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# INDUSTRIAL HERITAGE ASSOCIATION OF IRELAND NEWSLETTER

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## DIARY DATES

<b>15 July</b>	<b>Outling to north Dublin (details below)</b>
26 Aug – 3 Sept	Heritage Week
26-27 Aug	Mining Heritage Seminar, Maam, Co Galway
2 Sept	Brunel Bicentenary commemoration, Steam Museum, Straffan
8-14 Sept	AIA Conference, Isle of Man
<b>15 Nov</b>	<b>Industrial Heritage Networking Conference, Dublin</b>

*Events in bold are organised by IHAI.*

## SUMMER OUTING: TRAINS, TRAMS & LIGHT-HOUSES

An excursion to north Dublin has been arranged by Michael Lynch on Saturday 15 July 2006. The programme is as follows:

- 10.30am Meet at car park at Samuel's Reservoir, Carrickbrack Road, Howth.
- 11.00am Baily Lighthouse.
- 12.30pm National Transport Museum, Howth Castle.
- 2.00pm Light lunch at Malahide Castle.
- 3.00pm Fry Model Railway, Malahide Castle

Please telephone Ron Cox on 01-6082544 or Norman Campion on 01-2942070 to let them know if you intend being there as approximate numbers are needed for catering.

## EUROPEAN HERITAGE WEEK

This year's Heritage Week takes place from Sat 26 Aug to Sun 3 Sept inclusive. For details of events in your area, go to [www.heritageweek.ie](http://www.heritageweek.ie).

## MINING HERITAGE SEMINAR, CO GALWAY

The Mining Heritage Trust of Ireland and Galway County Council are organising a two-day seminar on 26-27 August 2006. The venue is Maam Community Centre, Maam Bridge, Co Galway.

The first day's programme provisionally includes talks by Paul Duffy on the mining heritage of Co Galway, Martin Feely on Galway's geology, Keith Geoghegan on the development of Glengowla Mine as a visitor attraction, Matthew Parkes on the Derrylea Mine, Ambrose Joyce on Connemara marble, Eamonn Grennan on Tynagh Mine, and Michael Gibbons on prehistoric and early historic mining in Connemara.

On Sunday there will be a field excursion to Clements Mine, Glengowla, Derrylea, and Streamstown marble quarry.

The cost is €20 for one day, or €30 for both days. For further details contact Dr Matthew Parkes at the Natural History Division of the National Museum of Ireland, Merrion Street, Dublin 2 (tel 087 122 1967; email [mparkes@museum.ie](mailto:mparkes@museum.ie))

## BRUNEL COMMEMORATION

The bicentenary of the birth of Isambard Kingdom Brunel will be marked at Straffan Steam Museum on 2 Sept. Further details can be had from Robert Guinness at [rcg@steam-museum.ie](mailto:rcg@steam-museum.ie).

## AIA CONFERENCE, ISLE OF MAN

The Isle of Man is this year's venue for the annual conference of the Association of Industrial Archaeology. It takes place from 8-14 September and will be based in Douglas. As usual, there is a full and varied programme of talks and tours of sites throughout the island. For further details, contact the Conference Secretary, Tony Parks, tel +44 780 303 909 (email [tonyeparkes@care4free.net](mailto:tonyeparkes@care4free.net)).

## HERITAGE NETWORKING CONFERENCE

The Heritage Council, in conjunction with the IHAI, is organising a conference on the theme of industrial heritage networking at Dublin Castle on Wednesday 15 November. The objective is to bring together the disparate industrial heritage groups currently operating in Ireland, both north and south, so that they can learn about each others activities, establish more effective contacts with one another, and collectively promote our shared heritage.

## IHAI AGM

Our 2006 AGM was held at the Steam Museum, Straffan on Saturday 22 April last. Norman Campion's welcome was followed by reports by the Secretary (detailed at the end of this newsletter) and Treasurer. The committee is basically the same as before, but with two changes. Stephanie Bourke replaces Simon Lancaster as the Mills & Millers of Ireland representative. Thanks to Simon for his contribution. We also welcome back the indefatigable Ewan Duffy after a short absence.

After the formalities, Ken Mawhinney chaired a wide ranging discussion of future IHAI activities, some of which it is hoped to implement over the coming year.

After an excellent lunch, Robert Guinness steamed up his collection of engines. Thanks to him and his staff for an excellent meeting.



### IHAI VISIT TO GREENORE

On Sunday 26 March last, some 22 IHAI members and friends visited Greenore Port, at the eastern tip of the Cooley Peninsula, Co Louth.

The port was opened in 1873 by the London & North-Western Railway Company to service the ferry to Holyhead. It was linked by railway to Dundalk, and to Newry from 1876. The railway company also built a village adjacent to the port for its employees. Much of this still survives, including two terraces of houses, the Co-Op and National School. Greenore was also developed as a resort, complete with hotel, chalets, golf course and tennis courts.

The hotel (pictured above) is of special interest in having what is believed to be the only surviving hydraulic passenger lift in Ireland, installed in the 1920s (but disused for many years).

Also seen were the adjoining lighthouse, lightkeepers' houses, coastguard station and lifeboat station.

After an excellent lunch in Greenore Co-Op, the party followed the Newry-Greenore railway along Carlingford Lough to Newry. By this time the weather had turned wet and the tour was concluded at the Albert Basin.

Our thanks go to Mr Terry King and Patrick Savage of Greenore Port Ltd for facilitating access, and to Mrs Ann Larkin of Greenore Co-Op for catering.

### HERITAGE OFFICERS' SEMINAR

The Heritage Council runs a series of bi-monthly information seminars for all of the county's Heritage Officers. The role of the Heritage Officer encompasses a wide appreciation of all aspects of heritage both natural and man-made. Last month's meeting was held in Virginia, Co Cavan.

On the first day, the topics covered included the Water Framework Directive, inland waterways, maritime collections, museum standards, stained glass & even European Cemetery Week.

The second day dealt with National Trails, walking recreation, nature conservation and flora protection. Naturally we would say that the cream on the cake was a presentation on industrial heritage by Mary McMahan and Norman Campion. The importance of industrial heritage and its contribution to the

heritage of every county in Ireland is appreciated by the Heritage Officers. Many of the counties have already commissioned surveys of various aspects of this theme and the IHAI looks forward to a continuing partnership with the Heritage Officers.

*Norman Campion*

### HERITAGE COUNCIL GRANTS 2006

The Heritage Council has announced the following grants of relevance to industrial heritage for 2006:

#### *Cavan Heritage Forum*

- Project on industrial archaeological structures in Co Cavan (€5000).

#### *Kells Waterworks Restoration Committee*

- Restoration of 19<sup>th</sup> century waterworks (€7000).

#### *Collins Press, Cork*

- Publication of *Ireland's Industrial Archaeology, 1750-1930* by Colin Rynne (€6000).

- Publication of *Engineering Ireland* by Ron Cox (€5000).

### ARCHIVE FILM SCREENING

Do you know of any archive film footage of Irish industrial interest? In association with the Irish Film Archive, the IHAI is planning an evening's screening of archive film footage relating to industrial heritage.

We are currently looking for suggestions for the programme. These might include old newsreel footage, documentary programmes and even feature films such as *The Promise of Bartie O'Brien*, an 1950s film about rural electrification and made with Marshall Aid funding.

The screening will hopefully take place in Spring 2007 (details nearer the time), but the Film Archive plans their events well ahead, so we need your suggestions as soon as possible.

The Irish Film Archive is part of the Irish Film Institute in Dublin's Temple Bar. Its recent acquisitions include commercials for Lemon's Sweets (remember Lemon's Gems and Nut Milk Toffees?), and some early film of the historic Ballybunion-Listowel mono-railway.

For more information about the Irish Film Archive, go to its website [www.irishfilm.ie](http://www.irishfilm.ie)

Mary Mulvihill

## BOYNE NAVIGATION WORK PARTIES

Volunteers are being sought to join in the work parties on the Boyne Navigation. Anyone wishing to be notified of future work parties should register with Tommy McLoughlin (email [tommy\\_mc\\_loughlin@hotmail.com](mailto:tommy_mc_loughlin@hotmail.com)).

## GUNPOWDER PLOT

The book launch of *Ballincollig Gunpowder Mills: a Hidden History* took place on Friday 9 June at the Oriel House Hotel, Ballincollig. The choice of venue was particularly significant because it was once the residence of Sir Thomas Tobin, the Managing Director of the mills from 1834-1888. In Tobin's day it was known as Oriel Court because of the addition he made of an oriel window to the eastern side of the building in order to allow more light into the room where his wife painted. This has now become the west wing of the hotel which has been expanded by the present owners to include a modern middle section and a matching eastern wing. The original building is currently being sympathetically renovated, maintaining its distinctive Georgian features.

The week leading up to the launch had been hot and sunny and fortunately the Friday evening was no exception. The timing had been chosen to suit the main guest of honour, Batt O'Keeffe, Junior Minister of State for the Department of the Environment, Heritage and Local Government, a local man who formally launched the book. Other guests included the Mayor of County Cork, Michael Creed, a political rival belonging to Fianna Gael, so care had to be taken to ensure they were not seated next to one another!

The Tobin Suite is the hotel's conference centre so a *PowerPoint* presentation of key photos from the book was running as the guests arrived. It was fortunate that there was something for the early comers to look at as the publishers who were driving down from Dublin with the books had been caught up in Friday traffic!

As it happened, the chief guests were also late so it was just as well the hotel had laid on a splendid reception of wine and canapés as well as tea and coffee, all part of their generous sponsorship package which was complemented by members of Ballincollig Enterprise Board.

Ultimately there were over 100 guests in attendance, and it was particularly heartening that many who had offered advice and assistance at the outset were able to come. They included George Kelleher's brother, John, who was as delighted as the authors were to see the book come to fruition, Brendan Kelleher, former Chief County Planning Officer, Catryn Power, County Archaeologist, Ursula Egan from UCC Archaeological Survey and Daphne Pochin Mold, archaeologist, geologist and aerial photographer, now in her eighties.

It was agreed that George Kelleher was a man before his time in recognising the importance of the site and a few stories emerged entailing George climbing through upstairs windows

at the County Hall because he had been banned from County Council meetings!

The formal part of the evening went off smoothly with the politicians recognising the importance of the park and its value as an educational resource but no promises were made. It was left to the author to hammer home the significance of both the hidden history and ecological value of the park which encompasses the mills. I stuck my neck out further, not having any natural constituency to offend, expressing my disappointment at the lack of signage within Ballincollig - no signs to the park and none whatsoever within the park except one at the entrance that says no bikes, no motorbikes, no litter, no alcohol, no horses, keep dogs on leads!

The next challenge will be to get an information board at the western entrance to the park, highlighting its history, and finger posts within the park with further panels in front of significant buildings. In this, the Ballincollig Heritage Association may have an ally in the Tidy Towns Group which is currently thinking along the same lines and hoping to get a grant from the Neighbourhood Scheme. A Heritage Grant might be another source of income to realise this goal.

As for the reopening of the visitors' centre at the mills, I pointed out in my speech that the incorporating mill is the only working mill of its type anywhere in the world and that it should be open to the public even on a limited basis. There are a number of difficulties, however. The actual visitors' centre building is currently being used as a call centre for the County Council. There is a breach in the canal wall which needs mending before water can flow to the wheel and then there is the perennial question of public liability insurance. However, it may be possible to have the incorporating mills area open for a day during Heritage Week in August and this is being looked into.

The book was written for local consumption with the aim of raising awareness of the history and significance of the powder mills. With Ballincollig's population increasing rapidly and with many newcomers coming into the area, this is particularly important. Published by Nonsuch and costing €21.99 (£15), it can be obtained locally in Cork and directly from the publishers ([www.nonsuch-publishing.com](http://www.nonsuch-publishing.com)).

Jenny Webb (author of *A Hidden History*)

## --- 00 -- BOOK REVIEWS -- 00 ---

I am extremely grateful to Ewan Duffy for supplying the following reviews of transport-related publications.

**TRANSPORT PRESERVATION IN IRELAND 2005.** David McGlynn Parks. €7.00. Chicken Rock Publishing, 2005. Available from David McGlynn Parks, Middle Lodge, Solsboro, Enniscorthy, Co Wexford.

This is an updated version of a work last published in the 1980s, listing all known transport preservation groups on the island of Ireland.

The book covers railway preservation groups, other transport museums, road vehicles, canals, maritime preservation, transport history bodies, transport development groups and internet discussion groups.

While most of the pieces appear to have been written by the groups concerned, a few appear to have been written by the author and these come across as direct and to the point.

**THE RAILWAYS OF IRELAND PAST AND PRESENT DUBLIN.** Michael H C Baker. Stg£16.99. ISBN 1 85895 250 6. Past and Present Publishing, The Trundle, Ringstead Road, Great Addington, Kettering, Northants, NN14 4BW; 2005.

This book is largely a reprint in a reduced format of a hardback book published in 1997. Given the enormous change in Ireland's railway infrastructure in the last 10 years, a complete revision would have been called for.

Factual errors in the original version not corrected in this revised edition, e.g. page 84, where the station shown is Coolmine and not Castleknock and page 85, the modern day photo is taken at Lucan North station. In addition, on page 86, the author refers to Maynooth Cathedral (no such thing - the church in the picture is the Gunn Chapel in Maynooth University) and no reference is made to the fact that the Maynooth line has been redoubled.

All things considered, the author/publisher missed an opportunity to revise this work, which would have been a much better publication. If you have the original, give this one a miss.

**FATHER BROWNE'S TRAINS AND RAILWAYS.** E. E. O'Donnell. €19.99. ISBN 1-85607-916-3. Currach Press, 55a Spruce Avenue, Stillorgan Industrial Park, Blackrock, Co Dublin; 2004.

The latest in the Father Browne series cover trains and railways and whilst not exclusively of Irish material, most of the images are. For the uninitiated, Father Francis Browne (1880-1960) was a Jesuit priest and prolific photographer. He was best known outside of Ireland for his photographs of the Titanic (with amazing foresight, he alighted from the Titanic at Cobh!).

The book contains photos from his archive of photographs and cover railway scenes around Ireland, with a few images taken in Australia, Egypt and Britain. These photographs are unlikely to have been published elsewhere and this alone increases the value of the book. Photographs that merit particular mention include the railway roundhouse at Clones, Bord na Mona operations at Portarlinton and the Straboe railway accident. The book also contains photos taken during 'the Emergency', when photography of railway features was banned, and a chapter on the operation of the Travelling Post Offices.

A couple of minor errors that proofreading should have spotted detract from the book. The frontispiece dedication states that the dedicatee's first job was running around Athlone in 1920 making sure that the GSR railway men were awake - the GSR did not exist until 1924. The photo on page 62 is definitely **not** Glanmire Road station in Cork. The platform sign suggests that it is, in fact, Notting Hill Gate station in London!

**THE GREAT NORTHERN RAILWAY (IRELAND) IN COLOUR.** Norman Johnston. Stg£20.00. ISBN 1 904242 36 7. Colourpoint Books, Colourpoint House, Jubilee Business

Park, 21 Jubilee Road, Newtownards, Co Down, BT23 4YH; 2005.

Following on from Colourpoint's earlier publications on *The Irish Narrow Gauge in Colour* and their two publications on the CDJRC, Norman Johnston turns his attention to the GNR(I).

The full gambit of GNR(I) operations is covered (including the Hill of Howth Tramway and Dick at Fintona). A significant number of the photos (all in colour) are of, or contain, material of built heritage interest. Sadly, these indicate what those of my generation (born in the 1970s) have long suspected, that the rot had set in on Irish railways long before the closures took place. The obvious deterioration in maintenance can be seen in most of these photos.

Interesting images in the book include Keady Tunnel before Ulsterbus converted it to a garage and the coaling stage at Adelaide. Line diagrams of key stations are also included.

The only mistake I noticed was referring to the station building at Adavoyle on the Dundalk - Newry section as the signal cabin (the interesting point about Adavoyle is that the signal 'cabin' was located in the first floor bay windowed room of the station building). As a minor point, it is trivial and Colourpoint have delivered another quality publication on the railways of Ireland.

**IRISH RAILWAY PHOTOGRAPHERS - RAILWAYS IN ULSTER'S LAKELANDS.** Anthony Burges. Stg£8.99. ISBN 1 904242 52 9. Colourpoint Books, Colourpoint House, Jubilee Business Park, 21 Jubilee Road, Newtownards, Co Down, BT23 4YH; 2005.

*Railways in Ulster's Lakelands* is a personal photographic record of the railways of Fermanagh and surrounding areas in the 1950s. The primary focus of this publication is on built heritage features, with trains/rolling stock tending to play second fiddle. Where the latter are included, there is generally something of industrial heritage interest in the image also. The reproduction of photographs is of a high standard.

The only mistake I noticed was on the map of railways in the area covered by the book, where "Belleek" is spelt "Belleck". As a minor point, it is trivial and Colourpoint have delivered yet another quality publication.

**IRISH RAILWAY PHOTOGRAPHERS - CHASING THE FLYING SNAIL.** Anthony Burges. Stg£8.99. ISBN 1 904242 51 0. Colourpoint Books, Colourpoint House, Jubilee Business Park, 21 Jubilee Road, Newtownards, Co Down, BT23 4YH; 2005.

This book is a personal photographic record of the railways of CIE in the 1950s. Whilst, as ever, the primary focus is on trains/rolling stock, built heritage features included are: Rosslare Pier, Wexford Quay, complete with adjacent siding, Killinick, Bray, Waterford loco shed, Waterford Manor, Headford Junction, Tralee shed, Tralee T&DR station, Tralee Ballyard, Newcastle West and Connolly station with CDJR section signal cabin on platform 6/7.

The only omission I could notice was that the Foynes line was missing from the map of railways in 2005 as is the Youghal branch, despite the latter being closer to reopening than the

WRC. This, however, is a minor point and overall, and Colourpoint have again delivered a quality publication.

**LOST RAILWAYS OF CO DUBLIN AND THE SOUTH EAST.** Stephen Johnson. Stg£7.99. ISBN 1840333334. Stenlake Publishing, 54-58 Mill Square, Catrine, Ayrshire, KA5 6RD, Scotland; 2005.

Continuing the series in the same format as *Lost Railways of Northern Ireland*, this book represents a balanced photographic overview of the railways of Co Dublin and the south east of Ireland. As with the books covering Northern Ireland, the author has done well in his sourcing of material in that very few if any of the 'classics' appear. Brief historical details are given for each line with the date of closure for any stations no longer open.

The quality of reproduction, an issue with previous publications in this series, has improved and this is to be welcomed. Minor points to note are the references to Howth as an island (originally yes, but not in railway days) and the photo on the last page appears to be Woodenbridge looking north and not Avoca. Given the size of Dublin City and County, a publication on this area alone would probably be merited.

**LOST RAILWAYS OF CORK.** Stephen Johnson. Stg£7.99. ISBN 1840333316. Stenlake Publishing, 54-58 Mill Square, Catrine, Ayrshire, KA5 6RD, Scotland; 2005.

Continuing the series in the same format as *Lost Railways of Northern Ireland* and *Lost Railways of Co Dublin*, this book gives a photographic portrayal of the railways of County Cork. Again, the author has made a good job of sourcing previously unpublished material and historical details are given for each line.

As noted above, most of these photos have not been widely published and I would therefore be willing to give the author/publisher the benefit of the doubt in suggesting that by avoiding the "classics", it was necessary to use images that are not of as high a standard (those that have become classics may have done so primarily because of their image quality).

**RAILS AROUND BELFAST.** Andrew Crockart and Jack Patience. STG£13.99. ISBN 1-85780-167-9. Midland Publishing, 4 Watling Drive, Hinckley, Leicestershire, LE10 3EY; 2004.

In the standard format for Midland Counties Publications' *Irish Railway* pictorial series, notable photos include Sandy Row tram depot, the stations at Great Victoria Street, Queen's Bridge, York Road, Trooperslane, Greenisland, Queen's Quay, Newtownards and Bangor. Other features included are Grosvenor Road goods depot, Knockmore signal cabin, Central Junction, East Bridge Street Junction, a train emerging out of the Queen's Bridge tunnel and Bleach Green viaduct. A chapter is also included on the tram/trolleybus system.

This book, the latest in this series, has the feel of returning to the standards of the earlier publications in concentrating more on trains than railways and this is to be regretted.

**RAILS AROUND CORK AND KERRY.** Michael H.C. Baker. Stg£14.99. ISBN 0-7110 3158 4. Midland Publishing, 4 Watling Drive, Hinckley, Leicestershire, LE10 3EY; 2005.

In the standard format for Midland Counties Publications' *Irish Railway* pictorial series, notable photos include the Monard road bridge and adjacent railway viaduct, Middleton signal cabin (without overgrowth!), the long disappeared Dunkettle station, Belvelly bridge (Cobh Line) with civil war damage, a 181 Class loco on the Cork City Railway, Albert Quay station, Clonakilty Junction signal cabin, Bantry station, "Pat" the coaling stage loco, Rathpeacon, Mallow, the Buttevant train disaster, Newmarket engine shed, River Laune viaduct, Valentia Harbour station and Fenit.

The number of photos containing built heritage interest is a significant improvement on previous titles in this series and this is to be welcomed.

**FORGOTTEN SHIPBUILDERS OF BELFAST - WORKMAN, CLARK, 1880-1935.** John Lynch. STG£12.99. ISBN 0 946872 66 X. Friar's Bush Press, 160 Ballylesson Road, Belfast BT 8 8JU; 2004.

This publication is a reprint of two separate publications, *The Shipbuilding & Engineering Works of Workman, Clark & Co, Shipbuilders & Engineers* of 1903 and *Shipbuilding at Belfast* of 1933.

John Lynch, in his introduction, does himself no favours by describing a Belfast based shipyard as "a major British shipbuilder". It is only by some stretch of the imagination that Belfast can be described as being in Britain (the United Kingdom, yes, Britain, no). This faux pas aside, the introduction is a concise history of the shipyard, up to its bankruptcy in the late 1920s, as a combined result of a trade downturn and complex financing transactions that wouldn't look out of place in 2006. A new company - Workman Clark (1928) Ltd - was formed to take over the yard. Success never arrived for this operation and it closed in 1935.

*The Shipbuilding & Engineering Works of Workman, Clark & Co, Shipbuilders & Engineers* was essentially an advertising brochure published by the company in 1903. The introduction is pure PR and nowadays would be classified as marketing spin. Some interesting photos are reproduced, showing the yard and its operations. A list of clients and ships produced by the firm is also included and the publication finishes with a description of one of their ships.

The frontispiece to *Shipbuilding at Belfast* is a series of advertisements from businesses that would typically supply a shipbuilders and therefore, it can be assumed that this is the equivalent of the modern day free sheet advertorials on a particular business (in this case Workman, Clark) where suppliers to the business are "invited" to pay for advertising space in the publication. Some ideas have clearly been around for longer than we think.

Another piece of PR for the company, a potted history of shipbuilding on their site is weaved in amongst photographs of ships built by the yard. This publication also summarises the output of the yard from 1880 - 1933 giving the number of vessels and their gross tonnage followed up by a list of all vessels built in that period. This publication finishes with further supplier advertisements.

**TRADE ROOTS.** €7.00. Grand Canal 200 Committee, c/o Offaly Historical and Archaeological Society, Tullamore Dew Centre, Tullamore, Co Offaly; 2004.

*Trade Roots* was published in 2004 to commemorate a number anniversaries relating to Tullamore's industrial heritage, namely 200 years of the Grand Canal, 175 years of Tullamore Distillery and 150 years of the Great Southern & Western Railway's arrival in the town.

The book is well illustrated and gives a brief history of each of the three events commemorated.

**SAFE HARBOUR - THE GRAND CANAL AT EDENDERRY.** Mairead Evans & Therese Abbott. €3.00. Edenderry Historical Society, Edenderry, Co Offaly; 2002.

*Safe Harbour* is a concise history of the canal in Edenderry, Co Offaly. The opening chapter sets out the development of the Grand Canal generally. Subsequent chapters deal with rebel activity on the canal, breaches of the canal, travel on the canal, and tragedies on the canal, rejuvenation, flora and fauna and a chapter on canal employees.

**STONE UPON STONE - THE USE OF STONE IN IRISH BUILDING.** Nicholas Ryan. €15.00. ISBN 1 903464 91 9. Collins Press, West Link Park, Doughcloyne, Wilton, Cork; 2005.

Whilst not directly related to industrial heritage, the extensive use of stone in Ireland's built heritage merits a mention. *Stone Upon Stone* looks at the use of stone in Irish building from prehistoric times to today.

The main use of stone in Irish buildings was in castles, churches and industrial structures. Whilst the former two are of no interest to the student of industrial archaeology, chapters entitled "Equipment, Men & Commerce" and "Famine, Science & Commerce" deal extensively with industrial heritage. There are further references to industrial heritage interspersed throughout the book.

One error that I noticed concerns a building that I have had connections with in recent years, the Man Engine House at Allihies in south-west Co Cork. The author describes the engine house as "The chimney at the copper smelting installation at the mines near Allihies".

The history of this building is far more interesting than that. The building was a Cornish design engine house, whereby the building structure is an integral part of the engine - without it, the engine could not function. This engine house is more interesting again, in that it is the most intact Man Engine house in the world (a man engine, as its name suggests, was used to move men up and down the mineshaft).

An appendix is provided about "An Gobán Soar", a figure of legend in stone masonry and building and a glossary of technical terms completes the publication.

**STONE MAD.** Seamus Murphy. €12.95. ISBN 1 903464 81 1. Collins Press, West Link Park, Doughcloyne, Wilton, Cork; 2005.

*Stone Mad* is a book written from the heart, by a man who knows his trade, that of the stonemason. Originally published

in 1966, Collins Press upholds its reputation for publishing excellent history titles with this edition.

The prose is a spoken word style, as might be expected from an author with no formal education. This, however, does not detract from the work. In fact, for a social history of a trade, it enhances the text.

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My thanks to Norman Campion, Ron Cox, Ewan Duffy, Michael Lynch and Mary Mulvihill. for their assistance with this newsletter. All contributions on industrial heritage will be gladly received by the editor, Fred Hamond (contact details below).

## IHAI Executive 2006-07

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*Vice-President:* Mary McMahon, 77 Brian Road, Dublin 3. Tel 01 8334709; email [mcmahonmary@eircom.net](mailto:mcmahonmary@eircom.net)

*Company Secretary/ Membership Sec:* Ron Cox, Centre for Civil Engineering Heritage, Museum Building; Trinity College, Dublin 2. Tel. 01 6082544; email [rcox@tcd.ie](mailto:rcox@tcd.ie).

*Treasurer:* Robert Guinness, The Steam Museum, Straffan, Co Kildare. Tel 01 6288412; email [rcg@steam-museum.ie](mailto:rcg@steam-museum.ie).

*Newsletter Editor:* Fred Hamond, 75 Locksley Park, Belfast BT10 0AS. Tel 048 90616480; email [frederick-hamond@utvinternet.com](mailto:frederick-hamond@utvinternet.com)

*Other Executive Members:* Stephanie Bourke, James Davidson, Brendan Delany, Ruth Delany, Ewan Duffy, Michael Lynch, Paul McMahon, Ian McQuiston, Mary Mulvihill and Andrew Ogden. Colin Rynne, and Barry O'Reilly were co-opted.

## **The Industrial Heritage Association of Ireland Ltd: Annual Report 2005-2006**

The Executive Committee met immediately following the 2005 AGM and on five further occasions during the session.

The company has received its Certificate of Incorporation (Reg.No.400431) and an Annual Return was made to the Companies Office in October. A nameplate was placed at our registered office at Skerries Mills.

Our archives are currently housed at Skerries Mills, but it is hoped that, in the longer term, a permanent archive may be accommodated at Anna Liffey (Shackleton's) Mill.

The advice of the IHAI was sought during the session on a number of heritage, conservation and archival issues.

The IHAI entered into a Caretaker Agreement with Fingal County Council in relation to Anna Liffey Mills and act as a sponsoring body for the FÁS project.

The ESB very kindly agreed to a three-year sponsorship of annual industrial heritage awards. The awards for 2005 were presented at a luncheon on 10 December last at Skerries Mills. A lifetime achievement award went to Ruth Delany for her work on inland waterways, the site award to Skerries Mills, and a special merit award to Mary Mulvihill for her promotion of scientific and industrial heritage.

The IHAI has become affiliated to the UK based Association for Industrial Heritage (AIA).

ICOMOS set up a sub-committee on industrial heritage with Mary McMahon as Convenor.

An outing to the area of the Avoca mines was organised and led by one of our members, Nick Coy, on 25 June 2005.

Our Autumn Tour on the weekend of 23-25 September 2005 was based in Birr in County Offaly. A tour of local sites of industrial heritage interest was organised by Barry O'Reilly and there were visits to Birr Castle, its telescope, bridges and Science Centre.

Resulting from our experience of recent site visits, a Code of Conduct for visiting sites is currently in preparation.

On 26<sup>th</sup> March last, Fred Hamond organised at short notice a visit to the Port of Greenore and the line of the earlier rail link and places of interest around Newry. It was well supported by 25 persons, some of whom became new members of the IHAI on the spot.

Membership currently stands at around 120. Membership renewal invitations were sent out early in the current year and members who have not yet done so are requested to send their renewal subscriptions in as soon as possible. There have also been a number of new members welcomed into the Association.

Newsletters continue to be produced and circulated on a regular basis and thanks in this regard go to our Editor, Dr Fred Hamond. Newsletters were circulated to all Heritage and Conservation Officers in local authorities as well as to members. The prohibitive cost of printing the newsletters in full colour results in the newsletters being circulated to members and others in black and white. However, the full colour version is on our website together with a number of past issues.

Thanks are due to Rupert Fuller for maintaining the IHAI website which continues to be hosted on the Steam Museum, Straffan site (by kind permission of Robert Guinness).

A special 'Irish' issue of the German IH magazine *Industrie Kultur* was published in the Autumn of 2005, the issue containing 13 illustrated articles written by IHAI members and translated into German.

During the session, your Executive Committee held a far-reaching discussion on future strategies. Although there are a number of issues that need to be addressed, it was felt that the IHAI currently meets as many of its objectives as can be accommodated by our limited human and financial resources.

Norman, Mary and Fred met on 10 November with representatives of the Heritage Council to discuss ways in which the IHAI might interact with the Council on projects and funding. As a result of the meeting, plans are being formulated for a National Conference & Forum in November 2006 to raise awareness of our industrial heritage.

Dr Ron Cox, *Company Secretary*

April 2006