

**Samuel Lockington and Company indentures, 1905 - 1938, 1952, 1955**

**Repository Code:** IE LHA

**Collection Reference Code:** PP00035/

**Title:** Samuel Lockington and Company indentures

**Dates:** 1905 - 1938, 1952, 1955

**Level of Description:** Fonds

**Extent:** 1 archival box folder containing 17 items

**Name of Creator(s):** Samuel Lockington and Company and the Great Northern Railway (Ireland)

**Admin/Biographical History:** Samuel Lockington (d1920) was a coal merchant. He first worked for the Great Northern Railway Company before leaving to establish his own business 'importing coal to Greenore where he opened up a retail depot, he being the first to open Greenore as a coal port' (Tempest's Annual 1921). He came to Dundalk in 1899 where he opened a yard. He also acquired the waste ground between Quay Street and the river and built his first steam collier, the SS John Irwin (his wife's maiden name was Irwin), followed by the SS Shellie and the SS Carlingford. Shortly after his untimely death in September 1920, the company now operated by his son, John Irwin Lockington, bought the SS Margaret Lockington. It worked the Irish Sea for almost 40 years, including as a coaster ship during World War II, making its last sailing on 13 June 1957.

The Great Northern Railway of Ireland (GNR(I)) was founded in 1876 through the merger of the North Western Railway, the Northern Railway of Ireland and the Ulster Railway. It operated mainline services between Belfast and Dublin via its hub at Dundalk, between Dundalk and Derry via Portadown and Omagh, and between Dundalk and Enniskillen, with an extensive branch network in between. Most of the company's engines were constructed at its Works in Dundalk, which employed almost 1,000 people from the 1870s up to the 1940s. 'The GNR formed a vital part of Ireland's industrial infrastructure. Its rail network serviced the important east coast seaports and this was key to its success in moving various goods for import and export... The S Lockington & Company coal firm gave valuable traffic to the GNR. The GNR built coal storage at many of the major stations on the network for Lockington. This

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benefited the GNR as a consumer of coal for its locomotives, and gave Lockington good locations to distribute coal to private and industrial consumers' (see <http://www.louthnewryarchives.ie/online-exhibitions/great-northern-railway/index.shtml>).

The original Dundalk, Newry and Greenore railway line ran from Dundalk to Greenore and the first service was in May 1873. In 1876 the railway line was extended to Newry. The company that owned the line was the London and North Western Railway which constructed a substantial hotel to serve passengers using the ferry. The company also constructed a number of houses for its employees at Greenore. An agreement was made in 1933 for the line to be worked by the GNR.

The partition of Ireland in 1921 and greater use of road transport led to a downturn in rail traffic and profitability throughout Ireland. In 1953 the GNR(I) was jointly nationalised by the governments of the Republic of Ireland and Northern Ireland and administered through the Great Northern Railways (Ireland) Board (GNRIB). In 1958 it was decided to dissolve the GNRIB and divide its assets between the Ulster Transport Authority and Córas Iompar Éireann and both of these authorities closed the bulk of the GNR(I) railway network, to the extent that only the Dublin to Belfast line is still in use. The Dundalk, Newry and Greenore Railway Company was dissolved by Royal Assent on 31 July 1957.

<b>Archival History:</b>	These papers were deposited with Louth County Archives Service in May 2001 by the County Louth Archaeological and Historical Society.
<b>Scope and Content:</b>	This collection of seventeen items includes agreements made between Samuel Lockington and Company and the Great Northern Railway Company and the Dundalk, Newry and Greenore Railway Company in regard to the leasing of lands and coal storage facilities by Lockington (tenant). There is also an agreement with the Dundalk Urban District Council for the laying of a new pipe for the sewerage scheme.
<b>Subject Index:</b>	Coal merchant; Coal importing business
<b>Accruals:</b>	Further accruals may be received.
<b>System of Arrangement:</b>	Items are arranged in chronological order.

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- Language/Script of Material:** English
- Physical Characteristics:** Paper and colour-wash drawings. Poor – fair condition
- Technical Requirements:** Items have been placed in mylinex envelopes for handling.
- Finding Aids:** Descriptive list can be found on on-line catalogue available at <http://www.louthcoco.ie>
- Existence & Location of Originals:** Louth County Archives Service
- Existence & Location of Copies:** Some digitised documents may occasionally be found on <http://www.louthcoco.ie>
- Related Material:** IE LHA PP00206/ The Paddy Mallon – Great Northern Railway (Ireland) Collection
- Repository Home-Page:** <http://www.louthcoco.ie>
- Source Material:** <http://www.louthcoco.ie>
- Date of Description:** Robert McEvoy, July 2007; revised August 2018 by Lorraine A McCann, Louth County Archives Service

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### Descriptive List

PP00035/001

Agreement dated 30 December 1905 between the Great Northern Railway Company (Ireland) and Samuel Lockington and Company Limited who use their four wagons in the carriage of their coal traffic over the Great Northern Railway to minor servicing, examining and maintenance of the coal company's wagons by staff of the Railway Company in return for payment. Attached are two annexed agreements of 27 August 1908 and of 16 September 1909 granting the coal company permission to use an additional five carriages and an additional three carriages respectively that Lockington's propose to build, on the Railway for carriage of coal subject to the

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same terms as the first wagons. Indentures are signed and sealed. Attached is a covering letter from Henry Plews, Great Northern Railway Company (Ireland), to Messrs Samuel Lockington and Company Limited, returning agreement.

30 Dec 1905 – 18 Oct 1909

Level: item

2 items

5pp

PP00035/002

Indenture between the Great Northern Railway Company (Ireland) and Samuel Lockington and Company Limited (licensees), Dundalk, whereby the Railway Company agree to erect a coal store at their station grounds in Oldcastle and to grant the licensees exclusive use of this coal store for a period of ten years, in return for 5 percent per annum of the construction cost in addition to other rates and taxes on the store. Terms and conditions regulating the licensees' workmen, loading and unloading are included. Indenture is signed and sealed. It includes a sketch map of the proposed coal store (poor condition) by M Mills, engineer in chief.

19 Nov 1908

Level: item

5pp

PP00035/003

Indenture dated 4 March 1909 between the Great Northern Railway Company (Ireland) and Samuel Lockington and Company Limited (licensees), Dundalk, whereby the Railway Company agree to erect a coal store at their station grounds in Clones. The indenture grants the licensees exclusive use of the coal station for a period of ten years, in return for 7.5 percent per annum of the construction cost in addition to other rates and taxes on the store. Terms and conditions regulating the licensees' workmen, loading and unloading are included. Indenture is signed and sealed. It includes a sketch map of the proposed coal store by M Mills, engineer in chief dated 8 February 1909. Scale of map is 40 foot to 1 inch.

It contains a covering letter from the Great Northern Railway Company (Ireland) to Messrs Samuel Lockington and Company, Dundalk stating the return of Lockington's completed agreement and that instructions have been given to the engineer to proceed with the work (1p).

08 Feb 1909 – 10 Mar 1909

Level: item

2 items

6pp

PP00035/004

Indenture between the Great Northern Railway Company (Ireland) and Samuel Lockington and Company Limited (licensees), Dundalk, whereby the Railway Company agree to erect a coal store at their station grounds in Bundoran, County Donegal. The indenture grants the licensees exclusive use of the coal station for a period of ten years, in return for 5 percent of the construction cost in addition to other rates and taxes on the store.

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Terms and conditions regulating licensees' workmen, loading and unloading, and payment of rates are included. Indenture is signed and sealed. It includes a sketch map of the proposed coal store by M Mills, engineer in chief dated 27 December 1906. Scale of map is 40 foot to 1 inch.

(27 Dec 1906) 02 Dec 1909

Level: item

5pp

PP00035/005

Indenture dated 9 February 1911 between the Great Northern Railway Company (Ireland) and Samuel Lockington and Company Limited (licensees), Dundalk, whereby the Railway Company agree to erect a coal store at their station grounds in Navan, County Meath. The indenture grants the licensees exclusive use of the coal station for a period of ten years, in return for 5 percent of the construction cost in addition to other rates and taxes on the store. Terms and conditions regulating licensees' workmen, loading and unloading, and payment of rates are included. Indenture is signed and sealed. It includes a sketch map of the proposed coal store dated 25 January 1911. Scale of map is 40 foot to 1 inch.

Attached is a covering letter from B [Gamble], Great Northern Railway Company (Ireland), to Messrs Samuel Lockington and Company Limited, Dundalk returning agreement.

25 Jan 1911 – 24 Aug 1912

Level: item

2 items

8pp

PP00035/006

Copy correspondence between Samuel Lockington and Company, coal merchants, Dundalk and HG Burgess, London and North Western Railway Company, North Wall, Dublin where Burgess requests written confirmation from Lockington that he will pay an extra 1 penny per tonne for cranage at Dundalk for the duration of the war. Lockington confirms this in copy letter dated 17 June 1918.

Poor condition – requires conservation treatment

05 Jun 1918 - 17 Jun 1918

Level: item

3 items

3pp

PP00035/007

Memorandum of agreement for tenancy of land between the Dundalk, Newry and Greenore Railway Company (landlords) by James Robert Ball, Euston Station, London (agent) and Samuel Lockington and Company Limited, coal merchants, Dundalk. Agreement is for lands at Greenore, county Louth containing 320 square yards to be used as a stacking ground for coal for the sum of £2 per month. Tenancy is to commence on 1 March 1920. Terms and conditions include land use and payment of tithes and rent charges.

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15 Oct 1920

Level: item

5pp

PP00035/008

Indenture between the Great Northern Railway Company (Ireland) and Samuel Lockington and Company Limited (licensees), Dundalk, whereby the Railway Company agree to erect a coal store at their station grounds in Enniskillen, County Fermanagh. The indenture grants the licensees exclusive use of the coal station for a period of ten years, in return for 5 pounds percent per annum of the construction cost in addition to other rates and taxes on the store. Terms and conditions regulating licensees' workmen, loading and unloading, and payment of rates are included. Indenture is signed and sealed. It includes a sketch map of the proposed coal store. Scale of map is 40 foot to 1 inch.

24 Feb 1926

Level: item

7pp

PP00035/009

Indenture between the Great Northern Railway Company (Ireland) and Samuel Lockington and Company Limited (licensees), Newry, County Down, whereby the Railway Company agree to lease land at Monaghan to Lockingtons for five pounds per annum and to erect a coal store at their station grounds in Monaghan. The indenture grants the licensees exclusive use of the coal station for a period of ten years, in return for 7.5 percent per annum of the construction cost in addition to other rates and taxes on the store. Terms and conditions regulating licensees' workmen, loading and unloading, and payment of rates are included. Indenture is signed and sealed. It includes a sketch map of the proposed coal store. Scale of map is 40 foot to 1 inch.

16 Feb 1931

Level: item

7pp

PP00035/010

Wayleave agreement under the Dundalk sewerage and sewage disposal improvement scheme (section 3) as per the Public Health (Ireland) Act 1878, between Dundalk Urban District Council and Samuel Lockington and Company Limited, steam ship owners and coal importers, Dundalk whereby the Council need to lay a new pipe from their number one pumping station in Saint Helena's Park to the storage tank at the Soldiers' Point. The council wish to pass through the lands of Lockington lying between the plot of land at Saint Helena's road owned by Joseph Fisher and sons and the lands of the Dundalk, Newry and Greenore Railway Company. In return the council is willing to pay the sum of £10 compensation. The indenture is signed and sealed.

16 Jul 1938

Level: item

2pp

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PP00035/011

Letter from JC Chambers, general manager of the Dundalk, Newry and Greenore Railway Company, Euston Station, London to Samuel Lockington and Company Limited, Dundalk stating that he encloses an agreement as of 20 October 1952 (not available).

27 Oct 1952

Level: item

1p

PP00035/012

Letter from JC Chambers, general manager of the Dundalk, Newry and Greenore Railway Company, Euston Station, London to Samuel Lockington and Company Limited, Dundalk thanking Lockington for informing him that Lockingtons would be vacating the premises as of 31 March 1955. Cross reference PP00035/007.

15 Mar 1955

Level: item

1p