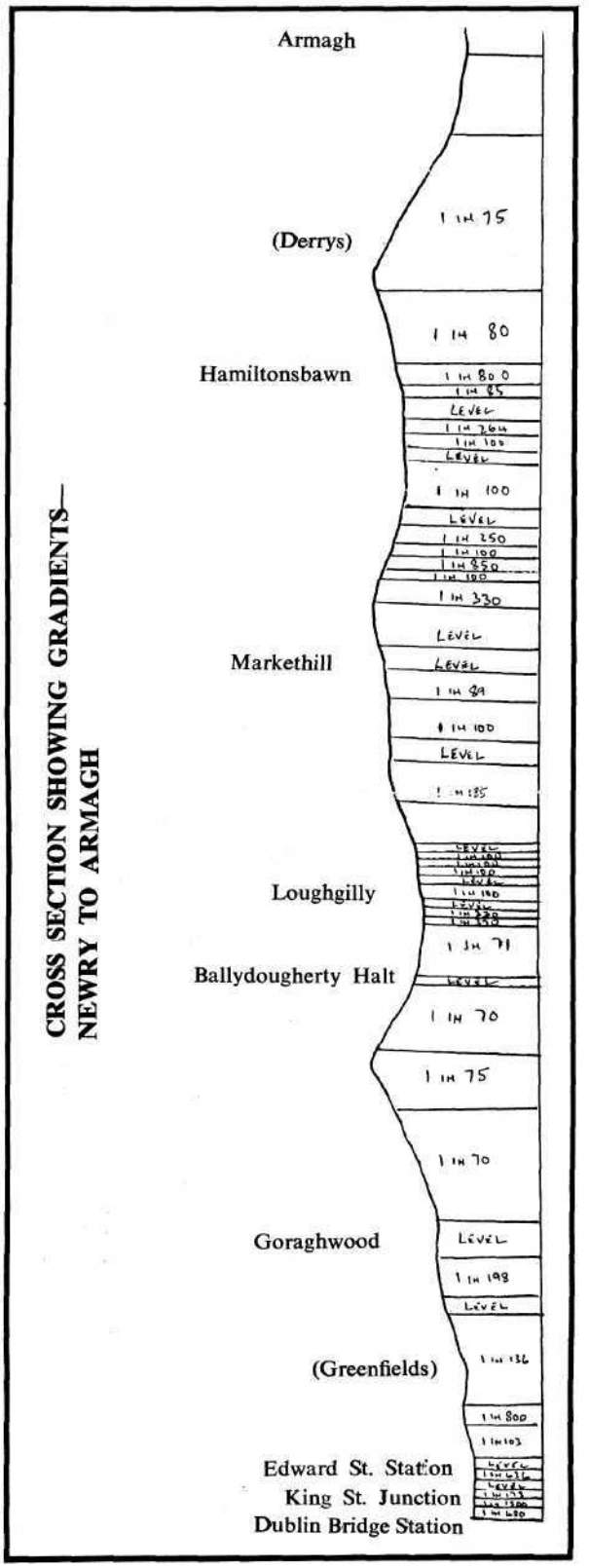

1848 Ulster Railway line reached Armagh on March 1st.

1849 Dublin-Belfast Junction Railway line reached Dundalk on February 15th (no through taffic until opened on April 5th, 1855).
Dundalk-Enniskillen line had reached Castleblayney.
Newry, Warrenpoint Rostrevor line Warrenpoint on May 28th.

1850 Dublin-Belfast Junction Railway line reached Wellington Inn, 10 1/2 miles from Dundalk outside Newry.

1852 Dublin-Belfast Junction Railway line from Portadown had reached Mullaghglass on Janaury 6th.
Final six miles involving construction of the Bessbrook viaduct completed and opened on June 10th.

1854 Newry to Goraghwood line opened on March 1st.
Dundalk-Enniskillen line reached Ballybay.

1855 Dublin-Belfast Junction Railway line opened Newry Main Line Station.

1856 Extension of the line to the quayside in Newry to the Albert Basin.

1857 Town of Newry Connecting Railway incorporated. Abandonment of Newry-Enniskillne Plan and change of name to Newry-Armagh Railway Company.

1858 Dundalk-Enniskillen line had reached Clones.
R.S. North appointed as contractor on extension line.

1859 Work on extension line suspended through lack of funds in September.
Dundalk-Enniskillen line reached Enniskillen on February 2nd.

1861 Line in Newry ready — no B.O.T. approval pending agreement between two companies.
Award of contract to complete extension to Watson and Overend Contractors.

1863 Ulster Rail Line reached Clones on March 2nd.

1864 Newry and Armagh line reached Armagh on August 25

1865 Agreement with Newry, Warrenpoint and Rostrevor Railway Company in May.

1866 Serious financial difficulties — receiver appointed in June.

1878 Unable to pay for locomotive it had ordered.