

how the funds of the Company were expended. The Board of Directors included a number of Irish Directors but the rather remote handling of the Company affairs, coupled with some dubious dealing in Company funds by the Chairman, resulted in serious mismanagement. The line did not appear to present any great engineering difficulties. It is described as, "leaving Edward Street on the level and passing over the Bessbrook river and under the Newry to Markethill Road where it climbs a gradient of 1:70 before entering Goragghwood on the level." However, it was to take a full seven years before the work had been completed and there followed further delays while defects revealed by Board of Trade Inspectors were made good. The line finally opened on March 1st 1854.

During this period there had been considerable progress on the construction of other lines. Two years earlier in 1852 the "Dublin and Belfast Junction Railway Company," which had been formed the same year as the Newry Company, had completed construction of the 63 mile line to link the Ulster Rail line at Portadown and the Dublin-Drogheda line at the latter town. This was to provide through traffic between Belfast and Dublin. The final section of this line had been the six mile stretch between Mullaghglass and the Wellington Inn, south of Newry, including the construction of the eighteen arch viaduct at Craigmore, Bessbrook. Prior to the completion of this section the main line company had established a station at Mullaghglass which was known as the Newry (Armagh Road) station to service the Newry area. This station was subsequently moved up the line to the site of the present main line station, off the Newry-Camlough Road. The Ulster Rail Company had completed its line to Armagh in 1848 and was now proposing to extend the line to Clones via Monaghan and so link up with the Dundalk to Enniskillen line.

A line had also been constructed by a separate company between Newry and Warrenpoint (a distance of seven miles). This was opened in May 1849. The progress made on these other railway schemes during this period, while the 3 1/2 mile line between Newry and Goragghwood was under construction, illustrates how disastrously inefficient the Newry and Enniskillen Company was and how poorly it must have been viewed by the other companies. Indeed, relationships between the Newry Company and the others were to continue to present innumerable difficulties for the Company throughout its independent working life. When the line was opened to Goragghwood the

Company's entire rolling stock consisted of two second-hand locomotives and three carriages, one of each class. There had been no provision for goods vehicles and arrangements had to be made with the main line company to work its goods vehicles over the Newry line. But the Junction Company had established its own Newry station on the main line and naturally continued to promote it in preference to the new line.

£135,000 had been spent on the line to Goragghwood — railways were being constructed at that time for under £20,000 per mile — and it became obvious in 1855 and 1856 that there was no prospect of the line paying its way unless it was extended beyond Goragghwood. The net revenue for the second half of 1856 was £3! Mr. Spackman, the Chairman was eventually forced to resign following an investigation which revealed irregularities in the handling of the Company funds and the conversion of some of these for his own private use. A new Chairman, Mr. C. A. Lattimore, was appointed, and Spackman's son, who had too conveniently served as Secretary to the Company was also removed and replaced by a Mr. T. A. Weatherhead.

It was also decided to transfer the administrative management of the Company from London to Edward St., Newry and an effort was made to improve relationships with other companies. Towards the end of 1856 a decision was taken to abandon the idea of constructing the line to Enniskillen but to proceed with the section from Goragghwood to Armagh and the name of the Company was to become 'The Newry-Armagh Railway Company.'

The proposal to extend the line to Armagh met with considerable opposition from the Dublin-Belfast Junction Company and the Ulster Rail Company who were now well established and were providing the alternative route, Goragghwood to Armagh via Portadown. At considerable cost they engaged counsel and submitted their arguments to the Committee of the House of Commons considering the application. However, the Newry Company was determined to press ahead — it really had no choice if it was ever to show a return on the investment to date. It appointed Mr. G. W. Hemans of 10, Rutland Square, Dublin, as engineer and he carried out at survey of the line and prepared plans for submission to Parliament. Additionally the Company commenced negotiations with the Newry Warrenpoint and Rostrevor Company on the construction of a link line across the town. This was completed in 1861 and the line was also extended