



General Seán MacMahon

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General Seán Mac Mahon was born, the son of a maltster in Cork Street, in Dublin in 1893. He was the eldest of seven children. He joined the Volunteers at their inception in 1913 and was enrolled as a member of "B" Company, 3<sup>rd</sup> Battalion, Dublin City Brigade.

In 1914 he became 1<sup>st</sup> Lieutenant under The O'Rahilly with promotion to Captain in 1915. The headquarters of B Company, 3<sup>rd</sup> Battalion was based at 144 Pearse Street. During Easter Week 1916 he fought as Captain of "B" Company, 3<sup>rd</sup> Battalion, under Eamon de Valera in Bolands Mills.

In May 1916 he was deported and imprisoned first in Wakefield then Frongoch and finally Wormwood Scrubbs. On his return to Dublin he joined the staff of the Nationality newspaper. He resumed his association with the Volunteers becoming Vice Commandant of the 3<sup>rd</sup> Battalion.

In 1919 he became Q.M.G. of the Irish Republican Army. He was the organiser of the famous Q Company based at Dublin Docks, which was finally organised into a unit in March 1921.

He took part in several engagements during the Black and Tan war and was present during the night of the 13<sup>th</sup>/14<sup>th</sup> March 1921 when his Brother in Law, Leo Fitzgerald was killed in an ambush in Great Brunswick Street.

On the formation of the Regular National Army in February 1922 he continued as Q.M.G.

In September 1922 he succeeded General Mulcahy as Chief of the General Staff.

He retired in 1927, due to failing health and died in 1955.

### Mac Mahon Bridge Project Team

- City Engineer & Director of Traffic  
Mr Michael Phillips
- Deputy City Engineer  
Mr Kieran O'Sullivan
- Consultant Engineers  
Mott MacDonald Pettit
- Engineer's Representative  
Pat Gorman
- Consultant Architect  
Paul Arnold
- Main Contractor  
SIAC Construction
- Sub-Contractor - Stainless Steel Arches  
Steele and Co.
- Street Lighting – Dublin City Council  
Public Lighting Division
- Traffic Layout & Traffic signals  
Dublin City Council Traffic and QBN office

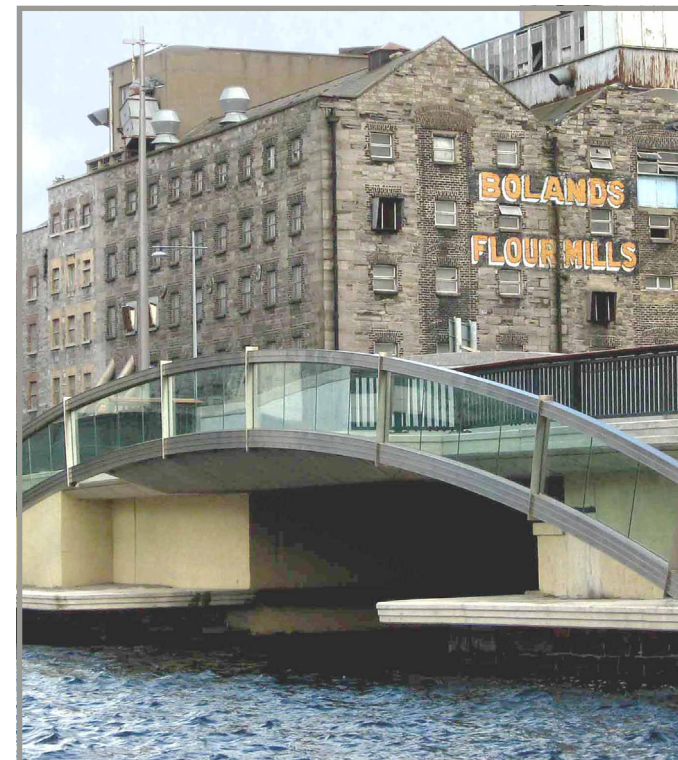
Our thanks also to Dr. Mary Clarke City Archivist and her staff at Pearse St Library and to Waterways Ireland



MacMahon Bridge – May 2008

## DUBLIN CITY COUNCIL

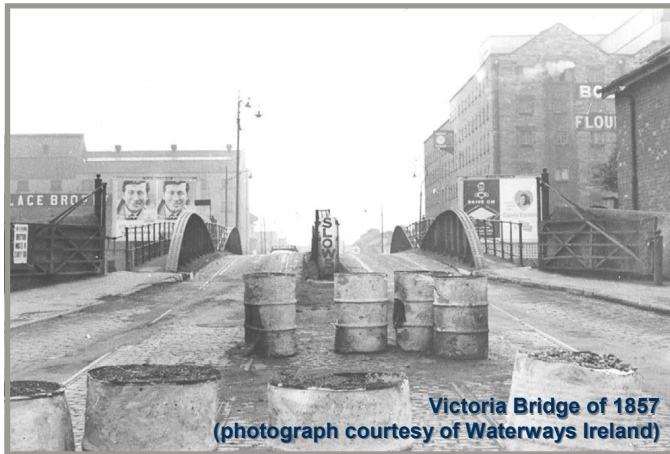
### MacMahon Bridge



The 2007 MacMahon Bridge is the 5th bridge to be constructed over the Grand Canal Dock at Pearse St/ Ringsend Rd.

Early records indicate that a wooden bascule bridge was constructed at the site in 1791. The original timber drawbridge (or bascule) was built as part of the Grand Canal project in the early 1790s and was called the Brunswick Bascule, because it connected Great Brunswick Street (now Pearse Street) with Ringsend. The Grand Canal Basin and the Brunswick Bascule were opened simultaneously by Earl Camden in April 1796, and reports said some 60,000 attended.

The Brunswick Bascule was replaced in 1857 by the new Victoria Bridge (possibly named to mark the 20<sup>th</sup> anniversary of Queen Victoria's accession in 1837). Dublin's tramway network expanded during the mid to late 19<sup>th</sup> century but Ringsend and the city remained connected at Victoria Bridge by the most tenuous of links, a pedestrian footbridge where the trams terminated. Passengers were obliged to disembark from trams and walk across an extemporised platform to get their connecting tram to or from the city and Ringsend, their homes and places of employment.



Victoria Bridge was replaced by a new one with the same name, constructed by Ross and Walpole, North Wall, Dublin, commencing in 1900. This was a 45 ft wide metal swivel bridge, which would allow canal craft to pass quickly from the Canal Basin to Ringsend Basin.

This second Victoria Bridge held a new metal tramway viaduct with double rails, which was built on behalf of the Dublin United Tramways Company, with foundations laid by the Dublin construction company H. and J. Martin. By the 1950s, the closure of the Dublin trams had rendered this viaduct obsolete.

In August 1960, the Minister for Local Government sanctioned the contract for the building of a new £57,000 bascule type bridge, at Grand Canal Basin, to be constructed by German firm Machine-Fabrik. This was the fourth bridge at this site, and it was hinged at one end. Coras Iompair Eireann (C.I.E.) contributed £17,500 of the cost, the balance came from Dublin Corporation. The bridge was opened on 1st February 1963. This bridge was renamed MacMahon Bridge after General Seán MacMahon who fought with Eamon deValera at Bolands Mills in 1916 and later became Chief of Staff of the Irish Army.



The ownership and operation of MacMahon Bridge was shared between C.I.E. (later Waterways Ireland) and Dublin City Council. The MacMahon Bridge opening span allowed medium height craft enter the inner Grand Canal Dock. As the years passed the opening operation became less frequent due to the decrease in river traffic movements and ceased to operate from the late 1970's.

In 1999 Dublin City Council carried out a structural assessment of MacMahon Bridge, which identified structural deficiencies, and a recommendation to reduce the traffic loading to two lanes was put into effect.

Subsequently in 2005, Dublin City Council adopted a proposal to replace MacMahon Bridge with a modern fixed span bridge with outer elliptical stainless steel glass clad arches.

Mott MacDonald Pettit, Consulting Engineers and Paul Arnold Architects were appointed to provide detailed design and tender documents for the new bridge works.



In 2006, SIAC Construction were appointed as main contractors following the procurement process. In order to facilitate the continued traffic flow on the bridge, the existing lifting bridge was removed in three phases. This involved diverting all pedestrians onto a temporary footbridge and strengthening existing bridge cantilever footpaths to carry vehicular traffic. The new fixed bridge was constructed in two main phases on bored piled foundations behind the existing abutments. In order to construct some of the piled foundations a major eight way ESB supply was diverted from a subway under the canal into the north footpath of the new bridge. Canal navigation was maintained during construction. The new bridge consists of a cantilevered structure, over existing Quay Walls, for the full 90-metre length of causeway, in order to provide adequate width for two traffic lanes and two bus lanes. The road was reconstructed from Grand Canal Quay to Boland's Mills with the inclusion of normal service upgrades.

New street lighting was also provided by Dublin City Council's Public Lighting Services. The Bridge is defined on its outer elevations by well-proportioned elliptical stainless steel glass clad arches that were fabricated and erected by Steele and Co., New Ross, Co. Wexford. Works were substantially completed in September 2007 at a total project cost of €4 million. A grant of €2.5m was provided, for this National Development Plan project, by the Department of Environment Heritage & Local Government / Department of Transport. The 2007 modern bridge is complementary to the area and meets the needs of modern road and canal traffic.