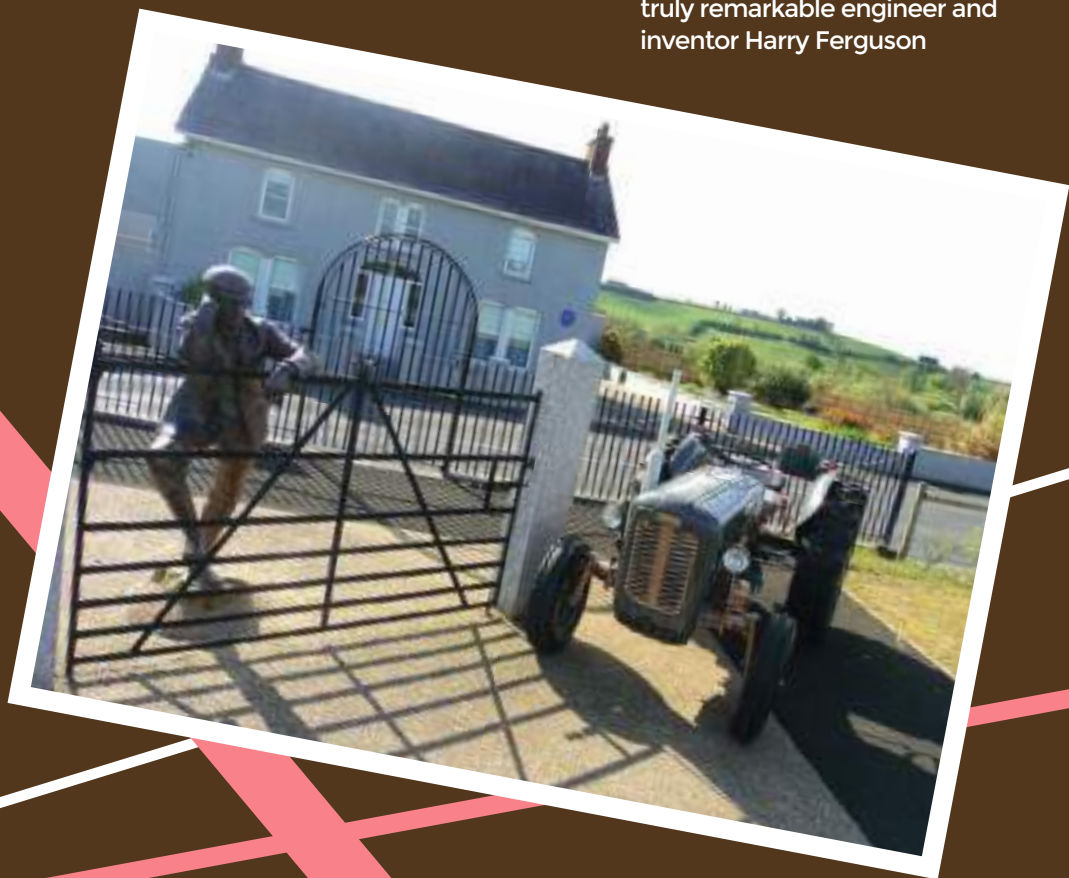


Harry Ferguson Legacy

SELF-GUIDED TOUR
TRAIL & MAP

Following the footsteps of the
truly remarkable engineer and
inventor Harry Ferguson



*you're
welcome*

Lisburn & Castlereagh

harryfergusonlegacy.com

www.visitlisburncastlereagh.com

Harry Ferguson transported his first constructed in Belfast, by road to Hillsborough, to the large park owned by Lord Downshire. Due in part to the difficult terrain, initial flight trials carried out proved unsuccessful; however, after modifying the design and fitting a more efficient propeller,

he made a 130-yard flight on 31 December 1909, thereby becoming the first Irishman to design, build and fly an aeroplane. The site of his flight is believed to be a field known today as north east of the Agri-Food



HILLSBOROUGH VILLAGE FOREST AND PLANE SCULPTURE

A marble obelisk bearing a bronze plaque was erected to celebrate the centenary of Harry Ferguson's first successful flight. It flight took place. The achievement is also marked by a half- erected half a mile away at the A1 dual carriageway.

village to Harry's home and, to there at the railway station on Culcavey Road.

For further information please call at Hillsborough Visitor Information Centre, The Courthouse, The Square, Hillsborough, BT26 6AG or Tel: 028 9244 7640



DRUMLOUGH PRESBYTERIAN CHURCH

Drumlough Presbyterian Church was a graveyard that contains the burial plot of the Ferguson Family. Both Harry's parents are buried here, however Harry and his of Abbotswood, near Stow-on-the-Wold in



Drumlough Public Elementary School stands today. Harry attended Drumlough Public Elementary School for a period for a period of roughly seven months These months he spent at Ballykeel Public Elementary School.



GROWELL GOSPEL HALL

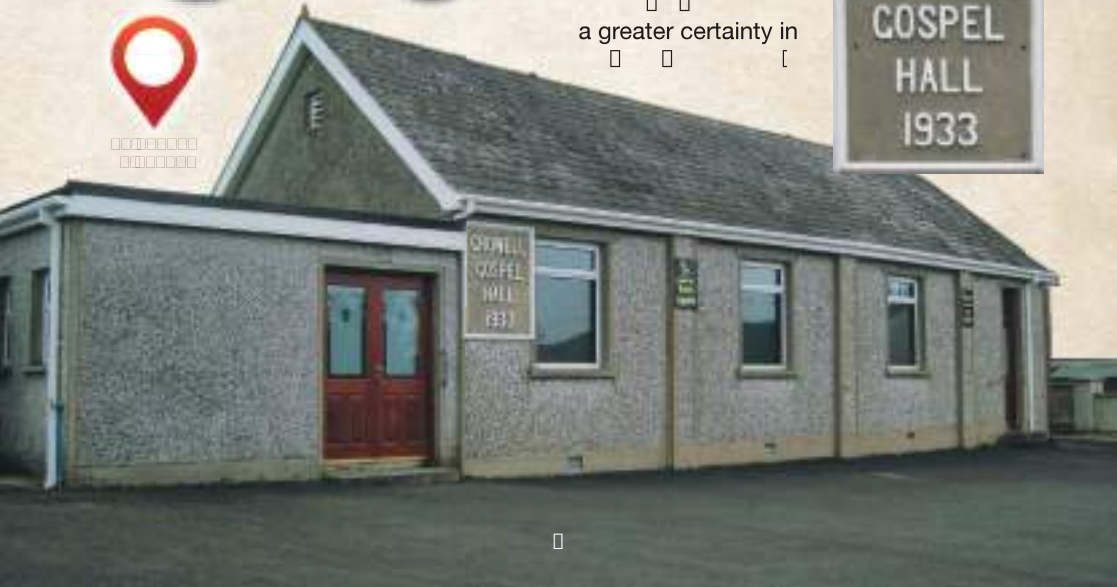


to the church by Harry's father, James Mary Fergusson were devout members of the Plymouth Brethren, a religious sect that had broken away from the beyond what members' homes could hold. The Fergusson Family had a high reputation within their religious community, often inviting visiting preachers to stay in their



Family life in the Fergusson household was dictated by the teachings of the Bible; this meant Harry grew up in a very stiff and away from in later years. Harry never fully embraced the religious and strict lifestyle good self-discipline and a strong work

a greater certainty in



THE FERGUSON HOMESTEAD AND MEMORIAL GARDENS, GROWELL

The memorial garden is steeped in history and aptly set opposite the Fergusson boards retell the story of Harry's fascinating life and show his many accomplishments in The gardens also feature a life-sized bronze Gardens can be easily accessed from Visit www.harryfergusonmemorial.com for more information.

This location is a perfect photo opportunity. It is the site where Harry grew up as a boy in a family of 11 children and is also where machinery.

Gardens can be easily accessed from

Visit www.harryfergusonmemorial.com for more information.



TESTING FIELD, GROWELL

In the early days of design Harry needed somewhere suitable to test the three-point linkage system and therefore to prove its reliability.

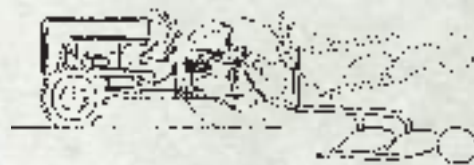
Harry acquired a difficult, steep, sloped and stony field where a plough would have every obstacle in its path. The field was an ideal place to test the three-point linkage system.

This particular field would prove to be a challenge for any piece of machinery, however, it was no match for Harry's Ferguson tractor and three-point linkage

system with plough attached.

Many other locations were used for demonstrating and testing as Harry exhibited his machinery all over the country, but it was appropriate to have actually tested his workmanship at Growell.

The location of the testing field by Harry marked him in history forever and the location of the testing field is still known.



BALLYKEEL PUBLIC ELEMENTARY SCHOOL HILLSBOROUGH

Harry attended Ballykeel Public Elementary School in Hillsborough. Harry disagreed with the Headmaster who he felt had wrongly punished a fellow pupil.

It was a significant event in his life. It was one of the first signs of Harry's reputation which he was well known for in future years.

Ballykeel Public Elementary School

Ballykeel Public Elementary School once stood on Dromore/Ballynahinch Road. Today not a trace of the school remains. It was eventually demolished.

The school was built in 1870 and was a significant building in the area.



WATSON'S SHOP, DROMORE

Dromore, County Down, was the home of Harry's wife to be, Maureen Watson. It was a grocers that Harry would have regularly visited during his days living at Growell.

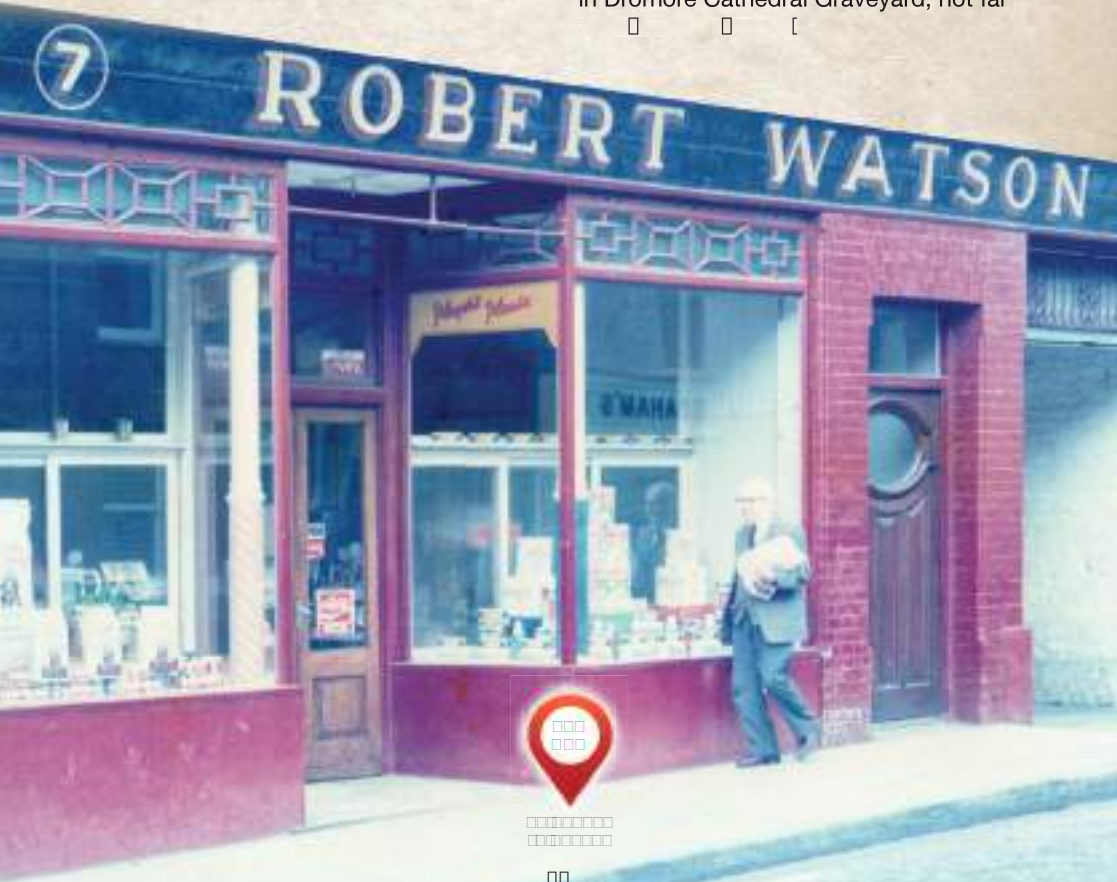
The building still stands but is currently occupied by Gamble's Funeral Furnishers. After Maureen's family had left the premises, it was occupied by a greengrocer named Robert Watson who

It is well known around Dromore that Harry



they subsequently went to live in Belfast and, much later, in Stow-on-the-Wold,

Members of Maureen's family are buried in Dromore Cathedral Graveyard, not far



DROMORE VILLAGE

Harry's lifetime, and it was here that he held in the main square beside the town would have been made on foot or bicycle

To mark the significance of Dromore in Harry's life, there is a Ferguson TE20 This lovely example sits on steel wheels and is set in a grass area surrounded by flowers and shrubs. It is located just off the A1 dual carriageway on the Hillsborough Road.





ULSTER AVIATION COLLECTION MAZE / LONG KESH

By flying successfully at Hillsborough on 31 December 1909, Harry Ferguson inaugurated an extensive history of aviation in Ulster and Ireland. Many aspects of this are represented by the Ulster Regeneration Site. The assemblage of the care of the Ulster Aviation Society and accommodated there includes a one-third scale model of the last variant of Harry's

The Ulster Aviation Society has played a key role in the ambitious new BBC



inventor Harry Ferguson—he of farm tractor fame. The BBC actually to his name including motorcycles, four-wheel drive racing cars, cross-country vehicles, brick-making machinery and gyroplanes (autogyros). His first major success was the 'Featherbed' motorcycle frame that was used by Norton during the

Viewing of the collection is strictly by prior arrangement – telephone 079 7450 2319 or 077 2489 6215 to arrange a tour. www.ulsteraviationsociety.org

REX McCANDLESS HOMESTEAD

Another man from the Lagan Valley to achieve fame in the field of engineering and technology was Rex McCandless. Fiercely independent and largely self-taught, McCandless, like Harry Ferguson, was

more than 30 years after Ferguson, his exceptional abilities caught the latter's attention, which led to a brief, ill-fated and testing of the 'Mule'. With a view to it being produced by Ferguson's company, two men couldn't agree about some aspects, this off-road vehicle was tested at Abbotswood in England where Harry eventually went to live.

Rex McCandless was born at Aghnatrick Road, Culcavey, just five miles from the



HARRY FERGUSON SITE LOCATION MAP



BROOKHALL HISTORICAL FARM, LISBURN



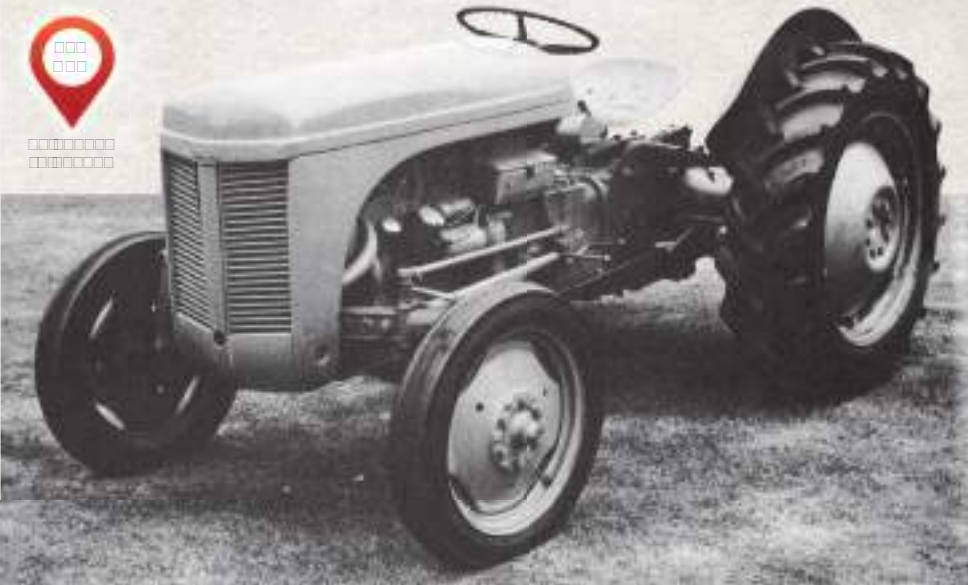
Brookhall Historical Farm on the Ballinderry Road, Lisburn is now a farm museum with many interesting exhibits and is well worth a visit. It offers a lot in relation to countryside living and farming of a bygone era.

The farm and surrounding buildings to offer a first hand experience of many Ferguson implements and machines, which are on display in a small museum



tractor, a Massey Ferguson 135 model and a Massey Ferguson 165 model. Implements on display include a Ferguson 165 model and a Ferguson 165 model.

Visits to Brookhall Historical Farm are by appointment only. Tel: 028 9262 1712 or visit www.brookhall.com for more information.



NEWCASTLE, COUNTY DOWN

During his unsuccessful attempts during July, Harry won a prize of £100. This was offered by the local Sports Committee for flying a biplane from the Inner Dundrum Bay to just past the Slieve Donard. Harry's flight was a success and he won the prize.



During his historic flight in 1910, Harry won a prize of £100. This was offered by the local Sports Committee for flying a biplane from the Inner Dundrum Bay to just past the Slieve Donard.



41 LITTLE DONEGALL STREET, BELFAST

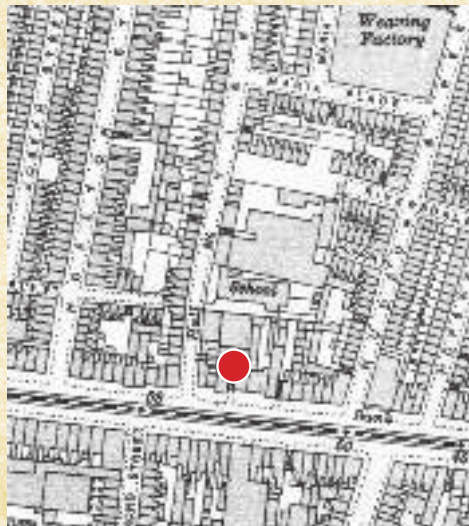
by Harry, moved to larger premises at the junction with Union Street and Harry expanded rapidly, taking in premises at the junction with Union Street and Harry

become heavily involved in competitive events for motorcycles and cars, with

redeveloped and there is no longer any



SHANKILL ROAD, BELFAST



AN EXTRACT FROM 'NORTH BELFAST 1900'
AS REPRINTED BY ALAN GODFREY MAPS

In 1902, Harry Ferguson went to work Joe was a partner. At this point Harry was but abandoned the idea after Joe offered him the job. Harry was desperate to be involved with the rapidly expanding motor vehicle industry, and jumped at the chance.

located on the Shankill Road, Belfast,

Road Gospel Hall, 41 Little Donegall Street,



CHICHESTER STREET, BELFAST



MAP SUPPLIED BY ORDNANCE SURVEY
NIMA PERMIT NUMBER LA 100-156



By June 1907, J B Ferguson & Co
60-76 Chichester Street.

By 1909, Harry had become Works
Manager and a Director in the company.
building and flying an aeroplane would be
great publicity for the car business. With
Joe's agreement, Harry designed and built
his first aircraft in the workshop of J B
the first variant of what would become a

largely redeveloped and the site of the
of Victoria Square, a multi-million pound
facility is popular with local people and

For more information please visit
www.victoriasquare.com



MAY STREET, BELFAST

Throughout 1910, Harry became
increasingly involved in his aviation
enterprise, flying at various locations,
modifying and repairing his aircraft as
to himself and the company. Relations
between Harry and Joe deteriorated and
they went their separate ways.

Harry started trading in a vacant property
at 87 May Street, Belfast, eventually named
Harry Ferguson Motors Limited. It was in
these premises that Harry completed the

In the late 1930s, the road layout of
May Street was completely remodelled.
that was previously Harry's showroom.



MAP SUPPLIED BY ORDNANCE SURVEY
NIMA PERMIT NUMBER LA 100-156



DONEGALL SQUARE EAST, BELFAST

Harry later moved Harry Ferguson Motors Limited to a showroom on Donegall Square East, where he changed the name to Harry Ferguson Motors Limited. The building was occupied by the Ulster Bank, near Belfast City.



History Circle plaque. The building was occupied by the Ulster Bank, near Belfast City.



An image of Harry appears on £20 notes issued by the former Northern Bank now part of the Bank of Ireland.



ULSTER FOLK & TRANSPORT MUSEUM, CULTRA

The Ulster Folk and Transport Museum is a first class tourist attraction. The museum houses a full-scale replica model of Harry Ferguson's last monoplane and also an early Ferguson Tractor and Plough, all of which are on display to the public.



This Museum houses a full-scale replica model of Harry Ferguson's last monoplane and also an early Ferguson Tractor and Plough, all of which are on display to the public.



The Ulster Folk and Transport Museum is part of the National Museums of Northern Ireland. For more information please visit www.nmni.com



MAGILLIGAN



In June 1910, Harry changed his flight zone to the beach at Magilligan where his flights over the sands were



continued to be successful. The aircraft was further-modified and in 1911 it made steady progress. However, the aircraft was destroyed in 1910 and was beyond repair.



NEWTOWNARDS

Undeterred by the destruction of his aircraft at Magilligan, Harry was flying an entirely new aircraft by June 1911.



Although he badly damaged the aircraft in a crash landing, he repaired it and flew it successfully for the rest of the month. By then, he began to lose interest and flying experiments ended when the machine was written off by Harry's friend and associate, learner pilot John Williams, on 30 March 1913.





TULLYLAGAN MANOR HOUSE, COOKSTOWN

Tullylagan Manor House was built in the early 19th Century by the Greer family and is a fine example of Georgian architecture. It was the first house in the area to have engineering devices and was the first to have a central heating system.

It was about a young engineer by the name of Harry Ferguson who allegedly was a tractor designer who lived in the house.



Harry was invited to come to Tullylagan by Mr Greer to see the house and to discuss Harry's ideas in relation to farming, and Mr Greer offered to help with finance to allow Harry and his assistant Willie Sands to produce a tractor with hydraulics fitted that would be suitable for the Tullylagan soil. Mr Greer became the first owner of the new black tractor.

Tullylagan Manor House sits overlooking Tullylagan House Hotel giving a view of the building where Harry stayed when he was servicing cars at Tullylagan. It is now a restaurant and bistro named Harry's Bar. There is a collection of Ferguson machinery which is not open to the public at the moment. Many pictures and historic documents are on display and a full story of Harry's connection with Tullylagan can be obtained on a visit.

For more information please visit www.tullylaganhotel.com

THE ULSTER GRAND PRIX, DUNDROD

Harry Ferguson's passion for all things motor cycle events from an early age. With the introduction of temporary closure of the road to the public the first such race was held on a 21-mile-long course at Clady in County Antrim. It was the first international governing body of motor sport gave it the title Grand Prix d'Europe. The event was held in 1953 and was a success. It was held in 1947 on a shorter Clady circuit of 16 miles and, in 1949, it was chosen to be one round of a new World Grand Prix.

In 1953, the event was run over a completely new circuit and has expanded to include a week-long festival of racing and is an internationally recognised fixture in the road racing calendar, attended by tens of thousands of enthusiasts from all over the world. In 2016 by Ian Hutchinson, who set a lap record of 1:10.00, recognised as the fastest motor cycle road race in the world.

The event is held in the administrative boundary of Lisburn & Castlereagh City Council yet is an ideal time to see a disruption to traffic on race days. Harry Ferguson also lobbied the RAC to organise the famous Ards Tourist Trophy motor car race.

For further information on the Ulster Grand Prix and the Dundrod Circuit visit www.ulstergrandprix.net

Harry could see the potential with the circuit at Clady and it became a designated road racing circuit in the early 1920s.





We gratefully acknowledge the following in the production of this booklet: Aramark Ireland, Banbridge District Council, British Telecom, Drumlough Church, Growell Gospel Hall, Kathrina Fashions (Marketing), McKibben Property Consultants, Northern Bank, Tullylagan House Hotel, Ulster Flying Club

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