

William Phayer, Coachbuilder, City Magistrate and Town Councillor of Limerick City

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This article examines the career of William Phayer, a Limerick city coach builder, member of the Corporation and Justice of the Peace. It provides information about the man and his family, his coach building business, his political career and the different holdings and properties owned by him. The origin and history of horse-coach building is outlined as part of the discussion of Phayer's business in Limerick City.

The name 'Phayer' is an extremely old Limerick and Cork surname. It has many variations in spelling such as 'Phayre', 'Phaire', or 'Phair' many of which can be found in other counties such as Dublin, Wexford and Cavan. Many of these families have been involved in different business and trade activities: iron works in Enniscorthy, Co. Wexford, brewing in Cork City, slating business in Bruff and Kilmallock, Co. Limerick, paper mill in Glanmire, Co. Cork, bakery in Bandon Road, Cork City and even an apothecary business in Newcastle West, Co. Limerick. In particular, the name is well documented in both the county and city of Limerick since the early 1800s¹ and many of the families still exist, both in the heart of Limerick City and in the neighbouring counties to this present day. In the early nineteenth century, one particular family had a son who would play a highly varied but influential and versatile business role in the city.

William Phayer was the son of a Protestant couple, Richard and Catherine Phayer and his baptism is recorded on 20 April 1810 in St. Munchin's Church of Ireland church on the King's Island.² This was the old medieval St. Munchin's Church, which was replaced in 1827 by the existing, though now, deconsecrated church.³ William Phayer had an older brother, Joseph, baptised on 31 July 1807 and a sister Mary, baptised on 10 November 1805, in the same church. No evidence has been found to indicate exactly where Richard and Catherine Phayer and their children lived at that time, but it is likely to be in the Englishtown, probably the Nicholas Street / Mary Street area, given the location of their children's baptism.

At the age of 28 years, William had established his first coach building premises in Catherine Street in 1838.⁴ Significantly it was located in the New Town which had by then become the commercial centre of the city whose total population by 1841 was 48,391.⁵ In succeeding years, William purchased and acquired many other properties in various locations throughout the city including, Shannon Street,⁶ Catherine St.,⁷

* This article is dedicated to the memory of my aunt, Bernadette Phayer, who died 7 July 2011.

¹ St. Munchin's Church of Ireland Baptismal Register, 1810 and St. John's Church of Ireland Burial Register, 1804 (both in St. Mary's Cathedral archives).

² St. Munchin's Church of Ireland Register, Baptismal Register, 1805 (St. Mary's Cathedral archives).

³ After its restoration by the Limerick Civic Trust in 1988, it was used until recently by the Island Theatre Company.

⁴ *Deane's Directory*, 1838.

⁵ There were 26,955 females and 21,436 males, T. Ryan, 'The 1841 Census', *The Old Limerick Journal*, vol. 33, Winter Edition (1996) pp 25-6:25.

⁶ No. 11 Shannon St (*Slater's Directory*).

Glentworth St. and George Street.⁸ He also owned five buildings just off Catherine Place, between Hartstonge St. and Mallow St., resulting in this laneway being named as 'Phayers Lane' (Fig. 1).



Fig. 1 Location of Phayer's Lane, Limerick Auction Advertisement 1877 and Listing for Wm Phayer's coach factory, *Bassett's Directory*, 1875 (both in Limerick City Museum)

By 1850 he was the owner of eleven properties in Phayer's Lane and had acquired two extra properties just off Shannon St.⁹ The predominant place where William's thriving coach-building business operated was in the O'Connell Street properties. Here would have been located the entire stock-in-trade of Carriages, Phaetons, Croydon's, Jaunting cars as well as a large quantity of well seasoned timber, steel and iron materials used for the purpose of coach-building.¹⁰ Other types of carriages designed and refurbished included Landeaus, Clarences, Malveren Carts in addition to two and four wheeled covered and outside cars.¹¹ These could be purchased from their existing stock or could be purpose built to order.

For a number of years the author has endeavoured to source out original horse coaches still in existence today that would have been either handcrafted or refurbished by William Phayer or to identify his nameplate on them but unfortunately, none have so far been identified. Despite that, the images in Fig. 2 represent the style and types of horse coaches made during the era of William Phayer's business.

In a document relating to a new contract for Mail Coaches in Ireland in August 1843 William Phayer's name appears in connection with the inspection of coaches. He had inspected two coaches, destined for Limerick and Tralee and for Limerick and Waterford on 8 June 1843, and decided that 'a new coach' was required. He was also required to make a decision on two other coaches, one for Limerick and Galway and also for Limerick and Tralee, and states in relation to both 'the body of the coach being old, in other respects the coach is new'.¹²

⁷ *Triennial Directory*.

⁸ No. 56 George St. (now O'Connell St), (*Slater's Directory*); and No. 58 George St., (*Bassett's Directory*).

⁹ *Griffiths Valuation of Limerick City*.

¹⁰ *Irish Times*, 8 Oct. 1879, Auction Advertisement, 'A Most Desirable Investment and Great Clearance Sale by Public Auction'. Available for download at: <http://www.irishtimes.com/newspaper/archive/1879/1008/Pg008.html#Ar00820>

¹¹ *Bassett's Directory*, (1875) p. 2 and *ibid.*, (1877) p. xxviii.

¹² Copy of Memorials to the Treasury and Correspondence relating to the New Contract for the Supply of Mail Coaches for the use of the Post Office in Ireland, 12 August 1843, <http://pdf.library.soton.ac.uk/EPPI/7194.pdf>.

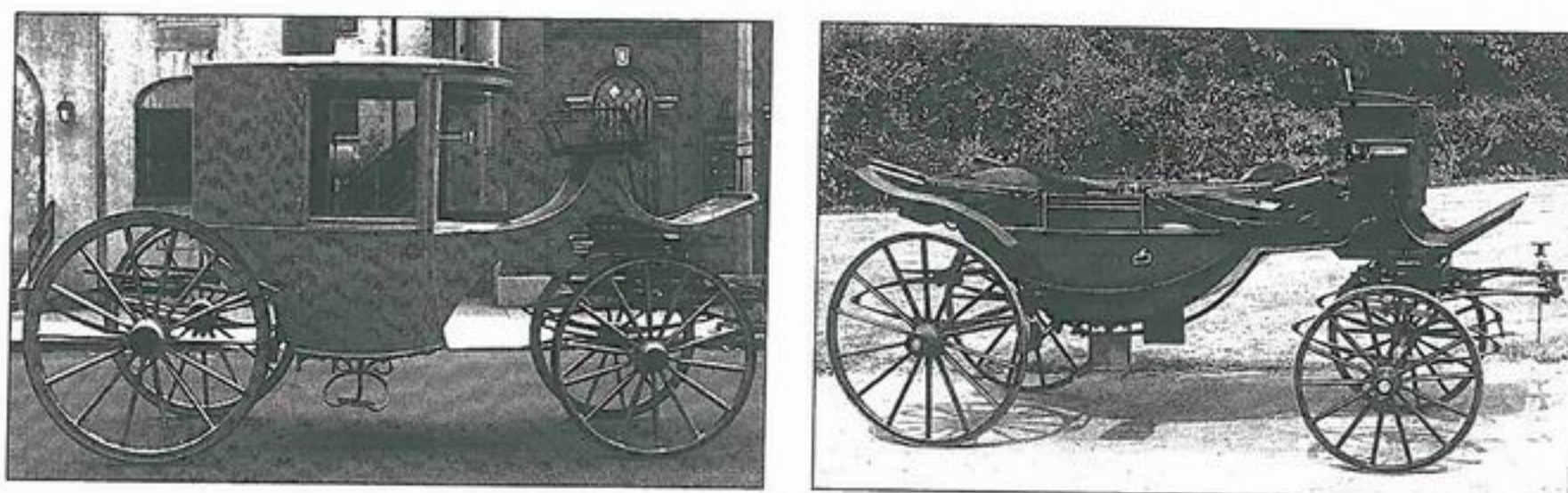


Fig. 2 Clarence Horse Carriage, left and Landau/Landeaus Horse Carriage, right

Source: Carriage Museum of America: <http://www.carriagemuseumlibrary.org/>

The earliest mentions of William Phayer's coach business are in trade directories for 1838 and 1840 when his business is in Catherine Place.¹³ In 1846 he is listed at 11 Shannon St and ten years later at 56 George St¹⁴ while by 1867 he has moved to 58 George St where the business remains thereafter. In that year he also has a separate listing 'Civil Establishment (Borough Magistrate)' and the address is his home, 'IndiaVille', Corbally.¹⁵ Three years later his business entry is identical but his personal entry is under 'Nobility, Gentry and Clergy'.¹⁶ In 1875 he is listed no fewer than six times, as an individual, coach and carriage builder, Town Councillor for Glentworth Ward, ex-officio Poor Law Guardian, City Magistrate and Limerick Market Trustee (representing the Town Council).¹⁷ He has four entries in 1877, as Magistrate, Market Trustee, Poor Law Guardian and Coach builder while in his final mention two years later, in the year of his death, he is merely listed for his trade.¹⁸

Art of Horse Coach Building:

Coach Building appears to have begun in Hungary around 1450.¹⁹ Designing and building a horse coach for those in the aristocracy and gentry class became a highly honoured profitable business and was a skill which was often handed down from generation to generation. Two specific rooms used commonly and found in a Horse Coach building workshop would have been a Draughting Room and a Body Room. The plans for designing a coach were developed in the former where the patterns for designing the coach would have been obtained through the method of cutting and based on these patterns the cutting work was done. The coach builder would have decided on his own type and thickness of timber to use. In a typical situation, four inch timber would have been selected in the coach building workshop for designing the frame work and the type of timber chosen would have included a mixture of ash, poplar, white wood or even hickory.²⁰

¹³ Deane's, 1838, p. 82; *Triennial*, 1840, p. 52.

¹⁴ Slater's *Munster*, 1846 p. 273; *ibid.*, 1856 p. 306.

¹⁵ Henry and Coughlan's 1867 pp 372 & 379.

¹⁶ Slater's, 1870, pp 137 & 156.

¹⁷ Bassett's, 1875, pp xi, xii, xv, 5, 8.

¹⁸ Bassett's, 1877, pp iv, v, vi, 92 and *ibid.*, 1879, p. 131.

¹⁹ 'Who invented the Horse Carriage', (2008) <http://www.horse-carriages.net/blog/who-invented-the-horse-carriage/> (accessed 01/01/2011) & 'Coach Building History' (2005) <http://www.coachbuilt.com/his/history.htm> (accessed 01/01/2011) both say that horse coach building originated in the 15th Century in Hungary although W. A. Henderson, 'Art in Body Building', in *New York Times*, 9 Jan. 1921 states that coach building originated in Poland, <http://www.nytimes.com/ref/membercenter/nytarchive.html>.

²⁰ 'Coach Building History' (2005).

The second room found in a typical coach building workshop would have been the Body Room. In this place, the wood selected for the coach 'takes shape' and is fitted into the joints of the frame. The wood would have then been soaked in water to identify air locks/bubbles. After this, the frame would be screwed together along with the panels being glued on. Once this task has been completed, the item would leave the woodworkers hands and the workshop to proceed to the blacksmith for further reinforcement with iron at the points where the maximum strain would be. After this task was completed, the springs and gear were inserted and the unit was ready for painting in the Paint Shop. This guide coat of paint was then wiped off using sandpaper or a pumice stone to make the wood surface being made very smooth. Once this task was completed, a number of coats of paint would be applied to build up a coating. The carriage was then sent to the Trimming Shop for upholstering and adding trimmings. Usually English goat skin was used for seating and for other upholstering tasks whilst the cushions would be stuffed with material like curled hair. Once the final touches were applied to the coach the unit was then displayed in the showroom.²¹

In Limerick, one of the first individuals to become involved in the Coach Building trade was Thomas Quinlan in 1799. In 1855, William Christy became another prominent coach maker in Limerick City at that time. Although, William Phayer had his own coach business in 11 Shannon Street during the period of the Great Famine, this site was purchased by a man named Johnson who was from Cork. Mr. Johnson in turn, sold this property to William Christy in 1868 which he added as an 'extra' building to his original business. The show house in Shannon Street was a square block of three stories along with a large yard adjoining the building, amply providing for a large and thorough coach building industry. This particular building even provided a space area for drying timber.²²

Local Politics

As a highly successful businessman in 1847 William Phayer was elected as a Councillor for the Richmond Place Ward electoral area, a position he held from 1847 to 1852.²³ In the 1852 elections, it is documented that he voted for Russell in the Richmond Place Ward,²⁴ while in 1853, William decided to stand in the Glentworth Ward district,²⁵ which he continued to represent from 1853 to 1878.²⁶ He was recorded as a Limerick Market Trustee in Limerick City in 1875 and 1877²⁷ and a Magistrate in 1877²⁸ (hence, his title 'Justice of the Peace') and a Limerick Union Ex-Officio Guardian in 1877.²⁹ Among other references to his public life is the record of his attendance at a public banquet 1 Jan 1867 in honour of the Mayor of Limerick, Mr. Peter Tait: the dinner ticket cost one

²¹ Ibid.

²² Stratten and Stratten, *Dublin, Cork and South of Ireland: A Literary, Commercial and Social Review*. (London, 1892) p. 302; I am grateful to Dr. Tadhg Moloney for this reference.

²³ John Cusack and Liam Hanley, 'Limerick Municipal Elections 1841–2009', p. 17, available at www.limerickcity.ie/media/Elections%20final%20amend.doc.

²⁴ 'Analysis of the Late Election of Limerick showing the entire list of Limerick', p. 5, available for download at: <http://limerickcity.ie/media/Media.10516.en.pdf>.

²⁵ Cusack and Hanley, 'Limerick Municipal Elections 1841 – 2009', p. 25.

²⁶ Ibid., p. 50.

²⁷ Limerick City Trades Register, 2007. 'List of Trades in Limerick City, 1769–1925', <http://www.limerickcity.ie/webapps/TradesReg/Search.aspx> (Accessed: 14/06/2010).

²⁸ *Bassett's Directory, 1877*, p. iv.

²⁹ Ibid., p. vi.

guinea.³⁰ He is listed as attending the conferring of the Freedom of the City on Isaac Butt and Richard O' Shaughnessy in January 1877.³¹ He was a founder member of the Limerick Athenaeum, donating £5 on its foundation in 1852³² and ten years later he contributed £1 towards the fund for the rebuilding of a Church of Ireland church in West Limerick.³³ These references demonstrate the versatile roles that he played during his life. In all, William Phayer served as a Councillor in Limerick City for a total of thirty-one years.³⁴

Marriage, Family and Death

William Phayer married Eleanor Myles on 20 November 1837. Eleanor (Ellen), born c.1814, was from a prominent Limerick, Protestant merchant family and was an aunt of Sir. Thomas Myles, a noted surgeon, athlete and nationalist.³⁵ In the early years they resided in Shannon Street and in September 1853, they moved out to 'Indiaville', Corbally. They had 12 children, 5 sons and 7 daughters. None of the sons continued the family tradition of coach-building in Limerick city: Richard Myles Phayer (born c.1840, died Sept. 1881, in Ballan, Australia; married Mary Proudfoot), William Richard Phayer (born 1844, died 1896 in Foster, Victoria, Australia; married Mgt Crawford Miller), Thomas Phayer (born 1850, died 1922 in East Melbourne; married Isabel Hussey 1885 in Mil-dura, Australia), Edward Canny Phayer (born 1858, died 1882 in Boshoff Orange Free States). Charles John Wesley Phayer (born 1855, died 1875 in Limerick City) at the young age of 20. Two of William Phayer's daughters, Rebecca (born 1848, died 1862 in Limerick City) and Alice Maud Mary (born 1852, died 1871 in Limerick City) did not marry. His other daughters were Anna Maria (born, 1843, died 1909 in South Africa, married Ralph Abraham Zeederberg), Susanna (born, 1851, died 1888 in Tullamore, Co. Offaly, married 1880 Arthur Beechwood), Ellen Elizabeth (born, 1839, married 1857 Ed. Canny Ryall) and Henrietta (born 1847, married 1870 Edward A. Dunphy) while Catherine Jane (born 1841) was married twice, to Robert Cruise on 29 April 1861 (in St. Patrick's church, Limerick) and secondly to Albert Beardshaw (in Dublin) in 1867.³⁶

The five small houses belonging to William Phayer, in Phayer's Lane went up for sale in January 1877.³⁷ William also owned land in nearby Meelick, Co. Clare³⁸ and the road running alongside this land is still known locally as Phayer's Road. It is not clear if he disposed of this but in 1879 it was operated by his brother Charles Phayer who made his

³⁰ Barbara A. Phayre, *Cromwell's Legacy, The Story of the Phayre family in Ireland* (LA Canada Fltrdg, California, 2001) p. 73.

³¹ *Limerick Chronicle Files, 1877* Available for download at: <http://www.limerickcity.ie/media/freedom%20of%20limerick%2003.pdf>.

³² James A. McMahon and Seamus Flynn, *If Walls Could Talk, The Limerick Athenaeum: The Story of an Irish Theatre since 1852* (Limerick, 1997): <http://www.limerick.com/theroyal/thebook/founder.html#donors>

³³ *Irish Times*, 28 March 1862, notice of thanks from Rev. Thomas Willis listing contributors to the 'fund for Killeedy Church, Charleville'.

³⁴ Cusack and Hanley, 'Limerick Municipal Elections 1841 – 2009', pp 17-51.

³⁵ P. Óg de Bhaldraithe, 'Limericks Forgotten Son: Sir Thomas Myles (1857 – 1937) – Sportsman, Surgeon, Sailor and Gun Runner', (2005), p. 5, <http://www.maths.tcd.ie/~pwaldron/article.pdf>.

³⁶ Phayre, *Story of the Phayre family in Ireland*, pp 73-82.

³⁷ Rental and Particulars of Sale of Part of the Lands of Ballycarron and also part of the lands of South Priorsland in the South Liberties of the City of Limerick, 19 January 1877, <http://www.limerickcity.ie/DigitalArchives/PrivatePapersandBusinessCollections/RentalsandParticularsofSale1808-1923/>.

³⁸ *Griffiths Valuation of Ireland*, 'Wm Phayre - Meelick, Killeely, Co. Clare', 1848 – 1864, p. 2. Available for download at: <http://www.failteromhat.com/post1845.php>.

will on 7 July 1879.³⁹ He appointed his nephew, Edward, his executor and trustee and left a legacy to him and to his niece Elizabeth Ryall and his horse to Ellen Phayer (William's children and widow respectively). Intriguingly Charles, who was apparently unable to write as he signed his will with an X, treated these at least as generously as his own five children, who were each bequeathed £5.⁴⁰ William did not seek re-election to Limerick City Council in 1878 and on 8 April 1879 he died peacefully in 'IndiaVille', Corbally, whilst a little over three months later, his wife Ellen, died on 23 July⁴¹ in 58 O'Connell St. Both are buried, along with their daughters Rebecca⁴² and Alice Maud Mary⁴³ and their son Charles,⁴⁴ in St. Munchin's Church of Ireland graveyard, Limerick City. In October 1879 their residence at 'IndiaVille', Corbally went up for sale along with the adjoining houses of 'Knockeen' and 'Geraldine' and 27 statute acres of land.⁴⁵

Finally, it should be noted that William Phayer was not the only individual of the Phayer family, who was synonymous with the coach building trade in Limerick City. A man named Richard Phayer was employed as a coach maker with William Phayer in 1841.⁴⁶ Another man, namely, Thomas Phayer, is listed in the 1901 Census, as being involved in the coach building trade too. Thomas was single, lived with his brother Jeremiah, sister-in-law Ellen Phayer *née* Bethal, niece Christina, nephew Patrick and his mother Mary, in Playhouse Lane located in the Market Ward barony. Other names associated with the carriage trade were Dan Martin, a cart-cover maker based in Windmill St,⁴⁷ Cornelius Quill, coach-spring maker of John's Gate,⁴⁸ Thomas Nihill, cart maker, New Road, Thomondgate⁴⁹ and two men described as coach masters, Henry Buchanan of Henry St⁵⁰ and John Ryan of Thomondgate Road.⁵¹ In 1875 there was a carriage hirer, M. Henihan on Bedford Row⁵² while in a directory of 1824 Mary Mackey is listed as being a coach proprietor at 54 William St⁵³ though it is unclear if this also involved the hiring of coaches.

³⁹ Author's great-great-grandfather.

⁴⁰ 'Last Will and Testament of Charles Phayer, Meelick, Co. Clare' dated 25 July 1879 (National Archives of Ireland, Dublin).

⁴¹ *Limerick Chronicle*, 24 July 1879, Obituaries, Deaths – *Ellen Phayer*, <http://www.limerickcity.ie/media/Phayer.%20Colles-1.pdf>.

⁴² *Limerick Chronicle*, 8 Feb. 1862, Obituaries, Deaths – *Rebecca Phayer*, <http://www.limerickcity.ie/media/Phayer.%20Smith.pdf>.

⁴³ *Limerick Chronicle*, 12 Dec. 1871, Obituaries, Deaths – *Alice Maud Mary Phayer*, <http://www.limerickcity.ie/media/Phayer.%20HollisC-1.pdf>.

⁴⁴ *Irish Times*, 30 Dec. 1875, Death notice *Charles John Wesley Phayer*, <http://www.irishtimes.com/newspaper/archive/1875/1230/Pg001.html#Ar00106>.

⁴⁵ Rental and Particulars of Sale of the Three Suburban Residences and Part of the Lands of Corbally, in the Borough of Limerick, 20 Oct, 1879, <http://www.limerickcity.ie/DigitalArchives/PrivatePapersandBusinessCollections/RentalsandParticularsofSale1808-1923/>.

⁴⁶ Phayre, *Story of the Phayre family in Ireland*, p. 92.

⁴⁷ *Patriot's Handbook* 1908, p. 17 (Limerick City Trades Register, 2007).

⁴⁸ *Ferrars Directory* 1769, p.332 (Limerick City Trades Register, 2007).

⁴⁹ *Ashe Directory* 1891, p. 52 (Limerick City Trades Register, 2007).

⁵⁰ *Lucas Directory* 1788, p. 529 (Limerick City Trades Register, 2007).

⁵¹ *Bassett's Directory* 1875 p. 20 (Limerick City Trades Register, 2007).

⁵² *Ibid.*, p. 2. (Limerick City Trades Register, 2007).

⁵³ *Pigot's Directory* 1824, p. 291 (Limerick City Trades Register, 2007).

Table 1. Names of Coach Builders in Limerick City

Name	Location of Business	Directory Source
Barker and Sons	Sexton St.	<i>Cork & Munster</i> 1915
J. Barker	Sexton St.	<i>Guy</i> 1886
John Barker	Michael St.	<i>Bassett</i> 1884
James Boyd	Outside the Square	<i>Lucas</i> 1788
D. Byrne	William St. Upper	<i>Cork & Munster</i> 1915
Anthony Carroll	Mungret St.	<i>Ferrar</i> 1769
Wm Christie	Shannon St.	<i>Slater</i> 1856
Wm Christy	58 George St. and Shannon St.	<i>Guy</i> 1912
Wm Clarke	58 George St.	<i>Bassett</i> 1884
Michael Cleary	Roches St. Carriage Works at 77 George St.	<i>Cork and Munster</i> 1915
George Clune	Punches Row	<i>Bassett</i> 1879
C. S. Copeland	9 Charlotte Quay	<i>Guy</i> 1886
Patrick Dillon	Hunt's Lane	<i>Bassett</i> 1875
A. Evans	20 and 21 Thomas St.	<i>Henry & Coughlan</i> 1867
Abraham Evans	19 Thomas St.	<i>Slater</i> 1856
Mrs. W. Evans	20 Thomas St. Plumbing in 21 Thomas St.	<i>Ashe</i> 1891
Wm Evans	21 Thomas St.	<i>Bassett</i> 1884
Wm Gleeson	Carr St.	<i>Bassett</i> 1880
Jas Gubbins	Upper Wm. St.	<i>Pigot</i> 1824
Ed. Hewson	2 Wellesley Terrace, Military Road	<i>Bassett</i> 1880
J. Hewson	24 Catherine St	<i>Bassett</i> 1875
James Hewson	34 and 35 Catherine St	<i>Ashe</i> 1891
Massey Hewson	42 and 54 Roches St.	<i>Ashe</i> 1891
Septimus Hewson	Cornwallis St.	<i>Pigot</i> 1824
Thomas Hickey	15 Queen St.	<i>Guy</i> 1886
Patrick Higgins	Mulgrave St.	<i>Henry & Coughlan</i> 1867
Hogan and Sons	Carr St.	<i>Guy</i> 1912
James Johnson	George St.	<i>Bassett</i> 1884
Nicholas Kirby	Outside the Square	<i>Lucas</i> 1788
Thomas Lenham	Mungret St.	<i>Lucas</i> 1788
Thomas Lunam	—————	<i>Holden</i> 1809
Michael Moloney	42 Roches St.	<i>Henry & Coughlan</i> 1867

Name	Location of Business	Directory Source
John Massey	_____	<i>Holden</i> 1809
Joseph McDonagh	Lower Cecil St.	<i>Slater's Munster</i> 1846
Michael Moloney	36 Roches St.	<i>Slater's</i> 1856
Andrew Mulcahy	Catherine St.	<i>Slater's Munster</i> 1846
James O' Farrell	Upper Henry St.	<i>Bassett</i> 1880
John O' Farrell	Queen St.	<i>Bassett</i> 1880
James O' Neil	Brunswick St.	<i>Henry & Coughlan</i> 1867
Wm Phayer	58 George St.	<i>Bassett</i> 1875
D. Quilty	Shannon St.	<i>Bassett</i> 1880
Anthony Quin	Catherine Place	<i>Slater</i> 1856
Standish Quin	Westland St.	<i>Bassett</i> 1879
James Quinlan	Catherine St.	<i>Triennial</i> 1840
T. Quinlan	Shannon St.	<i>Deane</i> 1838
J. Ryan	William St.	<i>Deane</i> 1838
John Ryan	James St. (Off Mallow St.)	<i>Bassett</i> 1875
M. Ryan	Bedford Row	<i>Deane</i> 1838
T. Sheppard	Cornwallis St.	<i>Deane</i> 1838
S. Stephenson	Thomas St.	<i>Deane</i> 1838
J. Toomy	Sexton St.	<i>Slater</i> 1856
Hugh Walsh	Shannon St.	<i>Pigot</i> 1824
J. Walsh	Thomas St.	<i>Guy</i> 1912
John Walsh	Punches Lane	<i>Bassett</i> 1880
Martin Walsh	St. Michael's Lane	<i>Bassett</i> 1880
Martin Walsh	Mardyke	<i>Bassett</i> 1879
P. Walsh	5 Catherine St.	<i>Ashe</i> 1891
P. Walshe	20 Thomas St.	<i>Cork and Munster</i> 1915
Francis Ward	Munchin's Church	<i>Ferrar</i> 1769
John Welsh	Bow Lane	<i>Ferrar</i> 1769

Source: Limerick City Trades Register, 2007

Table 2. Names of Carriage Builders in Limerick City

Name	Location of Business	Directory Source
Barker and Sons	Sexton St.	<i>Guy</i> 1913
D. Byrne	William St. Upper	<i>Guy</i> 1913
W. Christy	58 George St. and Shannon St.	<i>Guy</i> 1913

Name	Location of Business	Directory Source
W. Christy	58 George St. and Shannon St.	<i>Cork and Munster</i> 1915
W. Christy	58 O'Connell St. and Shannon St.	<i>Cork and Munster</i> 1918
W. Christy	58 O'Connell St. and Shannon St.	<i>Cork and Munster</i> 1920
Michael Cleary	49 Roches St.	<i>Guy</i> 1913
James Hewson	24 Catherine St.	<i>Bassett</i> 1880
James Hewson	24 Catherine St.	<i>Bassett</i> 1884
Massey Hewson	42 Roches St.	<i>Bassett</i> 1875
Massey Hewson	42 Roches St.	<i>Bassett</i> 1880
Massey Hewson	42 Roches St.	<i>Bassett</i> 1884
Hogan and Sons	Carr St.	<i>Guy</i> 1913
P. Hogan and Sons	William St.	<i>Cork and Munster</i> 1915
P. Hogan and Sons	William St.	<i>Cork and Munster</i> 1918
P. Hogan and Sons	William St.	<i>Cork and Munster</i> 1920
John O' Neill	Robert St.	<i>Guy</i> 1913
J. Walsh	Thomas St.	<i>Guy</i> 1913

Source: Limerick City Trades Register, 2007

Table 3. Names of Carriage and Coach Builder in Limerick City

Names	Location of Business	Directory Source
Barker and Sons	Sexton St.	<i>Guy</i> 1914
D. Byrne	William St. Upper	<i>Guy</i> 1914
Christy and Son	O'Connell St.	<i>Patriot's Handbook</i> 1908
W. Christy	Shannon St.	<i>Guy</i> 1914
W. Christy	58 O'Connell St.	<i>Guy</i> 1914
Cleary and Sons	Roches St.	<i>Patriot's Handbook</i> 1908
Michael Cleary	49 Roches St.	<i>Guy</i> 1914
Hogan and Sons	Carr St.	<i>Guy</i> 1914
John O' Neill	Robert St.	<i>Guy</i> 1914
J. Walsh	Thomas St.	<i>Guy</i> 1914

Source: Limerick City Trades Register, 2007

Table 4. Names of Cars and Carts makers in Limerick City

Name	Location of Business	Directory Source
Barker and Son	Sexton St.	<i>Patriot's Handbook</i> 1908
Cleary and Son	Roches St.	<i>Patriot's Handbook</i> 1908

Name	Location of Business	Directory Source
P. Hogan and Sons	Carr St.	<i>Patriot's Handbook</i> 1908
Lee Brothers	Gerald Griffin St.	<i>Patriot's Handbook</i> 1908
H. Thornhill	Edward St.	<i>Patriot's Handbook</i> 1908

Source: Limerick City Trades Register, 2007

Table 5. Names of Carriage Trimmers in Limerick City

Name	Location of Business	Directory Source
John Tuite	Roxborough Rd.	<i>Bassett</i> 1875
Edward Tuite	Roxborough Rd.	<i>Bassett</i> 1877
John Tuite	Roxborough Rd.	<i>Bassett</i> 1877
Edward Tuite	Roxborough Rd.	<i>Bassett</i> 1880
John Tuite	Roxborough Rd.	<i>Bassett</i> 1880

Source: Limerick City Trades Register, 2007

Table 6. Names of Coach Painters in Limerick City

Name	Location of Business	Directory Source
Michael Forrest	Punches Lane	<i>Bassett</i> 1877
Michael Forrest	Punches Lane	<i>Bassett</i> 1880
Owen Hanrahan	King's Lane	<i>Bassett</i> 1879
Patrick Ryan	8 Taylor St.	<i>Bassett</i> 1877
Patrick Ryan	Taylor St.	<i>Bassett</i> 1879
Patrick Ryan	8 Taylor St.	<i>Bassett</i> 1880

Source: Limerick City Trades Register, 2007

Table 7. Names of Cartwright Makers in Limerick City

Name	Location of Business	Directory Source
M. Hogan	Lock Quay	<i>Bassett</i> 1875
M. Hogan	Lock Quay	<i>Bassett</i> 1877
M. Hogan	Lock Quay	<i>Bassett</i> 1880
Michael Hogan	West Watergate	<i>Bassett</i> 1875
Patrick Hogan	Carr St.	<i>Bassett</i> 1875
Patrick Hogan	Carr St.	<i>Bassett</i> 1877
Patrick Hogan & Son	Carr St.	<i>Henry & Coughlan</i> 1867

Source: Limerick City Trades Register, 2007