

## 40 YEARS AGO

The cost of the implementation of the scheme is approximately £6m and will be phased for implementation during the 1970-72 period.

The report was presented by Messrs Nicholas O'Dwyer, Sinead Partners, Dublin and Limerick, and Messrs Tippetts-Abbett-McCarthy-Stratton, New York.

The city manager, Mr T.F. McDermott who presided, said that the Department of Local Government had approved the immediate action programme which would come into operation by the end of November.

He said that the programme included one-way streets and additional traffic lights but that the traffic lights would not be synchronised.

The northern portion of the ring road would be completed by 1975 and the southern ring road by 1981 while the present phase would be completed by 1974.

He added that the plan would be fully discussed by the city council who would have the last say as to whether or not the plan should be implemented.

The plan disclosed that it was not now proposed to build the third bridge from Lower Mallow Street to St Michael's Boat Club but West of the perimeter of the city in the vicinity of Barrington's Pier.

Mr Patrick Meghen, BE, said that the flyovers or bypasses were not envisaged at this stage, but they had been mentioned during the course of the compilation of the report, but not included.

"It would be well if such things were, however, kept in mind for future planning.

Mr McDermott, replying to a question said that he was very happy with the way the consultants had taken into consideration the new road proposals in conjunction with the report.

The report states that if the new bridge was sited at Lower Mallow

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Street, O'Connell Avenue would have to be widened.

It became clear that a direct connection between the Ennis and Cork Roads would reduce journey lengths and travel times for traffic between the two roads and the diversion of traffic from the central area and out again would be very beneficial to other users of the central area.

On further examination, the report continues, a second assignment was prepared to examine an alternative route downstream location for the new bridge, on investigation, it became clear that the most desirable arrangement would be to amalgamate the southern ring road and the Shannon crossing to form one new route interconnecting the Dublin, Tipperary, Kilmallock, Cork, Foynes and Ennis roads.

The new route would cross the Shannon adjacent to the western boundary of the city.

Mr Conn Shanahan, President of the Chamber of Commerce, proposed a vote of thanks to the manager Mr McDermott for inviting him to be present.

## LIMERICKMAN IS TUAIRIM CHIEF

AT the AGM of the National Council of Tuairim, held in Cork recently, Mr Billy Peacocke of Limerick was elected National President.

After his election, he said: "Many new organisations, whose object is to improve aspects of Irish life, have been formed since Tuairim was founded in 1954. In addition,

people, especially the young generation, are taking an increasingly active interest in politics.

"They correctly see the political parties as being the instrument through which they can best seek to cure the ills of our society.

"You may interpret that the awakening of the national conscience, with its resultant 'participation' will bring about the demise of discussion groups such as Tuairim. I reject this opinion."

"There will always be a necessity for groups such as ours. The press, radio and television can spread information and interest, but it is only through a society like Tuairim that the full process of 'information-discussion-decision' can be achieved.

"Furthermore, Tuairim is far more than a discussion or debating society. It alone provides a national platform where public expression of opinions are sought and, more important, where these opinions are recognised as coming from a group uncommitted to any particular viewpoint.

"Independence and Tuairim are synonymous.

"There is a danger that the seventies will be spent in talking in terms of economic and social progress. Already these terms are becoming political clichés.

"We should not necessarily strive to achieve a capitalist society, or a socialist society. Rather, we should be seeking the true goal, a Christian society.

"A Christian society is the best means to justice and equality - be it social, economic, educational, or whatever you wish," the newly-elected president said.

## 50 YEARS AGO

### OVER 3,000 VISITORS SHOWN OVER SHANNON POWER SCHEME

OVER 3,000 visitors have been conducted on a tour of inspection of the hydro-electric power station at Ardnacrusha since July 9 last, many of them tourists and eminent engineers from all parts of the world.

That the Shannon Hydro-Electric Scheme is one of our great attractions can be gauged from the fact that an average of over 350 people per day visit this great engineering scheme during the summer months.

The vast enterprise, which is taken so much for granted by people at home, is regarded by eminent scientists, engineers and professors from various parts of the world as a splendid achievement and they would compare it very favourably with similar projects in other countries.

This was learned by a Limerick Leader representative when in the company of a party of journalists he was conducted on a tour of inspection recently in connection with the new £70,000 fish pass.

The party was in the charge of Mr Liam Burke, who has performed the duties of guide for the past nine years. Liam's courtesy and efficiency and the expert knowledge he has gained through the years of meeting such people, creates a very deep impression on

visitors. He has a pleasant manner and an easy style of delivering his talks on the intricate technical details of the scheme.

## AFTERMATH OF TANK OF TAR BURSTING

THE bursting of a storage tank containing 200 tons of tar in the Limerick Gas Works early on Saturday morning and which gushed out on to the Dock Road, was the subject of a discussion at today's Limerick Harbour Board meeting.

The matter was raised by Mr T O'Dowd, who asked if the tar, which flowed down the Dock Road and entered the sluices to the Dock had caused any damage.

Mr T F O'Sullivan said that so far there had been no damage, except minor damage to sluice gates and shores. Most of the tar had sank to the bottom of the river bed but ships were churning it up again and there was a possibility that the Dock Gates might be damaged.

Mr O'Dowd asked if it was anticipated that there would be damage. Mr O'Sullivan replied: "The shores will be choked and that is the responsibility of the Corporation."

Mr S J K Roycroft asked if there were any claims pending against the Corporation. The Engineer replied: "Not yet, but the tar is bound to cause damage."

On the proposition of Mr O'Keefe, seconded by Mr O'Dowd, it was unanimously decided to give preliminary notice to the Corporation that the tar is liable to cause damage.

Due to a gap in the archives of the Limerick Leader, no Memories are available for the months of February to July 1979