

GREENORE PORT AND THE RAILWAY



The Port of Greenore, owned by Burke Shipping in Dublin is the only privately owned commercial port in the Republic. Permission to construct a port and railway was granted under the Dundalk and Greenore Railway Act of 1863 and when the port was completed in 1867 services were operated to the Lancashire ports of Fleetwood and Heysham. On the 1st May 1873 the rail link between Dundalk and Greenore was opened, followed by the link to Newry in 1876.

The London and North Western Railway Company (LNWR) built the village to accommodate their workers and families. They opened a shipping route to Holyhead on the island of Anglesey in North Wales and they built a luxurious hotel and golf club to facilitate their clients. The Dundalk, Newry and Greenore Railway was an integral part of their operation.

Established in 1846, a seminal year in Ireland, and headquartered in Euston Station in London the company were major players on land and sea. They worked a network of 1500 miles of railtrack across Britain and operated a fleet of ships on the Irish Sea employing over 80,000 people. The company lost over 3500 employees during WW1, and following the "SS Connemara & SS Retriever" tragedy in 1916 the King, sent a personal message of sympathy to the Chairman of LNWR, Sir Gilbert Claughton.

The railway closed on January 1st 1952 but the village of Greenore is visible evidence of an influential past era.

UNVEILING OF PLAQUE AT TEMPLETOWN.

Date. Sunday 9th October.
Time. 12.30pm.
Location. Cill Mhuire Cemetery

This event in historic Cill Mhuire commemorates the 3 stockmen from the area who perished on the "SS Connemara" that fateful night.

We wish to acknowledge the generosity of the family of the late Maurice Collins (RIP) from Newry who was synonymous with the livestock trade for over 6 decades.



The carriage of livestock was a major source of revenue for the shipping companies and the major ports had a lairage where the stock could be rested, fed and watered whilst they awaited shipment. The animals were conveyed by train or walked to the point of shipment. LNWR faced stiff competition from other companies such as Dundalk & Newry SP, B&I, G&J Burns and the Laird Line.

According to all the reports the night of 3rd November 1916 was the worst in living memory. The Dundalk and Newry SP vessel, "SS Bessbrook" sailed from Dundalk that night with a large cargo of livestock but such was the ferocity of the storm that the Captain returned to port.

Meanwhile in Greenore the "SS Connemara" was readied for sea and John Burns, Peter Killen and Laurence Carthy were tending to the livestock below decks. Their main task was to make sure that the stock stayed on their feet and if any did fall down they got them up on their feet again to prevent them being trampled on, and either killed or injured. At 8.05pm the "SS Connemara" slipped her moorings, the dye was cast.

We wish to thank Very Rev Fr Malachy Conlon, PP EV VF for facilitating our event today and officiating prayerful remembrance.



"SS Connemara" AND

"SS Retriever"

REMEMBRANCE IN COOLEY



An Roinn Gnóthaí Eachtracha agus Trádála
Department of Foreign Affairs and Trade

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INTRODUCING OUR GROUP AND OUR PROJECT.

Newry Maritime Association is a voluntary community group and a registered charity in the North of Ireland. Our aim is to preserve and actively promote the history of the Port of Newry and those who helped create it. Our area of benefit encompasses South Down, South Armagh and North Louth, areas closely linked to our port. This year we are marking the Worst Maritime Tragedy to impact our communities since Famine times, the loss of 94 lives in the aftermath of the "SS Connemara" and "SS Retriever" collision.

We launched our project in Killowen on the 11 June and our first event was the ground breaking and innovative external illumination of Haulbowline Lighthouse having secured permission from Irish Lights and funding from the Loughs Agency. This is the first time such a feat has been achieved in Ireland or Britain and has been very well received. Our spectacular cover photo of the illuminated tower comes courtesy of Mark JJ Pearce, a fantastic shot.

Having delivered a successful programme of events in Mourne and South Armagh our Centennial journey now takes us to the Cooley Peninsula for 2 contrasting services of simple remembrance in Carlingford and Templetown. Our Centennial project will conclude in Newry with the unveiling of a bespoke memorial on Thursday 3rd November.



The 94 victims of the tragedy came from varied walks of life across Counties, Armagh, Down, Louth, Antrim, Donegal, Sligo, Cavan and Monaghan, North Wales and other locations in the UK. Their deaths would have impacted severely on their families and wider communities and the legacy of this project will be the provision of a maritime heritage trail perpetuating their memories and the fate which befell them.



UNVEILING OF PLAQUE IN CARLINGFORD.

Date: Sunday 2nd October.
Time: 2.30pm.
Location: Holy Trinity Heritage Centre

Once again the members of NMA are pleased to be in the beautiful medieval village of Carlingford and the impressive setting of the historic Holy Trinity Heritage Centre. We wish to record our thanks and appreciation to the Trustees for granting us permission to hold our event here today and to all the staff for their help and assistance.

The foundations of the Church can be traced back to the 13th century and extensive renovations in 1804 created the building in its current presentation. The maritime heritage of Carlingford can be traced back to the arrival of the Vikings who recognised its strategic importance and launched many raids on convents and monasteries. They are indicted of sacking the convent of St Monnina in Killeavy in 923.

The picturesque harbour was a bustling little port in the 18th, 19th and early 20th centuries and the Customs and Excise were located here. The growing importance of Newry as a port was reflected when Customs and Excise relocated there in 1726 and was further demonstrated when the merchants of Newry successfully lobbied for a new lighthouse to be built at Cranfield. Work began in 1817 and was completed in 1824 giving us the Haulbowline Lighthouse which is still a crucial aid to mariners on Carlingford Lough. Cargos from the local limestone quarries were exported and blocks of the stone were used by the acclaimed architect, Sir John Rennie, in the construction of Victoria Lock on the Newry Canal which was completed in 1850. Lime was also carried toll free on the Newry Inland Canal to assist hard pressed farmers to improve their land. Potatoes and pit props were also shipped from the port and vessels from the Fisher fleet were regular visitors.



EDWIN RIGHTON CARTER.

On the night of 3rd November 1916 the "SS Connemara" was carrying a compliment of 51 passengers and it is believed that 14 of those were members of the British Army. They were returning to England, and possibly the war front, from vastly differing circumstances.

Private Knowles from Belturbet, a member of the Irish Guards had been seriously wounded at the Front on March 1st and had been recuperating at home. Private Philip Goodfellow from Newry had been home for a sisters funeral whilst another soldier from outside Newry was travelling under armed guard having been arrested for overstaying his leave.

The youngest soldier on board that night was little more than a child. Edwin Righton Carter was a Boy Trumpeter with the 1st King Edwards Horse Regiment. Born in Cricklewood, London in April 1899 he was just 17 years and 7 months when he perished. Edwin was one of 5 children and was survived by his parents and 4 sisters. His grave lies directly below this plaque and overlooks the waters of the Lough which claimed his young life a century ago.

We wish to thank Nomadic Caravans of Newry for their generous sponsorship of this commemorative plaque.

