century roller mill left in Europe. After the mill closed in 1978, it was acquired by the Cauldwell's Mill Trust and reopened to the public. It produces various types of specialist flour for sale and there are also craft workshops and a cafe housed in some of the outbuildings (shut by the time we arrived!).



The roller floor

It was a contented, but hungry, party which rolled into the Holiday Inn as **Ellesmere Port** later on that evening. The town is at the seaward end of the Shropshire Union Canal (which links with Chester, Llangollen and Wolverhampton), and also beside the vast Manchester Ship Canal. The hotel is in a converted canal warehouse and overlooks the National Waterways Museum (which we didn't have time to visit).

Sunday proved to be an uplifting experience when we arrived at the nearby **Anderton Boat Lift** at Northwich. This is one of only two operational boat lifts in Britain (the other is the rotary Falkirk Wheel, Scotland). It opened in 1875 to connect the Trent & Mersey Canal with the River Weaver. The waterways are 50ft apart in height and it proved to be more practical to use a lift rather than conventional staircase locks. In operation, a barge is floated from the river into a tank of water at the bottom of the lift. This is then hydraulically jacked up to the level of the canal.



Holiday Inn

Simultaneously, a barge in a second tank descends to the river. Each tank of water weighs over 250 tons and counterweights were added to the top of the structure in 1908 to assist operations.

The lift was closed in 1983 due to structural deterioration. Restoration started in 2001 and it re-opened in 2002. Although the 1908 additions are no longer necessary, they have been retained for historical reasons and appearance. The original steam engine has also been superseded by electric motors.

We were then taken for a ride - up the lift, into the canal, back in and down again - an unforgettable experience.



Then it was back along the North Wales coast to Holyhead and our ferry back to Dublin. Thanks are due to Stephanie Bourke for coordinating bookings, Norman Campion who acted as Passepartout, and especially Andrew Ogden for organising such a memorable event. Roll on the next one!

OPENING OF ALLIHIES COPPER MINE MUSEUM

On 13 September last, the Allihies Mining Museum was officially opened by President Mary McAleese. Fittingly housed in the renovated church built for the miners, this marked the culmination of some 10 years of dedicated work by the Allihies Coop Committee under the chairmanship of Charlie Tyrrell to promote the 19th century mining heritage of the Beara Peninsula in west Co Cork. The Museum is open 10am-5pm on weekdays and noon-5pm at weekends. Visitors can also be accommodated outside these hours – tel 027 73218. The museum's website is www.acmm.ie.



Simultaneous with the creation of the museum, the Mining Heritage Trust of Ireland, with the financial support of the Heritage Council, carried out restoration work on the nearby Mountain Mine Man Engine House. This structure is unique in Ireland and it is the only purpose-built man engine house now surviving anywhere in the world.



THE MINERS' WAY

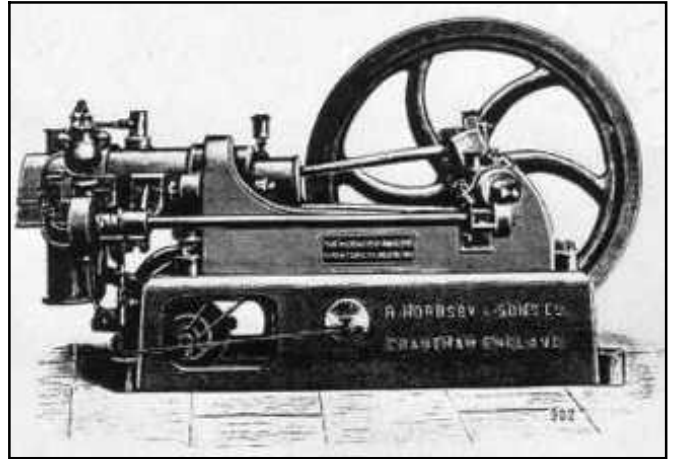
This booklet is an in-depth exploration of Tankardstown, near Bunmahon on Co Waterford's Copper Coast. This site contains the surface remains of two Cornish engine houses (for pumping and winding) and a chimney, all recently conserved. But it is the underground remains, not generally accessible to the public on safety grounds, which are the focus of this publication. Illustrated with vivid colour photos taken by Martin Critchley and Mike Sweeney, it is available from the Mining History Trust of Ireland and also from the Copper Coast Geopark office, Annestown, Co Waterford for €6.50 including p&p. For details of other publications on the Copper Coast, visit <http://homepage.eircom.net/~ccgeopark/Publications.htm>.

The preserved mining remains at Tankardstown.

HORNSBY ENGINE RESTORED

On 9 March, over 100 people turned up in a lane adjacent to Morehampton Road in Donnybrook, Dublin 4, to witness the first running of a restored Hornsby Akroyd Oil engine. The engine had been salvaged from Glencree Reformatory, Co Wicklow (now the Glencree Centre for Peace & Reconciliation) and lovingly restored to working order by Fiac O'Brolchain. The future of the engine is likely to see it placed in situ in Glencree and run on special occasions to power a series of lights around the estate.

Ewan Duffy



IRISH POST-MEDIEVAL ARCHAEOLOGY GROUP

As reported in the last IHAI Newsletter, the IPMAG, which focuses on Ireland after 1550AD, held its 8th annual conference in Kenmare, Co Kerry. This year's theme was "Toil and Trouble: Archaeological Perspectives on the Economy" and dealt with the post-medieval economy in urban, rural, maritime, and other settings. Details of the 13 papers presented will doubtless appear in the Group's excellent on-line newsletter which is freely downloadable at <http://www.science.ulster.ac.uk/crg/ipmag/nletter.html>.

On the Group's homepage is a link to summaries of all post-medieval sites excavated between 1985 and 1995. This has been extracted from the excavations.ie website and, being in PDF format, is easily searchable by key word. The database includes details of a number of industrial sites such as mills and will eventually include all excavations carried out in Ireland since 1970.



LANDMARK RESTORATIONS

The Irish Landmark Trust Limited was established in 1992 as a not-for-profit charitable organisation dedicated to saving abandoned heritage buildings of character and distinction throughout Ireland which are threatened by decay and neglect. Sensitive conservation and sustainable redevelopment are central to the Trust's operation and this is achieved by converting suitable buildings to domestic use for short-term lets (e.g. holidays).

Buildings range from lighthouses, to gatelodges, tower houses, school houses and mews, which - because of their eccentricity - are unsuitable for permanent residence. However, their locations, often in remote and beautiful parts of the country, are ideal retreats for those seeking a short stay in a sensitively restored building.

To date the Trust has restored 15 architecturally important properties. Thanks to a partnership with the Commissioner of Irish Lights, its portfolio includes some of industrial heritage interest: Wicklow Head Lighthouse and lighthouse keepers' houses at Loop Head (Co Clare), Galley Head (Co Cork), and Blackhead (Co Antrim).

The Trust has recently assembled a panel of advisors to assist in an ambitious programme of conservation work over the next decade. For further information on the Trust and its activities, or even to book a holiday let, go to www.irishlandmark.com or write to 25 Eustace St, Dublin 2 or 50 Bedford St Belfast BT2 7FW.

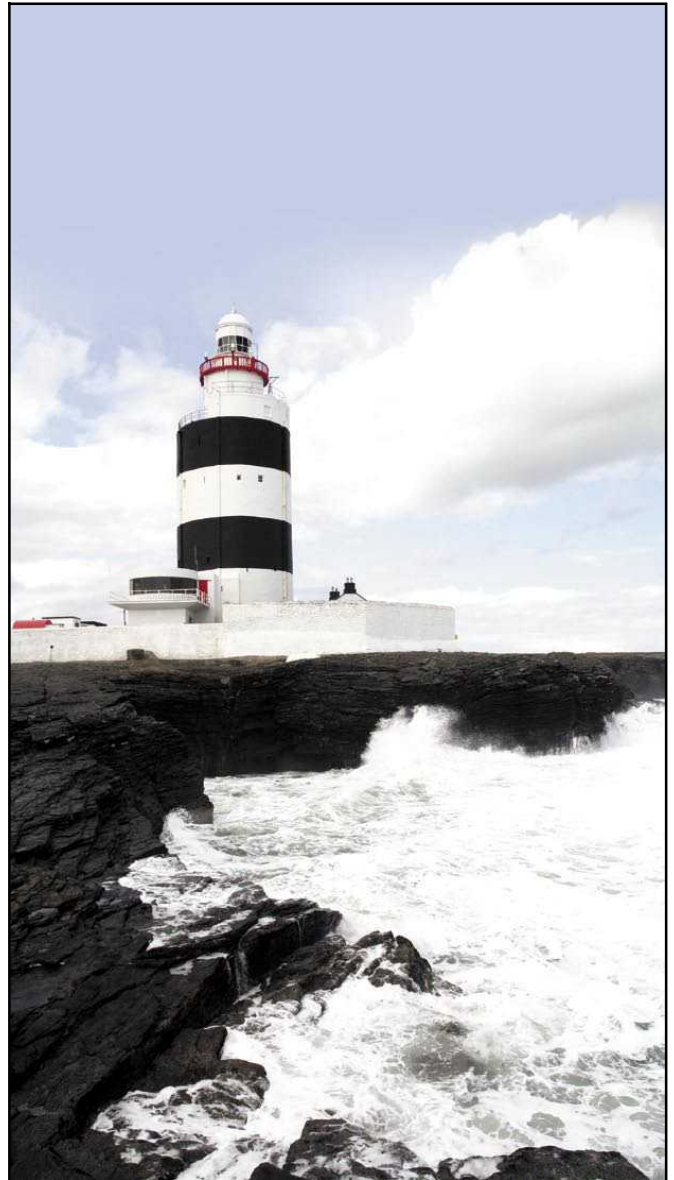


Blackhead Lighthouse lies at the entrance to the Gobbins on the spectacular Co Antrim coast.

IRELAND'S MARITIME HERITAGE

The Heritage Council have produced a number of attractive A3-sized posters on Ireland's maritime heritage as part of an educational package aimed at schools and anyone interested in marine heritage. They are available from the Heritage Council (recently relocated from Rothe House to the former Bishop's Palace in Kilkenny) and can also be downloaded from the publications section of its website, www.heritagecouncil.ie.

One of the posters features Hook Head Lighthouse, Co Wexford. Originating as a 13th century beacon, it is one of the oldest operational lighthouses in the world. Following automation in 1996, a visitor centre was opened by the Commissioners of Irish Lights in the former keepers' houses; guided tours of the medieval tower are also available.



Hook Head Lighthouse.

ULSTER CANAL UPDATE

At a North/South Ministerial Council Plenary meeting last July, it was agreed to proceed with the restoration of the section of the Ulster Canal between Clones and Upper Lough Erne. Waterways Ireland was charged with progressing the scheme and for the future management, maintenance and recreational development of the restored section.

The project's capital cost, estimated at €35m/ £23.8m, will be met in full by the Irish Exchequer. Once completed, annual maintenance costs amounting to some €300k/ £201k will be jointly met by the Northern Ireland Executive and the Irish Government.

At the start of 2008, Waterways Ireland appointed an in-house project manager to progress the project to completion. A notice has recently been placed on the government procurement website www.e-tenders.ie inviting expressions of interest by suitably qualified Consulting Engineers to take the scheme through the planning process and manage the work once permissions have been obtained (the deadline for applications is 16 June). Waterways Ireland has also started to advise the landowners along the intended route of the likely timeframe of the various actions involved.

Waterways Ireland website, www.waterwaysireland.org

ULSTER & CONNAUGHT HERITAGE RAILWAYS

Ulster & Connaught Heritage Railways is a marketing brand developed to promote four heritage railways in the north of Ireland: (1) the Cavan & Leitrim Railway, based at Dromod, Co Leitrim, (2) the Giants Causeway and Bushmills Railway, Co Antrim, (3) the Fintown Railway, Co Donegal, and (4) the Downpatrick & Co Down Railway

This half-million euro project is targeted at the capital development and marketing of these four railways. It has been financed through the European Union's Interreg programme and by Udaras na Gaeltachta. This funding will allow locos to be repaired and a 500m track extension to be made at Fintown (scene of a past IHAI visit). It has also enabled the appearance of www.ucrailways.com which has recently gone live on the web. This easily navigated site gives details of each of the railways, their opening times, and upcoming events.

A novel initiative is the *Rail Trail Ticket* whereby a visitor can buy a season ticket to all four railways. If stamped at all of them, he/she will receive a special commemorative print by renowned railway artist Deborah Wenlock (see right).

--- BOOK REVIEWS ---

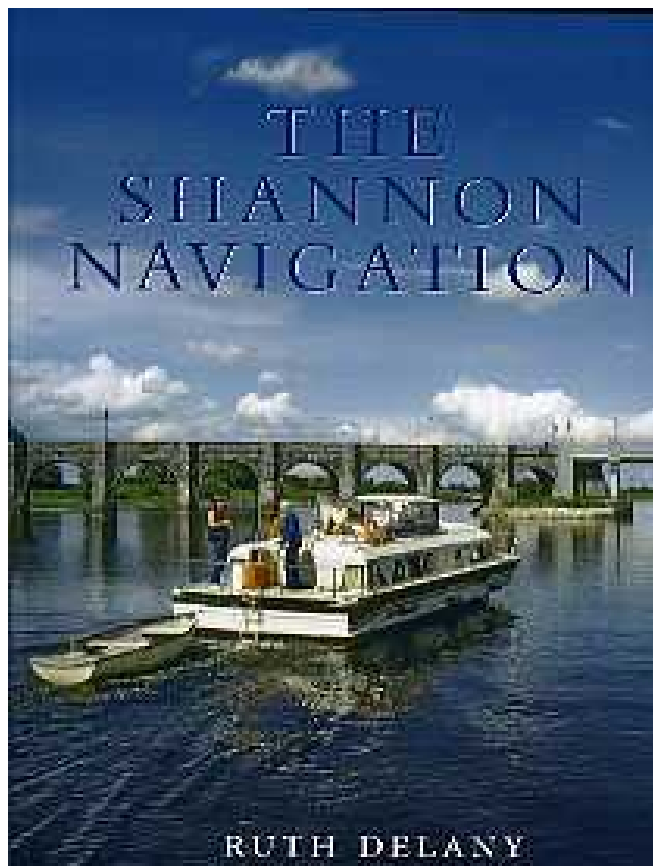
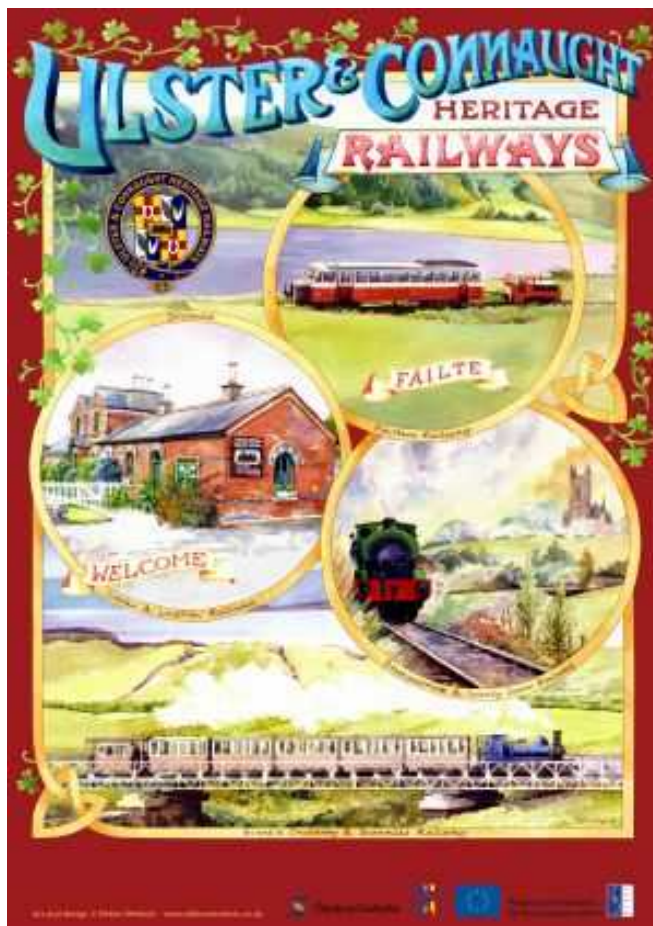
THE SHANNON NAVIGATION. Ruth Delany, 2008. €30/STG£23. ISBN 978 1 84351 128. Lilliput Press, Dublin.

Ruth Delany will need no introduction to most readers of this newsletter. She has been researching the history of Ireland's inland waterways for many years and has done more than anyone to bring their heritage aspects to the notice of the general public. She was a founder member of the Inland Waterways Association of Ireland in 1954, president of the IWAI from 1981-84, and edited *Inland Waterway News* for many years until 1998. Her works include *Canals of the South of Ireland* (1966), *The Grand Canal of Ireland* (1973), *By Shannon Shores* (1987), *Ireland's Inland Waterways* (1988) and *Ireland's Royal Canal* (1992).

This, her latest *magnum opus*, traces the history of the River Shannon as a navigation since the 1750s, when the first improvement works were commenced by the Commissioners of Inland Navigation. These works took many years to complete but were not successful and were badly maintained. In the 1830s, the arrival of steamers focused attention on the poor state of the navigation. This coincided with the efforts of the Government to initiate public works to relieve poverty by providing employment. During the 1840s a major scheme was carried out to create the fine navigation which is still enjoyed today. The age of the steamers was cut short by the coming of the railways and a second attempt to provide passenger boats in the early 1900s came to nothing.

The 20th century history of the navigation is also traced, including the hydro-electricity scheme at Ardnacrusha, Co Limerick in the 1920s. The gradual decline in the use of Shannon for commercial trade saw it entering a very low ebb in the mid 1900s. Recent years have seen its revival for tourism and recreation, with the infrastructure of the mid 1800s being fully utilised for the first time.

The authoritative and attractively designed book is lavishly interspersed with over 250 photographs and other illustrations. The text is fully referenced with endnotes, whilst the appendices detail the locks' dimensions, the



various parliamentary Acts, revenue and tonnage carried, and vessels which plied the river. This book will undoubtedly be the benchmark for future canal publications and will be a hard act to follow – except, of course, by Ruth herself!

THE BRAY AND ENNISKERRY RAILWAY. Liam Clare, 2007. €14.99. ISBN 978 184588 5939. Nonsuch Publishing, 73 Lower Leeson Street, Dublin 2.

Industrial heritage deals with the records and remains of former industries. It is not often that you get to review a book about a local industry that didn't happen. The Bray and Enniskerry Railway is a record of multiple attempts to build a railway between those two towns, which came close to happening, but didn't succeed.

As the final event that killed the project was a financing arrangement that wouldn't look out of place in the sub-prime crisis of 2008, the author has timed his publication well. Substantial parts of the engineering structures of the line were built and these include a bridge to carry the railway over Dublin Corporation's Vartry water main, which remains to this day opposite the ornate bridge carrying the main over the Cookstown River, a tributary of the Dargle. Wicklow County Council recently removed a lot of the railway embankment in road widening but made a policy decision to leave the bridge.

The author delves into the wider issues concerning the planning and building of a railway and neatly sets out the legal protocols and deadlines that had to be met by railway promoters to get their Act of Parliament before they could raise money and proceed to build it.

There is just one point that I came across that merits correction. On page 55, the author states that light railways are narrower than standard railways. This is not strictly correct in that there were many standard gauge railways built which were 'light' railways legally, the definition being concerned with a number of factors, but primarily with the weight of rails used for the track.

Ewan Duffy

RAILWAYS IN IRELAND, PART TWO. Martin Bairstow, 2007. STG£14.95. ISBN 978 1 871944 33 47. Published by the author, 53 Kirklees Drive, Farsley, Leeds.

This publication is the second of four titles planned to cover the railways of the island of Ireland. Although the author has arbitrarily divided the island into four regions, the style is similar to *Irish Standard Gauge Railways* by Tom Middlemass. This volume is a brief history of each of the public railways in the North-East, from Dundalk up to Coleraine and Derry.

Overall, the standard of this work is higher than that of the first in the series, aided by the insertion of anecdotes into the dry historical facts. The publication is let down by spelling mistakes, such as "Dargan attempting to introduce 'flex' farming in the South of Ireland" and also by the non-referencing of sources. Other points that I noted were:

- The map of railways makes no differentiation between lines covered in the book and connecting lines not included in this volume (showing the latter in a different style would have been better);
- The author repeats the oft mis-stated existence of a tunnel on the Ballycastle Railway at Capecastle - the structure is merely a long bridge;
- Pages 74-96 are taken up with shipping, which is not of railway interest;

- Whilst Belfast tramways are covered, the subsequent retention of the overhead power lines for trolleybus routes was not mentioned.

The number of photographs in the book is substantial with many topographical images, including stations and other built heritage features.

Ewan Duffy

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NEXT NEWSLETTER

My thanks to Ewan Duffy for his contributions to this newsletter. Please send missives for the next one to the editor Fred Hamond at the above email address or 75 Locksley Pk., Belfast BT10 0AS. Remember, the less I have to write myself, the sooner the next newsletter will appear!



One of the hidden industrial gems of Co Monaghan – but what is it? Find out on 28 June, but only if you book by 13th!