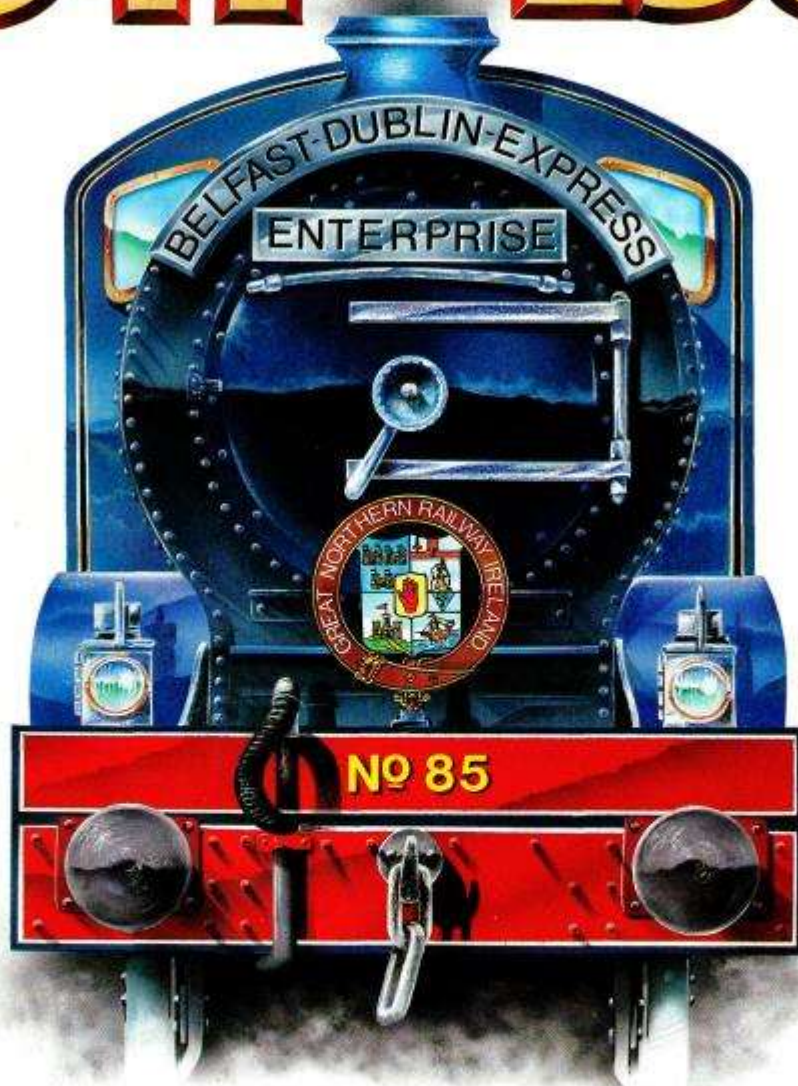


1947

1987



NORTHERN IRELAND RAILWAYS COMPANY LIMITED

InterCity



Myles Humphreys

Chairman's Message

The 40th Anniversary of The Enterprise Express railway service between Belfast and Dublin is an important occasion in the history of Irish railway services – providing as it does an opportunity to look back at the changes and improvements which have taken place since 1947 to the route which maintains a vital link between these two important cities.

In celebrating forty years of Enterprise service, however, we also want to look ahead – as Northern Ireland Railways continue to invest in this important service – with new rolling stock – infrastructure – facilities and services – all combining to ensure that the future standards will maintain the popularity of the Enterprise with all our customers.

To all our customers on The Enterprise we wish to say a sincere 'Thank-you' – at Northern Ireland Railways we are looking forward to the next period in the service's history, and to providing a service to match our client's needs.



Dennis Grimshaw

Message from the General Manager InterCity

'Welcome Aboard ...'

Today we hope to recapture some of the atmosphere, excitement and aspirations of August 1947 when the Enterprise Express was first launched, to contrast this with the quiet efficiency of today's fast modern diesel InterCity Expresses, and to look forward to the continuing improvements in the service planned for the next few years.

Whilst nowadays we may have lost some of the spectacle and glamour of the steam-hauled expresses, today's customers rightfully demand ever higher standards of comfort, service, speed and punctuality, whilst economic factors require constantly improving efficiency and utilisation of equipment and facilities.

InterCity is here to meet that challenge, and to maintain and improve the reputation built up over the last 40 years by the Enterprise Express.

Bon Voyage!

A HISTORY OF THE ENTERPRISE

At 10.30 a.m. on 11 August 1947, the inaugural "Enterprise" left Belfast for Dublin, hauled by GNR(I) steam locomotive No. 83 "Eagle".

The Enterprise was established to bring about a major improvement in the quality of rail travel on the Belfast-Dublin route – particularly in terms of journey time and punctuality.

Since the partition of Ireland in 1921, cross-border train services, of which Belfast-Dublin was at that time, only one of eleven such routes (not counting those lines which crossed and re-crossed the border several times en route), had been subjected to delay due to Customs examination at the various crossing points such as Goraghwood, Dundalk, Pettigo, Strabane or wherever.

In the 1940's, Customs examination was much more stringent and time-consuming than is generally the case today, and not only did periods of up to 45 minutes have to be allocated for station stops, but in practice these delays often extended well beyond the time allowed, leading to unpunctuality of the trains concerned.

Quite apart from Customs examination, stopping trains normally had connections at junction stations en route, and it only required one connecting service to run late, to delay the main line train. A Belfast-Dublin train, for example, could have

had connections at Portadown (from Londonderry, Omagh and Armagh), at Goraghwood (from Newry, Warrenpoint and Banbridge), at Dundalk (from Bundoran, Enniskillen, Clones, Cavan and Greenore), and at Drogheda (from Oldcastle and Navan).

With a rapidly increasing number of private motor cars on the road, and the inauguration of a Belfast-Dublin air service by Aer Lingus, the GNR decided to take the initiative by introducing a non-stop prestige service between the two cities, with Customs examination at each end of the journey. Test runs were carried out and it was concluded that an overall journey time of 2¼ hours was feasible, even allowing for a few temporary speed restrictions en route, as required for track relaying or bridge repairs from time to time.

The overall timing compared very favourably with the actual City centre to City centre times by air, at a fraction of the fare – a situation which still applies today, and led to the instant and

*Departure of the first Enterprise on 11 August 1947, from Great Victoria Street Station, Belfast. Locomotive No. 83 "Eagle".
Photo: C.J. Slaton*



continuing success of the Enterprise service – and also to the demise of the air service!

A special train of the Great Northern's most modern coaches was made up for the "Enterprise". Normally seven coaches were used, but this could be increased up to ten in summer time, still maintaining the 2¼ hour journey time. In fact, the timings in force in the famous June 1932 timetable were quite a bit faster – 2 hours 2 minutes total running time, equivalent to 1 hour 55 minutes non-stop, but station stops brought the overall end-to-end timing to 2 hours 25 minutes.

For the first year of operation, the "Enterprise", which consisted of only one train in each direction – 10.30 from Belfast, returning from Dublin at 17.30 – was hauled by one or other of the Great Northern's Class V 4-4-0 Compound Locomotives Nos. 83-87, named respectively Eagle, Falcon, Merlin, Peregrine and Kestrel, after birds of prey. Painted in GN's colour scheme of sky-blue and vermillion, they were frequently nicknamed "Bluebirds".

In May 1948, a second train was brought into use, giving a morning service at 09.30 from Dublin, returning from Belfast at 17.15.

Towards the end of that year, five new locomotives, specially built for the "Enterprise" took over the service. These were Class VS 4-4-0 Nos. 206-210, named Liffey, Boyne, Lagan, Foyle and Erne, after rivers which crossed the railway network.

The next development took place in 1950, when the new AEC/Park Royal Diesel Mechanical Railcars

were introduced on the Dublin-based train. This train, however, had to be restricted to four coaches – one of the limitations of these particular units. They did have the distinction, however, of being the first successful mainline diesel railcars in the British Isles.

Also in 1950, in conjunction with CIE, the Belfast-based "Enterprise" service was extended to Cork. Two sets of coaches were used, one GNR and one CIE, working Belfast-Dublin-Cork and Cork-Dublin-Belfast on alternate days.

GNR locomotives were used between Belfast and Dublin, and CIE steam locomotives between Dublin (Amiens Street) and Cork. The southbound train took 6¾ hours and the northbound train 6½ hours.

This service lasted until June 1953, although a through coach to Cork was still conveyed on the "Enterprise" until September of that year.

In October 1953, the Great Northern Railway (Ireland) was taken over by the Northern

Ireland and Republic of Ireland Governments, becoming the Great Northern Railway Board.

The GNRB ordered new diesel-mechanical railcars of a more powerful design, which by using intermediate power cars with half-cabs and gangway ends, were capable of operating in sets of up to eight coaches. These B.U.T. railcars took over both the Belfast-based train in 1957, and the Dublin-based train in 1958, enabling the timings to be reduced to 2 hours 10 minutes, and ending steam traction on the "Enterprise".

In October 1958, the GNRB was dissolved, the northern portion being taken over by the Ulster Transport Authority (UTA) and the southern portion by Coras Iompair Eireann (CIE).

Since then, the "Enterprise" has been a joint venture, one train set being supplied by each Company.

*Restored GNR (I) Locomotive No. 85 climbs the Wellington Bank near Newry, en route for Dublin, 20 September 1986.
Photo: C P Friel*



In 1960, the first intermediate stop was introduced, when the 17.30 ex Dublin began to call at Dundalk to pick up passengers for Belfast.

The Dublin-based train reverted to locomotive haulage in 1961, when the first of CIE's new General Motors Diesel-Electric locomotives entered service.

April 1965 saw the doubling of the "Enterprise" service to four trains each way per day – each set making two round trips. This gave services at 08.00, 11.30, 14.00 and 17.30 from Belfast, and 08.30, 11.00, 14.30 and 17.30 from Dublin instead of 10.30 and 16.45 ex Belfast and 11.00 and 17.30 ex Dublin as previously. The number of ordinary stopping trains on the route was severely cut at the same time, and several additional stops at Portadown and Dundalk were made by the "Enterprise" services to replace these local trains.

NIR Hunslet Diesel-Electric Locomotive No. 101 "Eagle" and Mk IIb coaches as introduced to traffic, July 1970.
Photo: NIR

Northern Ireland Railways came into existence in 1967, and shortly afterwards a complete new train was ordered for the NIR-operated service. This was a radical advance on the B.U.T. railcars, and comprised Diesel-Electric main line locomotives and a train of eight BR Mark IIb coaches, identical to the latest types then entering service on British Railways, with suitable modification for the Irish track-gauge of 5' 3". Three new locomotives were built, Nos. 101-103, appropriately named Eagle, Falcon and Merlin, after their GNR predecessors of 1932. These "Hunslet" locomotives, now relegated to Portadown-Bangor local train services, are 1350 hp Bo-Bo units.

By July 1972, all "Enterprise" services had intermediate stops to facilitate passengers from stations other than Belfast and Dublin, the journey time being extended slightly to 2¼ hours.

Also in 1972, CIE introduced BR Mark IIe air-conditioned coaches on their train, bringing the standard into line with the NIR

set. About the same time NIR acquired further coaches, enabling the "Enterprise" set to be made up to twelve coaches and two locomotives when required.

The Belfast Central Railway was re-opened on 26 April 1976 and Belfast Central Station became the northern terminus instead of Great Victoria Street. Later that year, the Northern Ireland customs examination point was transferred to Portadown, the Republic's arrangements having been similarly altered to Dundalk a few years previously.

By 1977, regular stops at Drogheda had become a regular feature of "Enterprise" working. To enable the same overall timings to be achieved, the CIE General Motors locomotives of 950 or 1100 hp were replaced by 1600 hp upgraded AR Class locomotives.

The next major development took place in February 1981, when Northern Ireland Railways introduced new 2250 hp General Motors Co-Co locomotives, with further BR-built coaches on their services. Initially two locomotives, Nos. 111 and 112 were provided and named "Great Northern" and "Northern Counties" after two of the original constituent companies forming NIR. A third GM locomotive No. 113, "Belfast and Co. Down" entered service in 1984. The brass nameplates for the three GM locomotives were presented to NIR by the Railway Preservation Society of Ireland.

The much greater power output of the GM locomotives enabled accelerations to be made to the service, and the opportunity was taken at the same time to re-introduce non-stop running between the two cities.

By extending certain existing Belfast-Portadown peak-hour local services on to Dublin and



back during the off-peak part of each day, a secondary Belfast-Dublin stopping service was provided to cater for the intermediate stations no longer served by the non-stop Enterprises, and to give a better spread of train services throughout the day.

Accordingly, on 28 June 1982, a greatly enhanced Belfast-Dublin train service was established, with six services in each direction and a departure from Dublin to Belfast as late as 20.00 hours. The non-stop trains took only 1 hour 59 minutes, the fastest ever provided on the route, beating the record set in the June 1932 Timetable – exactly 50 years earlier.

CIE matched the NIR services by allocating one of their 071-class locomotives (identical to the NIR units) to their Enterprise service.

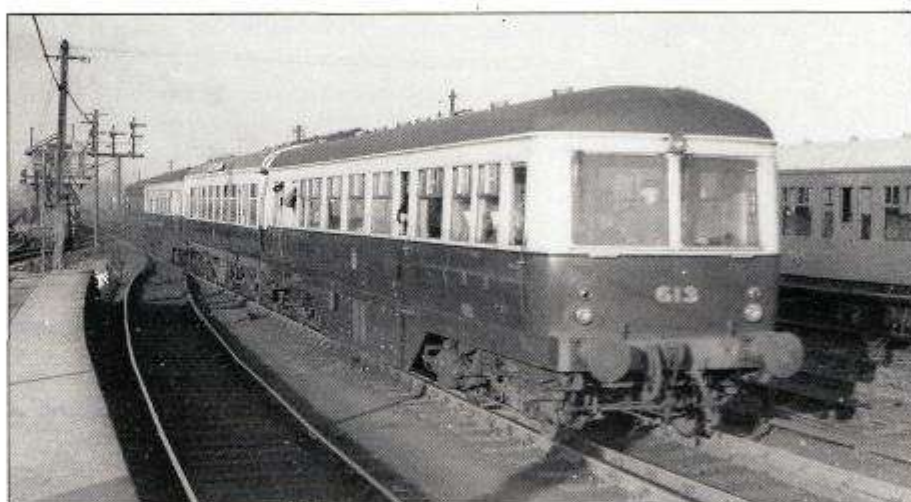
As so often happens, history repeated itself, and as happened 35 years earlier, the greatly improved journey times and service frequency in the 1982 timetable, was a contributing factor to the withdrawal of the Aer Aran Belfast-Dublin air service, by again proving that the City centre to City centre rail journey time of under two hours could still match the competition.

Three years later, in 1985, a further four minutes were clipped off the running time, to reduce the journey to 1 hour 55 minutes, while a year previously, the former Bessbrook station was re-opened to serve nearby Newry, with the stopping Enterprise services calling there.

Finally, in February 1987, the new Irish Rail subsidiary took over the operations of CIE, whilst in April the same year, the InterCity sector of NIR was established to operate the Company's long-distance services, including the Enterprise Express.



*B.U.T. Railcar Set, used on Enterprise services from 1957.
Photo: C P Friel*



*GNR (I) 4-Car A.E.C. Railcar Set as used on the Dublin-based Enterprise services between 1953 and 1957.
Photo: Kelland Collection, courtesy of Bournemouth Railway Club.*



*NIR General Motors Diesel-Electric Locomotive on Enterprise train.
Photo: M McMahon*

GNR(I) Locomotive No. 85 "Merlin" was built in 1932 by Beyer Peacock Ltd at their Gorton Works in Manchester, and is a Class V 3-Cylinder Compound 4-4-0 Express Passenger Locomotive. The term "Compound" indicates that high pressure steam from the boiler is fed first to a central high-pressure cylinder, and the exhaust steam from this cylinder is then re-used in the two outside low pressure cylinders.

In theory, this makes a steam locomotive more efficient, but in practice, due to the more complicated valve gear, heat losses and other factors, the difference is probably very marginal and later GNR locomotives of similar design, built in 1948, had 3-cylinder "simple" propulsion (ie. 3 high-pressure cylinders) and were designated V-Simple or "VS" class.

Although very common in Europe, particularly in France,



YOUR JOURNEY TODAY

Compound steam locomotives were very rare in the British Isles and No. 85 is one of the only two Compounds which have been preserved, the other one being Midland Railway No. 1000 at York Railway Museum.

The Compounds hauled the majority of Belfast-Dublin express trains from 1932 to 1948, and were still in use until

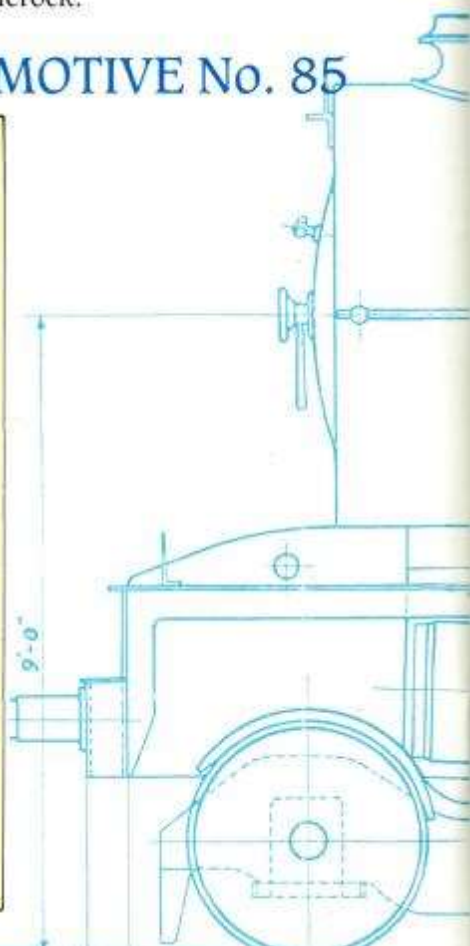
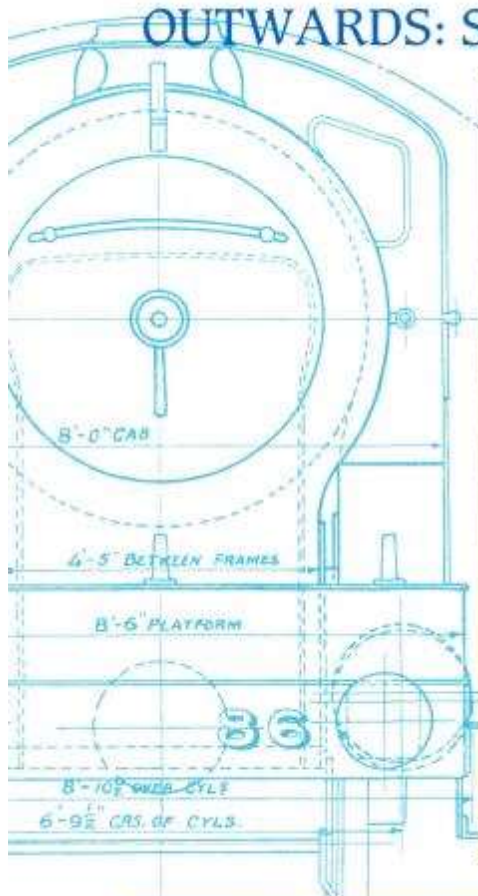
the late 1950's, but confined to the Belfast-Dublin line due to their weight.

In 1977, No. 85 was dispatched to the Engine Works of Messrs Harland & Wolff at Queen's Island, Belfast, for what amounted to a complete rebuild, including major boiler and firebox repairs. On completion of the Harland & Wolff contract, the engine was taken to the RPSI depot at Whitehead, where further extensive work was undertaken to complete the overhaul, all financed through the generosity of Lord Dunleath.

Finally, on Christmas Eve 1984, No. 85 was steamed at Whitehead for the first time in over 22 years, and after an extensive "running-in" programme, the engine has been available for main-line running on special trains during 1987, and has already been to Dublin on three occasions, as well as Larne Harbour, Portrush and Castlerock.

OUTWARDS: STEAM SPECIAL – LOCOMOTIVE No. 85

Miles			
0	Belfast Central	dep	10.30
5	Dunmurry	pass	10.40
8½	Lisburn	pass	10.44
15½	Moirra	pass	10.51
21	Lurgan	pass	10.57
26¼	Portadown	pass	11.03
36½	Poyntzpass	pass	11.15
44¼	Newry	pass	11.24
59¼	Dundalk	pass	11.41
71¾	Dunleer	pass	11.55
81¾	Drogheda	pass	12.07
87¾	Mosney	pass	12.14
91¾	Balbriggan	pass	12.19
95½	Skerries	pass	12.23
104½	Malahide	pass	12.33
108¾	Howth Junction	pass	12.38
113½	Dublin Connolly	arr	12.45



RETURN: DIESEL AND STEAM SPECIALS

DIESEL SPECIAL

Dublin Connolly	dep	13.32
Howth Junction	pass	13.38
Malahide	pass	13.42
Skerries	pass	13.50
Balbriggan	pass	13.54
Mosney	pass	13.08
Drogheda	pass	14.04
Dunleer	pass	14.14
Dundalk	pass	14.26
Newry	arr	14.42
Newry	dep	14.44
Poyntzpass	pass	14.52
Portadown	arr	15.04
Portadown	dep	15.05
Lurgan	pass	15.11
Moirá	pass	15.17
Lisburn	arr	15.24
Lisburn	dep	15.25
Dunmurry	pass	15.30
Belfast Central	arr	15.37

STEAM SPECIAL

Dublin Connolly	dep	17.04
Howth Junction	pass	17.12
Malahide	pass	17.17
Skerries	pass	17.27
Balbriggan	pass	17.31
Mosney	pass	17.35
Drogheda	arr	17.42
Drogheda	dep	17.49
Dunleer	pass	18.03
Dundalk	arr	18.16
Dundalk	dep	18.36
Newry	pass	18.57
Poyntzpass	pass	19.05
Portadown	pass	19.17
Lurgan	pass	19.24
Moirá	pass	19.31
Lisburn	pass	19.39
Dunmurry	pass	19.43
Belfast Central	arr	19.50

The steam train being used on the 40th anniversary run from Belfast to Dublin on 11th August 1987, has been provided by the Railway Preservation Society of Ireland.

The diesel train on the return journey comprises one of Northern Ireland Railway's General Motors Locomotives, together with a number of coaches used on the current Northern Ireland Railways Enterprise train.

COMPOSITION OF STEAM-HAULED 40th ANNIVERSARY ENTERPRISE: 11th AUGUST 1987

TRAIN LOCOMOTIVE

GNR(I) Class V, 3-Cylinder Compound 4-4-0 No. 85 "Merlin". Built by Beyer Peacock Ltd., Manchester, 1932.

PILOT LOCOMOTIVE (DUNDALK-BELFAST ON RETURN JOURNEY):

GNR(I) Class S, 4-4-0 No. 171 "Slieve Gullion". Built by Beyer Peacock Ltd., Manchester, 1913. Rebuilt at GNR(I) Dundalk Works, 1938.

COACHES:

114	GNR(I)	Brake/3rd Open	Built 1940, Dundalk
9	GNRB	3rd Open	Built 1954, Dundalk
50	GNR(I)	Directors' Saloon	Built 1911, Dundalk
87	UTA	Dining Car	Built 1950, Dunmurry
1335	GSR	3rd Side Corridor	Built 1937, Inchicore (Dublin)
1327	GSR	3rd Side Corridor	Built 1935, Inchicore (Dublin)
91	LMS(NCC)	Brake 3rd Side Corridor	Built 1934, York Road (Belfast)

Belfast Central station replaced Great Victoria Street as the northern terminus of the Belfast-Dublin route in April 1976, with the re-opening of the former Belfast Central Railway to link the Portadown and Bangor lines.

The Belfast Central Railway, which had existed as a goods only link for many years, had been closed completely in 1965. Its reconstruction and re-opening in 1976 allowed train services from the Bangor, Portadown, Dublin and Londonderry lines to connect at Central Station, with through trains operating between many points not previously connected directly by rail.

In addition to the new main-line station built beside the River Lagan at Belfast Central, a suburban station was opened at Botanic to serve the Shaftesbury Square and University areas of the city. More recently, in 1986,

ALONG THE WAY



another new station was built to serve the City Hospital.

A sharp left-hand curve shortly after City Hospital station marks the site of Central Junction, where the Belfast Central line joined the original route into Great Victoria Street. Plans have recently been put forward by NIR to re-open this line for Suburban trains to achieve greater City centre penetration.

Incidentally, the transfer of the terminus for cross-border trains from Great Victoria Street to Central has added 1 mile to the length of the journey to Dublin, which is now 113½ miles.

The line from Belfast to Lisburn was the second railway built in Ireland, and was opened in August 1839 by the Ulster Railway, with the unusual track gauge of 6' 2", later altered to the Irish Standard Gauge of 5' 3".

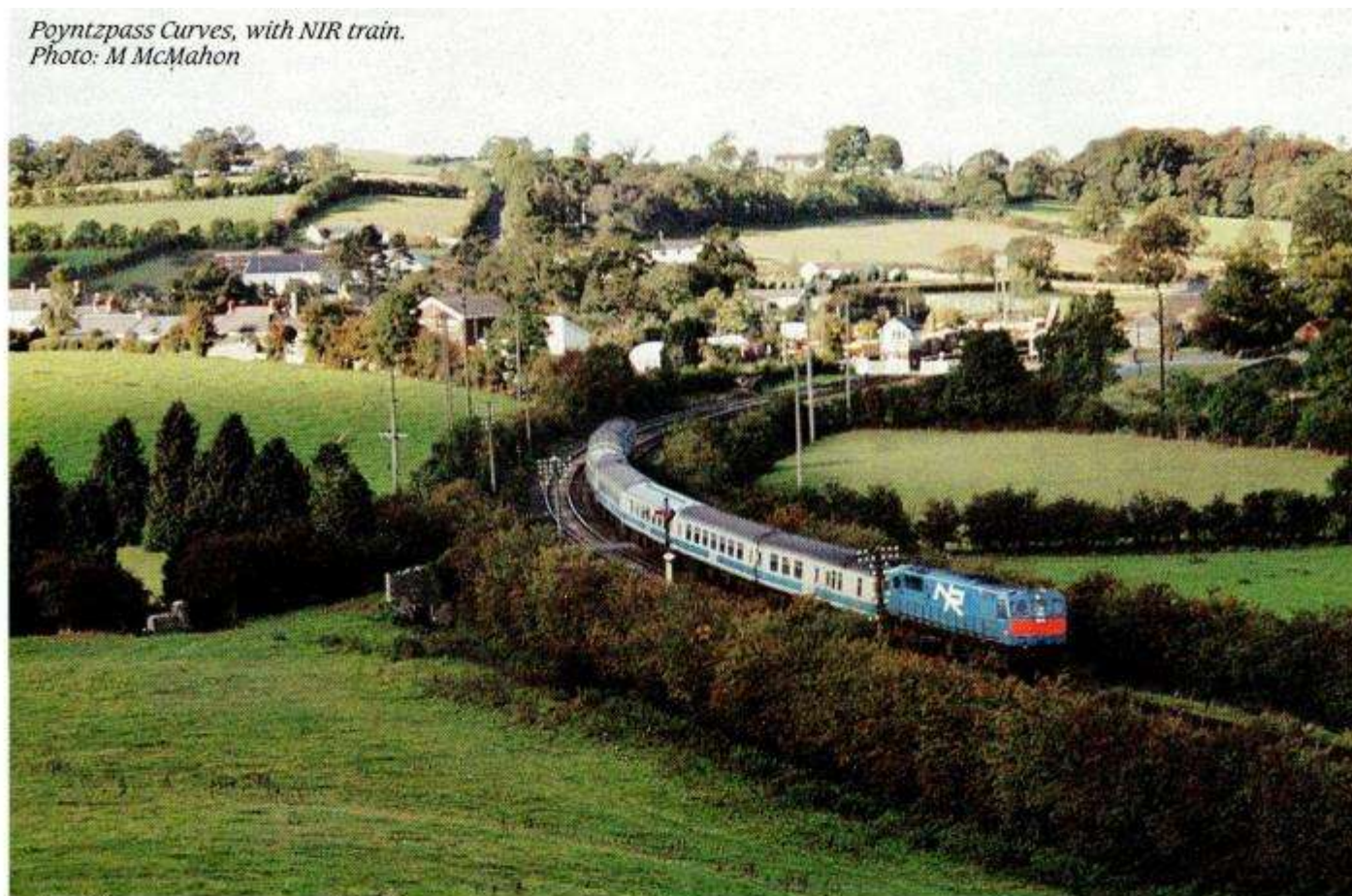
Shortly after joining the original route, Adelaide Freight Depot is passed on the right. This is the terminus for the four daily freight trains from Dublin and Drogheda, the latter conveying bulk cement traffic.

As we pass Balmoral station, Balmoral showgrounds, home of the Royal Ulster Agricultural Society, can be seen on the left, readily identifiable by the

*Boyne Viaduct, Drogheda, with RPSI steam train hauled by S-Class 4-4-0 No. 171 "Slieve Gullion", 19 September 1980.
Photo: C P Friel*



*Poyntzpass Curves, with NIR train.
Photo: M McMahon*



prominent frontage of the Kings Hall. Other suburban stations follow at roughly one mile intervals, until Lisburn is reached – the terminus of the inner suburban train services, and junction station for the Londonderry line.

For the next 1¾ miles from Lisburn, the single-track line to Antrim and Londonderry runs parallel to the double-track Dublin line, until diverging on the right at the site of the former Knockmore Junction, where another line once branched off left to Hillsborough, Banbridge and Newcastle.

Still following the Lagan Valley, some seven miles of flat country are crossed until Moira station, where the line begins a short climb to a watershed before dropping down to Lurgan and on to Portadown. Between the latter two points the line runs between two man-made “balancing lakes” constructed in the early 1970’s as part of the drainage

system for the new town of Craigavon, centred on Lurgan and Portadown. Craigavon has not developed as quickly or extensively as originally planned, and both towns still largely retain their own identity.

Portadown, some 26 miles from Belfast Central, is the limit of outer suburban train services from Belfast, but was formerly a major junction station where lines from Belfast, Dublin, Londonderry and Cavan once converged, earning the town the title “Hub of the North”.

As the original route ran straight through Portadown from Belfast to Armagh, the Dublin line takes a sharp curve to the left after the station, and is subject to a 15 mph speed restriction at this point. The present Portadown station, opened in 1970, is west of the River Bann, but for most of the history of the line, a station on the east side of the River was in operation.

For the next 13 miles, the railway follows the Newry Canal (the oldest canal in the British Isles) – even to the extent of following sharp curves on the canal at Scarva and Poyntzpass, restricted to 50 mph and 40 mph respectively – before the ascent of the Wellington Bank starts at Milepost 74, beside Knockarney Level Crossing. For the next 8½ miles the line climbs at a ruling gradient of 1 in 100, passing Goraghwood, the former junction for Newry and one-time N. Ireland Customs station, crossing the 18-arch Craigmore Viaduct (the highest bridge in Ireland) and passing Newry station (the former Bessbrook station, re-opened in 1984) en route.

Whilst modern high-powered diesel trains can maintain the current line speed of 70 mph throughout the climb, the speed of a steam train will drop gradually from around 60 mph at Knockarney, to a minimum of about 35 mph or less at the

Wellington Summit, which is a deep rock cutting on a right hand curve.

The Wellington Summit (422 feet above sea level) takes its name from the nearby but long defunct Wellington Inn of stage-coach days, and located in the "Gap of the North" between the Carlingford Mountains and the Armagh Heights, the most prominent of which is Slieve Gullion, which overlooks the line on the right near Meigh, two miles past the Summit.

The Northern Ireland/Republic of Ireland border, which also marks the limits of the NIR and Irish Rail systems is passed near Milepost 59 $\frac{3}{4}$.

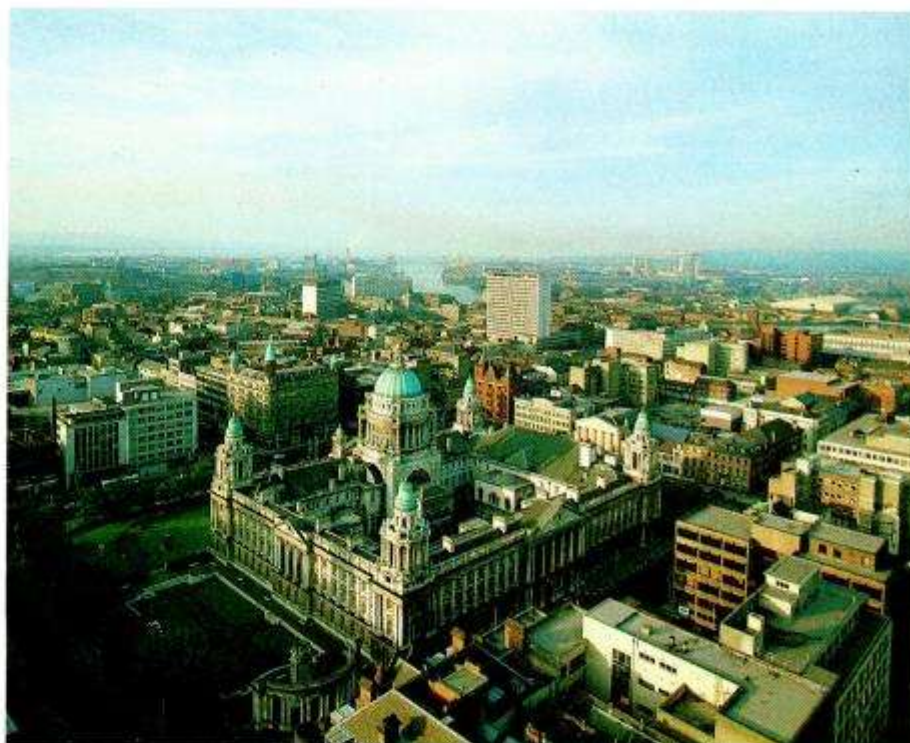
At the foot of the bank, the Castletown River is crossed before Dundalk station is passed. Once again, this was formerly a major junction, with lines to Greenore and to Clones, Enniskillen, Bundoran and Londonderry, all closed in the 1950's.

Just past the station on the right, the former GNR(I) Dundalk Works can be seen, now partly used by light industry.

A further 22 miles of open country follow, including a summit at Kellystown, before the River Boyne is crossed on the approach to Drogheda station.

The Boyne Viaduct, on which the two tracks are interlaced, has a main span of 267 feet, and is 97 feet above sea level. The sharp curve through Drogheda station is restricted to 15 mph.

At Laytown, four miles after Drogheda, the line reaches the Irish Sea coast, which is followed most of the way to Dublin, through Balbriggan, Skerries and Malahide, mostly on level track, but with a slight rise inland just south of Skerries.



Howth Junction, 4 $\frac{3}{4}$ miles from Dublin, gives the first sight of the 1500V d.c. overhead wires powering the DART (Dublin Area Rapid Transport) suburban electric trains which run from Howth, through the City centre, and on to Dún Laoghaire and Bray. The electrification was completed in 1984 and completely transformed suburban rail travel in the Dublin area.

Several suburban stations are passed before Fairview Electric Train Depot is seen on the right, and shortly afterwards the Royal Canal is crossed and Connolly Station is reached. Connolly Station, formerly known as Amiens Street, was the headquarters of the GNR(I) until 1958, and has now in 1987 become the headquarters of Irish Rail.



ENTERPRISE IN THE EIGHTIES

Today's traveller on the Belfast-Dublin rail service can choose from six services in each direction (Monday to Saturday) linking the two cities. The journey takes only 1 hour 55 minutes by the non-stop Enterprise services, which provide a full catering service, offering meals throughout the day (from traditional Irish breakfast through to a full a la carte menu) and bar service as well.

A wide choice of fares is also available for today's traveller, with Northern Ireland Railways offering special discounts for group travel (with parties of 10 or more passengers), super value day return fares, and tickets at attractive discounts for companies making regular use of the service for business travel.

Just as the Belfast to Dublin journey can be the start of a successful day's business, it can also be the start of an enjoyable week-end in Dublin's fair city, and Northern Ireland Railways offer a range of holiday breaks with rail travel and hotel accommodation included, at prices to suit everyone's pocket.



THE FUTURE

modern traveller's needs. The InterCity traveller can already enjoy high standards of catering on Enterprise services and will soon be able to relax with Northern Ireland Railways' own magazine which will be provided for passengers.

Northern Ireland Railways is committed to a programme of investment which, through improvements to infrastructure, to rolling stock, to terminals and to the service itself, will ensure that the "Enterprise" service continues to set high standards for rail travel between Belfast and Dublin.

The renewal of existing track with CWR (Continuously Welded Rail), coupled with the installation of prestressed concrete sleepers and modern electronic signalling equipment, will enable speeds of up to 90 miles per hour to be maintained for longer sections, thus achieving further reductions in

the Enterprise journey time down to 1 hr 40 minutes for non-stop services.

At a later date, Irish Rail are to introduce their very latest air-conditioned coaches on their Enterprise services. These are being built in Dublin to British Rail's "Mk III" design, with air suspension and soundproofing, further improving passenger comfort. Northern Ireland Railways will also introduce new rolling stock to a similar high standard in the early 1990s.

In other areas also, Northern Ireland Railways are actively examining the service in an effort to identify and meet the

In Autumn 1987, Northern Ireland Railways will open their InterCity Travel Centre in the heart of Belfast, which will provide a complete service for the Enterprise traveller, taking care of hotel reservations, car hire bookings and providing all the services required by today's passengers.

Along with the Company's station modernisation programme, these developments will ensure that the Enterprise service plays an important role in the future of rail transport services within Ireland. Northern Ireland Railways are looking forward to being of service to you in the future.

*Irish Rail InterCity trains with General Motors 071-Class Locomotive and new Mark III coaches, as planned for the Enterprise of the future.
Photo: Irish Rail*





The Enterprise
Great Northern Railway Class 'Y' Compound No. 85, 'Merlin', passing Drogheda with the 'Enterprise' express in 1948.