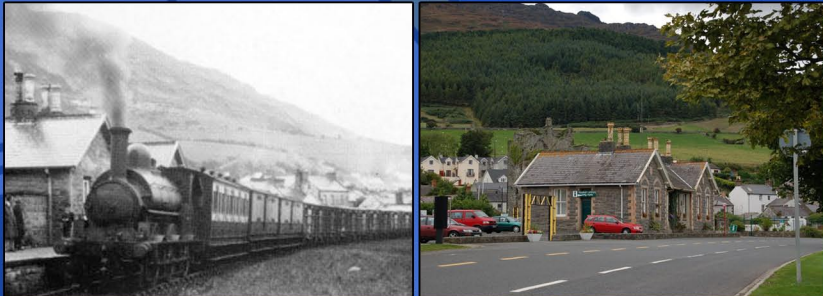


RAIL & SEA LINKS IN & AROUND CARLINGFORD LOUGH

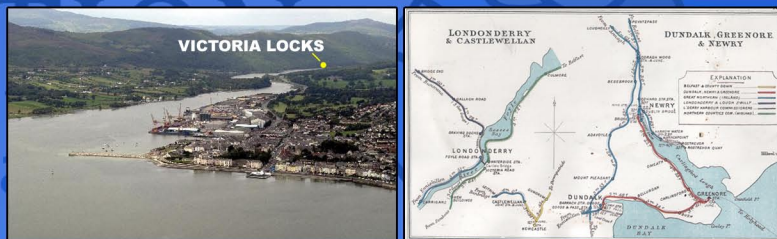
FROM 1873 TO 1951 THERE WAS A FERRY SERVICE BETWEEN GREENORE AND HOLYHEAD IN WALES, OPERATED BY LONDON AND NORTH WESTERN RAILWAY. A RAILWAY LINE OPENED FROM GREENORE TO DUNDALK ON THE 1ST MAY 1873 AND WAS EXTENDED TO NEWRY IN 1876

THE RAILWAY, LIKE THE FERRY, CLOSED IN 1951.



**CARLINGFORD TRAIN STATION
BEFORE & AFTER**

THERE WAS ALSO A RAILWAY FROM NEWRY TO WARRENPOINT AND THIS CLOSED IN 1965. SHIPS CONTINUED PAST WARRENPOINT, THROUGH NARROW WATER TO VICTORIA LOCKS WHERE THEY ENTERED THE NEWRY SHIP CANAL. A 4 MILE JOURNEY BROUGHT THEM TO THE ALBERT BASIN AND THE PORT OF NEWRY.



NEWRY NAVIGATION

DNGR



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COOLEY SCHOOLS OUTREACH PROGRAMME

AS PART OF OUR EDUCATIONAL OUT REACH PROGRAMME WE ARE PLEASED TO BE VISITING SCHOOLS ON THE COOLEY PENINSULA, EXPLORING THE MARITIME LINKS BETWEEN COOLEY & CARLINGFORD LOUGH GENERALLY AND THE PORT OF NEWRY IN PARTICULAR.



ACCESS TO THE PORT OF NEWRY FROM THE IRISH SEA IS MADE VIA CARLINGFORD LOUGH, A NARROW SEA INLET BOUNDED BY COUNTY LOUTH ON THE SOUTHERN SIDE AND COUNTY DOWN ON THE NORTHERN APPROACH.



THE HELLYHUNTER BUOY IS THE LEADING BUOY ON THE APPROACH TO THE SHIPPING CHANNEL IN THE LOUGH AND MARKS NOTORIOUS ROCKS OF THE SAME NAME.

THE LAST COMMERCIAL VESSEL WRECKED ON THE ROCKS WAS SS FALAVEE ON 14TH JANUARY 1942. THE CREW WERE SAVED. SHIPS FORMERLY SAILED TO NEWRY WITH THEIR CARGOS UNTIL THE PORT CLOSED IN 1974 WHEN ALL BUSINESS TRANSFERRED TO WARRENPOINT.

TODAY THERE ARE TWO COMMERCIAL PORTS AT OPPOSITE ENDS OF THE LOUGH, WARRENPOINT TO THE NORTH AND GREENORE TO THE SOUTH.