
Iarnród Éireann

Network Statement

2011



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Iarnród Éireann Network Statement

1 GENERAL INFORMATION

1.1 Introduction

This Network Statement is published in accordance with Statutory Instrument No. 55 of 2010 – European Communities (Railway Infrastructure) Regulations 2010 for the purpose of giving effect to EU Directive 2001/14 of the European Parliament on the allocation of railway infrastructure capacity and the levying of charges for the use of rail infrastructure. This Network Statement is for the timetable period December 2010 to December 2011.

Iarnród Éireann is responsible for the provision of the Intercity and Commuter rail passenger services and freight services in the Republic of Ireland. The Company was formed under the Transport Act 1986 and Córas Iompair Éireann (a statutory body wholly owned by the Government of Ireland) holds 100% of the issued share capital of the Company. Iarnród Éireann is an integrated rail company with responsibility for both infrastructure and railway operations. It owns, operates and maintains the railway infrastructure in the Republic of Ireland.

1.2 Objective

The Network Statement is published for the use of applicants for infrastructure capacity in the Republic of Ireland as provided for in Article 5 of Statutory Instrument 55 of 2010.

The Network Statement gives the characteristics of the Irish rail infrastructure and details the general conditions for acquiring capacity on the network and the use of associated services. Apart from network characteristics the document presents the access conditions, describes the services that Iarnród Éireann offers to the railway undertakings wishing to run services and states the charges and pricing principles together with the respective methodology and regulation for calculating tariffs. The Network Statement contains general rules, deadlines, procedures and criteria relating to charging systems and capacity allocation.

1.3 Legal Framework

In February 2010 the Minister for Transport approved Statutory Instrument SI 55 of 2010 entitled European Communities (Railway Infrastructure) Regulations 2010. This regulation gave effect to Council Directive 2001/14. Iarnród Éireann is designated as the infrastructure manager for the purpose of this regulation and references in the Directive and Regulation to the infrastructure manager shall be construed as references to Iarnród Éireann.

1.4 Legal Status

The contents of the Network Statement must be followed by railway undertakings wishing to use the Irish Rail Network especially as regards the technical conditions of the operations and their restrictions, capacity allocation and pricing. The network statement has been drawn up in accordance with SI 55 of 2010. In the event of any material differences between the network statement and legislation currently in force, the latter prevails.

Any disagreement as regards the Network Statement, the criteria used or as the level of structure of tariffs may be sent to the Minister for Transport, by the interested party for appeal.

1.5 Structure of the Network Statement

The Network Statement consists of five more chapters in addition to this one. The second chapter deals with the requirement for accessing the rail network, the third describes the rail network infrastructure, the fourth deals with capacity allocation, the fifth describes services offered to railway undertakings and the sixth deals with infrastructure charges and charging principles.

1.6 Validity & Updating

The Network Statement is valid for one timetable period. The Network Statement 2011 is for the timetable period 2011 i.e. December 2010 to December 2011.

While this Network Statement is in force any important changes or updates of the information contained will be published as addenda to this document.

1.7 Publishing

The Network Statement is published in two languages, Irish and English. In the case of any differences between the two versions, the Irish version will prevail.

The Network Statement is only published as an electronic document. It is available to download free of charge on the Iarnród Éireann website at: www.irishrail.ie/Infcharges. The website will make it clear when and where updating of the Network Statement has taken place.

1.8 Contacts

Request for access to the network or queries about any issues within the Network Statement should be addressed to:

Iarnród Éireann
Connolly Station
Amiens Street
Dublin 1
Tel: 703 2593
Email: accesscharges@irishrail.ie
Internet: www.irishrail.ie/Infcharges

Minister for Transport:
Department of Transport
Kildare Street
Dublin 2
Internet: www.transport.ie

1.9 RailNetEurope

In 2004, a number of European railway Infrastructure Managers and Allocation Bodies established a common organisation to tackle operational issues in the field of international rail: RailNetEurope. With a co-ordinating Joint Office based in Vienna, RailNetEurope represents its members as an Association for Facilitating International Traffic on the European Rail Infrastructure. Further information can be obtained on the RailNetEurope home page: www.railneteurope.com

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2 ACCESS CONDITIONS

2.1 Introduction

This chapter sets out access requirements to operate on the Iarnród Éireann network. The prerequisites for operating railway traffic are: - an operators licence, safety certificate, allocated capacity and an access contract. In addition the rolling stock acceptance process and traffic safety staff qualifications are described in this chapter.

2.2 General Access Requirements

The legal framework of access to infrastructure is described in Statutory Instrument 55 of 2010. Applicants may be (a) licensed railway undertakings or (b) international groups of railway companies and other individuals or companies with a public service or commercial interest in acquiring infrastructure capacity.

Operation of rail traffic on the Iarnród Éireann rail network requires that railway undertakings and international groupings meet the following conditions.

1. The railway undertaking or international grouping shall have an operating licence.
2. The licence holder shall have a safety certificate in accordance with the Railway Safety Act 2005.
3. Capacity has been allocated to the railway undertaking.
4. The licence holder shall have an access contract with Iarnród Éireann.

2.2.1 Operating Licence

The Minister for Transport issues operating licences to applicants established in Ireland. The licence is valid from the time of issue and is renewable every five years. An operating licence issued in any other E.U. state is valid throughout the E.U.

The prerequisite for granting the operating licence is that the main activity of the undertakings is to operate rail traffic. The undertakings must have a safety certificate issued or approved by the Railway Safety Commission, must be of solid financial standing, have a competent management team and sufficient liability insurance.

2.2.3 Safety Certificate

Safety certificates are issued by the Railway Safety Commission in Ireland. A safety certificate granted in another E.U. country will be accepted in Ireland. Safety certificates are granted for a period of 5 years and must be renewed prior to expiry.

The Railway Safety Commission will need information on:

- Applicant's safety management system.
- Applicants proof that management and personnel in charge of traffic are competent and professionally trained.
- Applicants proof that rolling stock meets set requirements and that its service and maintenance has been arranged.
- Applicant has sufficient insurance.

2.2.4 Insurance

A railway undertaking shall have sufficient liability insurance or other corresponding arrangement in place. The nature and scope of the operations must be taken into account in evaluating the sufficiency of the insurance or similar arrangement.

2.3 How to apply for a train path

An application for the allocation of infrastructure capacity must be submitted to Iarnród Éireann, (the infrastructure manager), for each timetable period by the railway undertaking or international grouping.

An application will only be considered if it is:

- (a) in written or electronic format as set out in section 4.2.1.
- (b) accompanied by –
 - (i) proof that the applicant is entitled to apply for infrastructure capacity
 - (ii) a safety certificate
 - (iii) a bond in favour of the infrastructure manager (Iarnród Éireann) that is guaranteed by the bank or proof of an equivalent arrangement
 - (iv) an application free of €750

2.4 General Business Conditions

2.4.1 Framework Agreement

Framework agreements can be drawn up between Iarnród Éireann and an applicant specifying the capacity characteristics of the requested infrastructure by the applicant which Iarnród Éireann will supply for a longer period than the length of one timetable. A framework agreement will normally last for a period of five years.

2.4.2 Access Contract

Each railway undertaking must enter into an access contract with Iarnród Éireann concerning the use of the railway, as well as the capacity to which the railway undertaking has a right or can acquire a right to use. The access contract contains a description of the contracted services and contains provisions on the user charges and quality of the infrastructure and its management. The access contract covers the essential services and may also include additional or ancillary services.

2.5 Operating Rules

All railway undertakings are bound to follow and comply with the operating rules of Iarnród Éireann and the technical regulations associated therewith. These are available from Iarnród Éireann.

2.6 Exceptional Transport

Exceptional transport is considered to be any transport where one of the infrastructure limits is not adhered to by the rolling stock but the transport can take place under special conditions defined by Iarnród Éireann.

2.7 Dangerous Goods

The carriage of dangerous goods by rail is governed by S.I. 347 of 2005 entitled European Communities (Transport of Dangerous Goods by Rail Amendment Regulations 2005). These rules are based on the RID, CIM and COTIF regulations of the European Union.

2.8 Rolling Stock Acceptance Guidelines

The authorization of the Railway Safety Commission will be required for all rolling stock placed into service.

2.9 Staff Acceptance Process

All personnel required for rail operations (drivers, drivers assistants, shunters, people involved in testing, and inspecting etc) must be duly qualified and certified competent for their posts with supporting documentation.

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3 INFRASTRUCTURE

3.1 Introduction

Infrastructure refers to the state-owned rail network managed by Iarnród Éireann (IÉ). IÉ is responsible for the construction and maintenance of all elements of the rail system in Ireland, including, but not limited to, tracks, signalling systems, buildings, structures etc.

The information contained in this Network Statement is correct at September 2010 (November 2010 for Appendix 5).

3.2 Network

The Iarnród Éireann network, Figure 1, currently extends to approximately 2,036 route km. This figure includes approximately 1,680 km of open lines and approximately 356 km of engineer's sidings and closed lines. The open network includes main line, cross-country, Dublin suburban and commuter passenger routes, together with freight-only routes.

3.2.1 Limits

The current rail network is shown in tabular form in Appendix 1. Passenger stations are dealt with in Appendix 2 and details of freight depots are to be found in Appendix 3.

Lines currently not available for traffic:

Athenry - Claremorris
Claremorris - Collooney
Midleton - Youghal
Navan - Kingscourt
Mullingar - Athlone
Waterford - Rosslare Strand
Limerick - Foynes
Tralee - Fenit

3.2.2 Connected Railway Networks

There is a connection to the railway system in Northern Ireland via Dundalk:

International Connection

Iarnród Éireann Station - Dundalk Distance to Border - 8.4km
Northern Ireland Station - Newry Distance to Border 15.5km

The infrastructure manager in Northern Ireland is the Infrastructure Executive, NI Railways, 3 Milewater Road, Belfast BT3 9BG.

3.3 Network Description

3.3.1 Geographic Identification

Track Types

The extent of single / double / multiple track is shown graphically and in tabular form in Appendix 1.

Track Gauge

The nominal gauge for various types of track in use on the IÉ network is:

- 54E1* CWR - 1,602 mm
- All other track - 1,600 mm
- FB 113A P&C - 1,597 mm

*Formerly UIC54

The maximum permitted variation from the nominal gauge varies according to the category of track:

Cat.	Description	Variation mm
I	Passenger lines where CWR on concrete sleepers has been installed. Maximum line speed 160 km/h (100 mph).	-2 - +2
II	Other passenger lines awaiting upgrading. Maximum line speed 95 km/h (60 mph).	-3 - +3
III	Freight lines, depots and sidings. Maximum line speed 50 km/h (30 mph).	-5 - +5

Stations and Junctions

The current stations and junctions on the IÉ network are shown graphically and in tabular form in Appendix 1.

3.3.2 Capabilities

Loading Gauge

The current loading and structure gauges for the IÉ network are detailed in Appendix 4.

Weight Limits

The maximum axle load permissible on the IÉ network is 18.8 tonnes

Line Gradients

The maximum sustained gradient on the Iarnród Éireann network is 1 in 60 in the Up direction on the Dublin-Cork line between mile posts 164 and 162. Other significant sustained gradients include 1 in 80 in the Up direction on the Dublin-Sligo line between mile posts 75¼ and 70¾ and 1 in 90 in the Up direction on the Dublin-Wexford line between mile posts 40¼ and 36¾.

Line Speeds

The maximum speed is 160 km/h for passenger trains and 80 km/h for freight trains. However, on certain sections of line and/or for certain types of train lower maximum speed limits apply. These Permanent Speed Restrictions are set out in Appendix 5.

Temporary Speed Restrictions are advised through the Weekly Circular published internally by Iarnród Éireann.

Maximum Train Lengths

The maximum length of passenger trains is governed by the length of platforms at stations the trains serve. Platform lengths are set out in Appendix 2.

Except where specifically authorised, the number of vehicles attached to fully braked freight trains must not exceed 36 Twenty-foot Equivalent Units (TEUs). For the purpose of calculating train lengths, one 18.6 m (62' 9") bogie wagon or one 22 m bogie pocket wagon is counted as 3 TEUs, all other bogie wagon types are counted as 2 TEUs and 2-axle wagons are counted as 1 TEU.

Power Supply

The Dublin suburban rail system in the area bounded by Malahide, Howth and Greystones is electrified at 1,500V DC. Current is supplied to trains by an overhead contact line, with one or both of the running rails forming the return part of the circuit.

Contact wire height can range from 4,200 mm to 5,600 mm. Maximum contact wire stagger is 400 mm.

3.3.3 Traffic Control and Communication Systems

Signalling Systems

The signalling systems currently in use on the IÉ network are shown graphically in Appendix 6.

Traffic Control Systems

The traffic control systems currently in use on the IÉ network are shown graphically in Appendix 7.

Communication Systems

The communication systems currently in use on the IÉ network are shown graphically in Appendix 8.

There are two types of train radio system:

Mode A: This provides communication between driver and CTC. It operates in full duplex mode and allows for general calls to all trains or discrete calls to specific trains. It also allows for the transmission of text messages in either direction and allows calls to be connected to the PABX system. The system provides full coverage over the lines it is operational on.

Mode C: A more basic system operational on lines not covered by CTC. It is an open channel system between drivers and the local signal cabin. There is no provision for discrete communication to specific trains - all trains in the area can hear both sides of the conversation. There is also no provision for calls to be connected to the PABX system. The range of the system is limited, about 5 miles from each cabin.

ATC Systems – Not applicable

3.4 Traffic Restrictions

3.4.1 Specialised Infrastructure

Iarnród Éireann may designate particular sections of its infrastructure for use by specified types of rail service and may give priority to that specified type in the allocation of infrastructure capacity. The purpose of such a designation is to enable priority to be given to the specified type of rail service, even though there may be other types of rail service which conform to the characteristics necessary to use that infrastructure.

3.4.2 Environmental Restrictions

The operation of trains on the main rail network is subject to the requirements of Irish environmental and related law, including statutory nuisance such as noise, with which railway undertakings and Iarnród Éireann are required to comply.

3.4.3 Dangerous Goods

The carriage of dangerous goods by rail is governed by S.I. 347 of 2005 entitled European Communities (Transport of Dangerous Goods by Rail Amendment Regulations 2005). These rules are based on the RID, CIM and COTIF regulations of the European Union.

3.4.4 Tunnel Restrictions

See Appendix 5.

3.4.5 Bridge Restrictions

See Appendix 5.

3.5 Availability of the Infrastructure

Iarnród Éireann reserves the right to periodically restrict access to sections of the network for the purpose of maintenance, renewal and enhancement works. Notices regarding these works are published in the Weekly Circular, copies of which will be supplied to those who have secured access rights.

3.6 Passenger Stations

There are currently a total of 144 passenger stations* on the Iarnród Éireann network. These stations and their facilities are detailed both graphically and in tabular form in Appendix 2.

** including Manulla Junction which only operates as a transfer point for services to/from Ballina, Hansfield the opening of which is pending and Mosney which currently has no service.*

3.7 Freight Terminals

Freight terminals operated by both Iarnród Éireann and other companies are detailed both graphically and in tabular form in Appendix 3.

3.8 Service Facilities

3.8.1 Train Formation Yards

See 3.7 and Appendix 3

3.8.2 Storage Sidings

See 3.7 and Appendix 3

3.8.3 Maintenance Facilities

As Infrastructure Manager, Iarnród Éireann does not offer facilities at maintenance depots. Any prospective new operator would need to reach an agreement with the operator(s) of such depots.

3.8.4 Refuelling Facilities

As Infrastructure Manager, Iarnród Éireann does not offer any refuelling facilities. Any prospective new operator wishing to use fuelling facilities would need to reach an agreement with the operator(s) of such facilities.

3.8.5 Technical Facilities

Hot Axle Box Detectors (HABD)

The location of HABDs on the IÉ network is shown graphically in Appendix 9.

Turntables

The location of turntables on the IÉ network is shown graphically in Appendix 10.

3.9 Infrastructure Development

A number of infrastructure development projects have been completed in recent years and others are near completion or at advanced planning stages.

Completed Projects

- **Kildare Line Project** – this involved 4 tracking of a 13 km section of the Heuston to Cork line to permit a significant increase in capacity on the corridor out of Heuston.
- **Cork – Middleton Line** – this involved reopening a disused 10km section of line between Cork and Middleton.
- **Ennis – Athenry** – this involved reopening a disused 58km section of track between Ennis and Athenry in the West of Ireland.
- **Clonsilla – M3 Parkway** – reopening of a 7.5km section of the former Clonsilla to Navan rail line. The project was completed in autumn 2010.

Projects Near Completion

DART Resignalling – resignalling of the DART network to facilitate a 30% increase in frequency.

Planned Projects

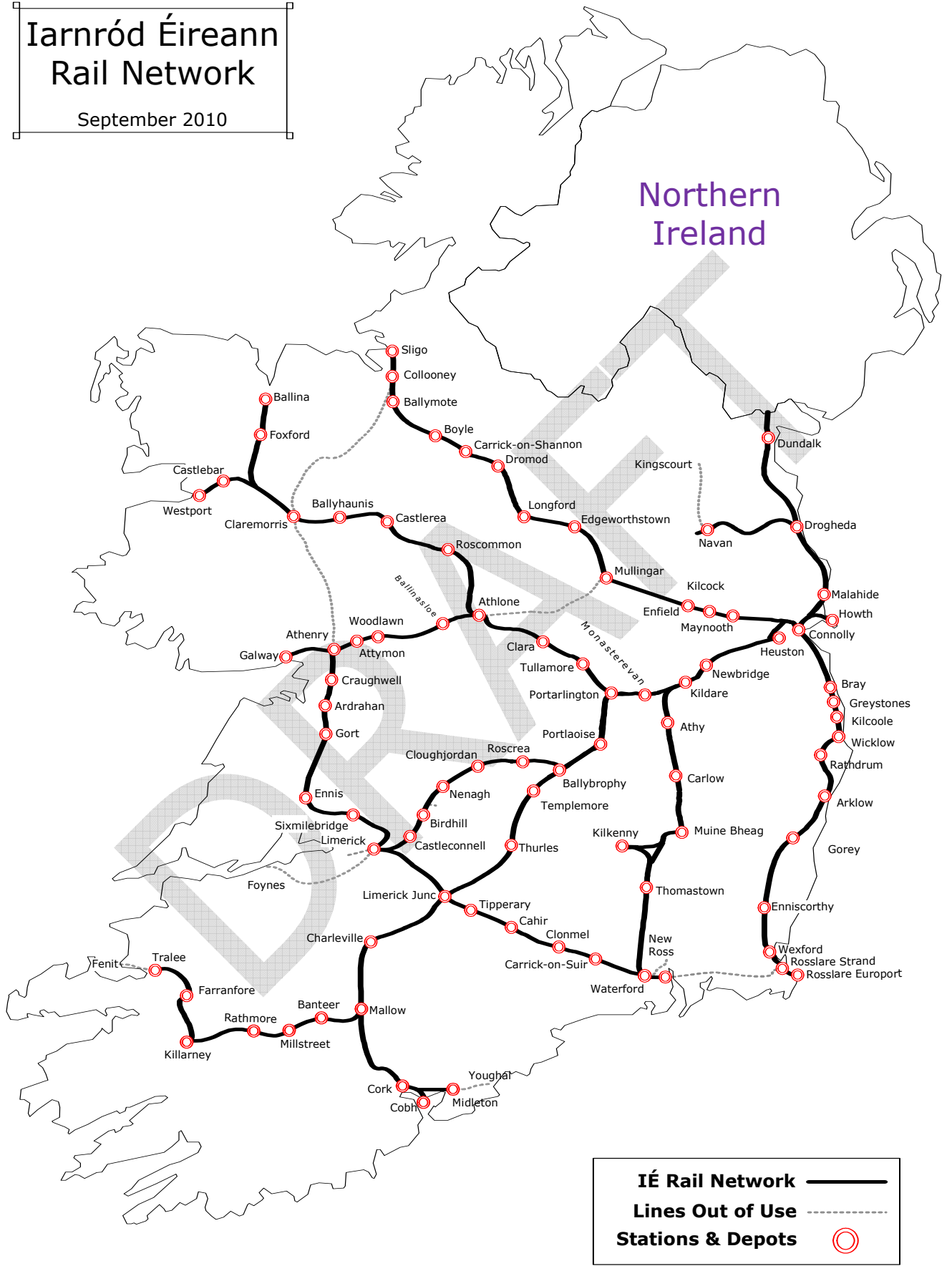
DART Underground – planning is underway to construct a 7.5km tunnel connecting Heuston and Docklands Stations in Dublin.

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Iarnród Éireann Rail Network

September 2010

Northern
Ireland



IÉ Rail Network ———

Lines Out of Use - - - - -

Stations & Depots ○

September 2010

4 CAPACITY ALLOCATION

4.1 Introduction

This chapter describes the process for capacity allocation. The legal framework for capacity allocation is governed by Statutory Instrument 55 of 2010. Refer in particular to article 11 of the regulation.

4.2 Description

Capacity for operating regular train services on the Irish railway network shall be requested from Iarnród Éireann for each timetable period within the time defined. It is possible to make ad hoc train path requests to which Iarnród Éireann will respond within 10 working days.

4.2.1 Requesting Track Capacity

An application for the allocation of railway infrastructure capacity may be submitted to Iarnród Éireann for each timetable period by a railway undertaking or international grouping. The applicant must provide the relevant documentation and bonds described in Section 2.2 i.e. licence, safety certificate and insurance.

Requests for capacity shall be made in writing or electronically. Written requests must be sent to:

Iarnród Éireann,
Infrastructure Manager,
Connolly Station,
Amiens Street,
Dublin 1.

or electronically to: Accesscharges@irishrail.ie.

Railway undertakings shall give the following information for each train in their application for capacity:

- Departure and Arrival time
- Train Type (passenger or freight)
- Maximum permitted speed
- Times/days/periods of operation
- Details of rolling stock including the vehicle serial numbers and numbers of units per series
- Technical details of rolling stock – tonnage, length, brake type

Railway undertakings may also give the following train information:

- Train number
- Stops of passenger trains/handling points of freight trains
- Other information relating to operation

Railway undertakings may also request part of the capacity without indicating exact requirements.

4.3 Schedule for Path Requests and Allocation Process

4.3.1 Schedule for Working Timetable

The Timetable period in rail traffic starts annually at the second weekend of December at 00.00hrs on the night between Saturday and Sunday and runs for one calendar year. Applicants for capacity shall request capacity no earlier than 12 and no less than 8 months ahead of the timetable period.

4.3.2 Requesting Infrastructure Capacity for Temporary Traffic

Applicants for capacity may request capacity from Iarnród Éireann outside the capacity of the prescribed period if they urgently need capacity for one or more provisional train paths. Ad hoc capacity requests for the time period between the change dates can be made after the capacity application period has ended. Iarnród Éireann will give its decision concerning the capacity request within 10 working days of receiving the application.

4.4 Allocation Process

Iarnród Éireann shall consult with interested parties about the draft working timetable and allow them one month to present their views. Interested parties shall include all those who have requested capacity as well as other parties who wish to have the opportunity to comment on how the draft working timetable may affect their ability to procure rail services during the working timetable period. The draft working timetable shall take account of the capacity requested provided that the requested train paths enable railway traffic to be operated in accordance with technical and safety regulations.

Iarnród Éireann may in order to improve capacity, offer applicants capacity that does not essentially differ from the capacity they have requested. Iarnród Éireann may designate specific infrastructure for use by specific types of transport. Such designation shall not prevent the use of such infrastructure by other types of traffic when capacity is available and when rolling stock conforms to the technical characteristics necessary.

Iarnród Éireann may reserve infrastructure capacity within the timetable to enable it to respond to foreseeable ad hoc requests for individual train paths.

4.4.1 Allocating Capacity

Iarnród Éireann shall take account of the views of interested parties and allocate capacity based on (a) the draft timetable (b) on a fair and non-discriminatory manner and (c) subject to Statutory Instrument 55 of 2010.

Infrastructure may only be allocated to a suitably qualified and licensed railway undertaking. Iarnród Éireann shall as far as possible meet all requests for capacity including requests for train paths crossing more than one network. Iarnród Éireann may not refuse an application for a train path if there is no other application for all or part of a path.

If more than one application is received for all or part of a particular train path Iarnród Éireann will endeavour, by suggesting suitable amendments, to reach agreement among the applicants which would

enable some or all of the applications to be granted. If it is not possible to reach agreement with all the applicants, even though the applicants have not unreasonably refused to agree to a modification to their applications, Iarnród Éireann shall allocate the path to the applicant who has the right to use the path, or substantially similar path, at the time of application or allocate the path to one of the applicants on a non-discriminatory basis. Iarnród Éireann may refuse any application if, in its opinion, the applicant has unreasonably refused to agree to modification to its application.

Iarnród Éireann's decision concerning an application (including in the case of a refusal, the reason or reasons for a refusal) will be communicated in writing to the applicant. If the application is refused on the grounds of insufficient capacity the written notice shall include the following information:

- That the applicant is entitled to request Iarnród Éireann to reconsider the application at the next timetable adjustment
- The date when these adjustments would be considered and
- The time allowed and the procedure for the request.

4.4.2 Dispute resolution

If differences are not resolved during the hearings with applicants Iarnród Éireann will reach a decision based on the following considerations:

- Overall impact on timetable
- Optimisation of capacity use
- Priority rules in congested areas
- Number of identical paths used and
- Chronological order in which requests were received.

Railway undertakings may appeal a decision against a capacity allocation decision by Iarnród Éireann by lodging an appeal with the Minister for Transport.

4.4.3 Congested Infrastructure

If it is impossible to adequately satisfy requests for infrastructure capacity after the co-ordination process Iarnród Éireann will declare that part of the network a "congested area". Iarnród Éireann may also designate an element of infrastructure as congested if it is evident that it will become congested during the timetable period. Even in congested areas Iarnród Éireann can reserve capacity in the working timetable to respond to foreseeable ad hoc requests.

If there are several requests for the same infrastructure the priority order will be as presented in Table 1. The priority criteria take account of the importance of the service to society, relative to any service which will subsequently be excluded:

Table 1: Priority Order on Congested Infrastructure

Table 1: Priority Order on Congested Infrastructure					
Corridor	Priority	Traffic	Corridor	Priority	Traffic
Dublin Border	1	DART	Dublin Kildare	1	Even Interval Cork
	2	Commuter		2	Other Intercity
	3	Intercity (Belfast)		3	Long Distance Commuter
	4	Freight		4	Short Distance Commuter
	5	Infrastructure Trains		5	Freight
				6	Infrastructure Trains
Dublin Maynooth	1	Commuter	Dublin Bray	1	DART
	2	Intercity		2	Commuter
	3	Freight		3	Intercity
	4	Infrastructure		4	Freight
				5	Infrastructure Trains

4.5 Allocation of Capacity for Maintenance, Renewal and Enhancements

To guarantee levels of quality, safety, reliability of infrastructure Iarnród Éireann needs to reserve part of its available capacity for periodic maintenance and enhancements work by time period, section and line. Applicants may make conditional requests for paths at these times.

4.6 Non Usage Rules

Iarnród Éireann reserves the right to cancel timetable paths when their use falls below the 25 percent threshold quota in a given month unless this was caused by non economic reasons outside the alleged and proven control of the railway undertaking. If a path requested by an undertaking is not used it will have to pay the tariff as described in Section 6.

4.7 Exceptional Transport and Dangerous Goods

Path requests for this type of transport must be made with at least 30 days notice because of the need to assess and resolve any incompatibilities with Iarnród Éireann.

4.8 Special Measures to be taken in the event of Disturbance.

In the case of disturbances to rail traffic due to accidents or technical faults Iarnród Éireann will take all necessary measures to re-establish all normal operating conditions. In the case of emergencies or technical failures, that render the infrastructure temporarily unusable, allocated train paths can be cancelled without notice during the repair period. Costs and compensation to railway undertakings will be borne by the agency which caused the delay.

Iarnród Éireann will provide operating instructions on how to clear disturbance. This includes disturbances between undertakings. Railway undertakings have the right to present their own proposals for handling disturbance caused by their own trains.

5 SERVICES

5.1 Introduction

Railway undertakings will be entitled to the minimum access package and track access to service facilities and supply of services as described in Annex II of EU Directive 2001/14.

5.2 Minimum Access Package

The minimum track access package will comprise:

- handling of requests for infrastructure capacity
- the right to utilize capacity which is granted
- use of running track points and junctions
- train control including signalling, regulation, dispatching and the communication and provision of information on train movement
- all other information required to implement or operate the service for which capacity has been granted.

5.3 Track access to service facilities and supply of services

Track access to services facilities and supply of services shall comprise:

- a) Use of electrical supply equipment for traction current, where available;
- b) Refuelling facilities;
- c) Passenger stations, their buildings and other facilities;
- d) Freight terminals;
- e) Marshalling yards;
- f) Train formation facilities;
- g) Storage sidings;
- h) Maintenance and other technical facilities

5.4 Provision of Services

A specific charge will be imposed for the usage of electricity supply but the availability of other services listed in 5.3 will be negotiated with individual railway undertakings i.e. the ability of Iarnród Éireann to supply all the listed services is limited because of the size and scope of the existing network. However, where available the services will be provided and charged for. The payment shall be equitable for all railway undertakings.

5.5 Additional and Ancillary Services

Directive 2001/14 also lists a number of additional and ancillary services which may be provided. Iarnród Éireann is not obliged to supply such services and its capability to supply them is limited. However, Iarnród Éireann will consider, without commitment, any specific requests made for them.

6 CHARGES

6.1 Charging Principles

The charges for use of infrastructure are governed by Section 16 of Statutory Instrument 55 of 2010. This regulation stipulates in Section 16.1 thereof that the infrastructure charge shall be payable to the infrastructure manager and shall be used to fund infrastructure maintenance and the operations of the infrastructure manager in its capacity as infrastructure manager. Section 16.5(a) recommends that the infrastructure charge for the minimum access package and access to service facilities referred to in Annex 2 (of Directive 2001/14) shall be set at the cost that is directly incurred as a result of operating the train service.

6.2 Charging System

The minimum access package charge is based on the maintenance and renewals expenditure on railway infrastructure comprising:

- Direct Maintenance, inspection and upkeep of track and associated facilities
- Direct renewal works of track and signalling facilities

Excluded from these costs are indirect costs of maintenance and renewals, capital investment, funding and depreciation costs. A usage elasticity is applied to calculate the percentage of the direct maintenance and renewals cost which comprise *“the cost that is directly incurred as a result of operating the train service”*

6.3 Tariffs

6.3.1 Tariffs for essential services

The tariffs for essential services cover the right of access, the right to make train path reservations and the right to run trains on the railway infrastructure, including all the services listed in Section 5.2.

The Iarnród Éireann network is divided into individual sections of line or groups of homogenous sections of line. A homogenous group is defined as being a series of operating sections which together are related in terms of their technological and operational characteristics, the type of service which they provide and their cost structure. The lines and groups are illustrated in Figure 2.

Tariffs are applied to services operating on these lines at the rates per gross tonne kilometre quoted in Table 2. The amount payable for each rail journey is related to the gross tonne kilometres over each section of line. The amount is the sum of the values of all the sections covered, calculated by multiplying the gross tonne kilometres operated by the applicable charge for each section. The map below sets out the geographical extent of each section of the network:

Table 2 below details the gross tonne kilometre charge for each section of the network

Table 2: Tariffs for Sections of Line in € Per Gross Tonne Kilometre

	Section	Minimum Access Charge per Tonne km Excluding Electric Traction	Minimum Access Charge per Tonne km for Electric Traction
1.	InterCity	€0.0088	-
2.	DART	€0.0095	€0.0004
3.	Commuter	€0.0110	-
4.	Branch lines	€0.0200	-
5.	Freight Only	€0.0098	-

6.3.2 Reservation Charges

A reservation charge is required as part of the path application payable by the RU as a bond or equivalent of 5% of the access charge along with an application fee of € 750. If the railway undertaking does not make use of a train path allocated to them then the proceeds of the bond (or equivalent) will go to the infrastructure manager. The amount of bond/equivalent forfeited by the railway undertaking should not exceed the cost of processing the application (€ 750 application fee) and the amount of lost earnings as a result of the non-utilisation of the train path.

6.3.3 Mark-up Charges and Discounts

Mark-up charges and discounts are not proposed for the period of this network statement the option will be considered in the future but undertakings will be consulted in advance.

6.3.4 Tariffs for additional services

6.3.4.1 Traction Power

The tariff for use of traction power on the DART network is €1.25 per train kilometre.

6.3.4.2 Shunting

If applicable the costs associated with shunting will be based on the number of staff allocated to the task, the time duration factored by the appropriate hourly rate.

6.3.4.3 Use of stations and yards

Specific charges have not been identified for use of station and yards. These costs are included in the minimum access package charge.

6.3.4.4 Additional ancillary services

Iarnród Éireann is not obliged to supply such services and its capability to supply them is limited. However, Iarnród Éireann will consider, without commitment, any specific requests made for them

6.4 Performance Regime

The performance regime aims at reducing disturbances to a minimum and to promote efficiency in the services allowing for a better operating performance. The performance regime will be based on a monitoring and recording system whereby delays and performance affecting failures will be monitored and causation allocated to the relevant parties. The system will be transparent and appeal processes will be available to undertakings and conciliation mechanisms available. Incidents of delay will be assessed on a case by case for the duration of this network statement. The thresholds for recording of delays are as follows:

- DART services: any train that arrives at destination over 5 minutes late
- Commuter services (i.e. Northern Commuter, Maynooth Commuter, Docklands/ Clonsilla Commuter and Heuston Commuter services): any train that arrives at destination over 5 minutes late.
- Mainline passenger services: any train that arrives at destination over 10 minutes late.
- Freight: services delayed by over 15 minutes.

The delays recorded will be attributed to the relevant party in accordance with the Delay Attribution Guide – see Appendix 11.

Railway Period (thirteen periods to each year) targets for performance of each Railway Undertaking and the Infrastructure Manager will be assigned to promote reduction of disturbance and increased operating performance. Targets will be set and reviewed annually in alignment with each timetable period. The targets will cover a budget for delay minutes attributed, cancellations as a percentage of services and punctuality on arrival at destination. The targets for each party can be found in Appendix 12.

Where Railway Undertakings fail to achieve their target performance penalties will be imposed as a percentage of the minimum access package charge to compensate for disruption. Where Infrastructure Manager performance is below target, Railway Undertakings will receive a discount to the minimum access charge package in order to compensate for disruption.

6.5 Invoicing

Railway undertakings will be invoiced on a monthly basis. Invoices shall be paid within 30 days of the invoice date.

Fig 2

Iarnród Éireann/Irish Rail Track Lines and Groups

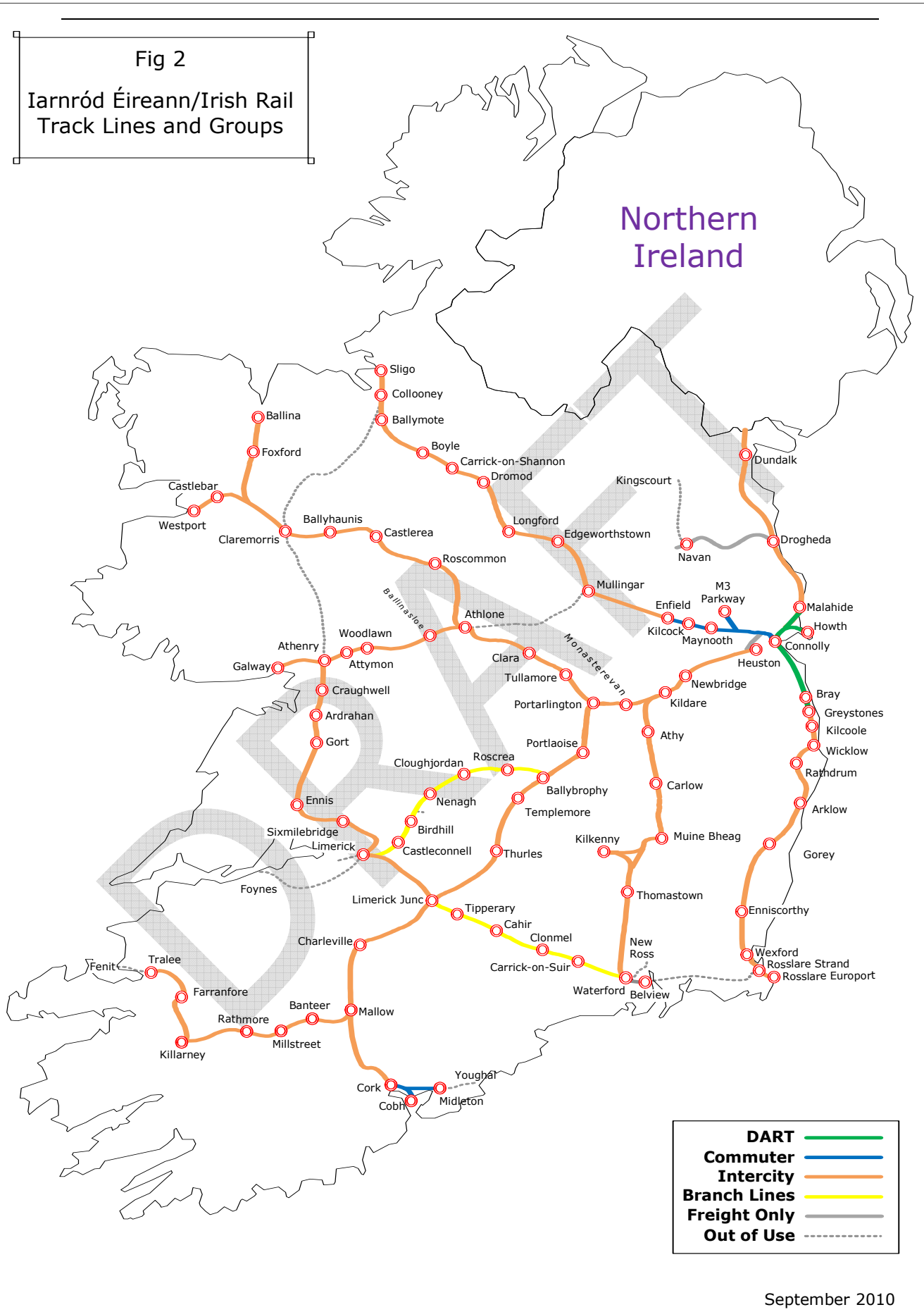


Fig. 2: Iarnród Éireann/Irish Rail Track Lines and Groups

Appendix 1

ACTIVE LINES		Length of Section		Line Total (km)
		(miles)	(km)	
<u>DUBLIN HEUSTON - CORK KENT</u>				
Dublin Heuston	Islandbridge Junction	0.66	1.06	
Islandbridge Junction	Inchicore Works	1.09	1.75	
Inchicore Works	Cherry Orchard / Parkwest	1.36	2.19	
Cherry Orchard / Parkwest	Clondalkin	1.29	2.08	
Clondalkin	Adamstown	2.98	4.80	
Adamstown	Hazelhatch & Celbridge	2.62	4.22	
Hazelhatch & Celbridge	Sallins & Naas	7.90	12.71	
Sallins & Naas	Newbridge	7.58	12.20	
Newbridge	Kildare	4.52	7.27	
Kildare	Cherryville Junction	2.44	3.93	
Cherryville Junction	Monasterevan	4.24	6.82	
Monasterevan	Portarlington	4.95	7.97	
Portarlington	Portlaoise	9.27	14.92	
Portlaoise	Ballybrophy	15.75	25.35	
Ballybrophy	Templemore	12.10	19.47	
Templemore	Thurles	7.69	12.38	
Thurles	Kyle Crossing	19.85	31.95	
Kyle Crossing	Limerick Junction	0.71	1.14	
Limerick Junction	Charleville	22.20	35.73	
Charleville	Mallow	15.26	24.56	
Mallow	Killarney Junction	0.77	1.24	
Killarney Junction	Cork Kent	20.02	32.22	
				265.94
<u>ISLANDBRIDGE JUNCTION - GLASNEVIN JUNCTION</u>				
Islandbridge Junction	Liffey Bridge Junction	0.38	0.61	
Liffey Bridge Junction	Glasnevin Junction	2.28	3.67	
Glasnevin Junction	Drumcondra	0.69	1.11	
Drumcondra	North Strand Junction	0.88	1.42	
North Strand Junction	Church Road Junction	0.42	0.68	
Church Road Junction	East Wall Road	0.56	0.90	
				8.38
<u>NORTH STRAND JUNCTION - DUBLIN CONNOLLY</u>				
North Strand Junction	Ossary Road Junction	0.23	0.37	
Ossary Road Junction	Dublin Connolly	0.30	0.48	
				0.85
<u>LIFFEY JUNCTION - DUBLIN DOCKLANDS</u>				
Liffey Junction	Glasnevin Junction	0.71	1.14	
Glasnevin Junction	Newcomen Junction	1.55	2.49	
Newcomen Junction	Dublin Connolly	0.25	0.40	
Newcomen Junction	West Road Junction	0.23	0.37	
West Road Junction	Dublin Docklands	0.26	0.42	
West Road Junction (MC)	Church Road Junction	0.12	0.19	
				5.02
<u>CHERRYVILLE JUNCTION - WATERFORD PLUNKETT</u>				
Cherryville Junction	Athy	12.36	19.89	
Athy	Tegral Siding	0.46	0.74	
Athy	Carlow	11.05	17.78	
Carlow	Muine Bheag	10.15	16.33	
Muine Bheag	Lavistown North Junction	11.91	19.17	
Lavistown North Junction	Lavistown West Junction	0.67	1.08	
Lavistown West Junction	Kilkenny	2.28	3.67	

Lavistown North Junction	Lavistown South Junction	0.53	0.85	
Lavistown West Junction	Lavistown South Junction	0.50	0.80	
Lavistown South Junction	Thomastown	7.93	12.76	
Thomastown	Ballyhale Loop	4.10	6.60	
Ballyhale Loop	Waterford West (MC)	14.96	24.08	
Waterford West (MC)	Waterford Plunkett	0.64	1.03	
				124.79
<u>PORTARLINGTON - GALWAY CEANNT</u>				
Portarlington	Geashill	8.67	13.95	
Geashill	Tullamore	7.59	12.21	
Tullamore	Clara	6.91	11.12	
Clara	Clonnydonnin Loop	8.00	12.87	
Clonnydonnin Loop	Athlone	7.66	12.33	
Athlone	Athlone East Junction (MC)	0.34	0.55	
Athlone East Junction (MC)	Athlone Midland	0.25	0.40	
Athlone Midland	Athlone West Junction	0.24	0.39	
Athlone West Junction	Ballinasloe	13.36	21.50	
Ballinasloe	Woodlawn	9.82	15.80	
Woodlawn	Attymon	5.77	9.29	
Attymon	Athenry Tuam Junction	6.15	9.90	
Athenry Tuam Junction	Athenry	0.05	0.08	
Athenry	Athenry Ennis Junction	0.25	0.40	
Athenry Ennis Junction	Galway Ceannt	12.96	20.86	
				141.65
<u>ATHLONE WEST JUNCTION - WESTPORT</u>				
Athlone West Junction	Knockcroghery	11.70	18.83	
Knockcroghery	Roscommon	6.24	10.04	
Roscommon	Castlerea	16.42	26.43	
Castlerea	Ballyhaunis	11.37	18.30	
Ballyhaunis	Claremorris	10.97	17.65	
Claremorris	Manulla Junction	10.95	17.62	
Manulla Junction	Castlebar	3.98	6.41	
Castlebar	Westport	11.21	18.04	
				133.32
<u>MANULLA JUNCTION - BALLINA</u>				
Manulla Junction	Foxford	11.23	18.07	
Foxford	Ballina	9.08	14.61	
Ballina	Crossmolina Siding	0.60	0.97	
				33.65
<u>BALLYBROPHY - KILLONAN JUNCTION</u>				
Ballybrophy	Roscrea	10.05	16.17	
Roscrea	Cloughjordan	9.95	16.01	
Cloughjordan	Nenagh	9.41	15.14	
Nenagh	Silvermines Junction	5.83	9.38	
Silvermines Junction	Kilmastulla Siding	5.64	9.08	
Kilmastulla Siding	Birdhill	1.57	2.53	
Birdhill	Castleconnell	4.61	7.42	
Castleconnell	Killonan Junction	5.52	8.88	
				84.62
<u>LIMERICK CHECK - ATHENRY</u>				
Limerick Check	Sixmilebridge	12.44	20.02	
Sixmilebridge	Ennis	11.64	18.73	
Ennis	Gort	17.68	28.45	
Gort	Ardrahan	6.69	10.77	
Ardrahan	Craughwell	6.16	9.91	
Craughwell	Athenry	5.41	8.71	
				96.59

<u>LIMERICK CHECK - CASTLEMUNGRET CEMENT FACTORY</u>			
Limerick Check	Castlemungret	3.69	5.94
			5.94
<u>LIMERICK COLBERT - WATERFORD WEST</u>			
Limerick Colbert	Limerick Check	0.56	0.90
Limerick Check	Killonan Junction	3.72	5.99
Killonan Junction	Dromkeen	7.30	11.75
Dromkeen	Milltown Crossing	9.83	15.82
Milltown Crossing	Keane's Points	0.29	0.47
Keane's Points	Limerick Junction	0.41	0.66
Keane's Points	Flat Crossing	0.11	0.18
Flat Crossing	Tipperary	2.98	4.80
Tipperary	Cahir	13.54	21.79
Cahir	Clonmel	10.92	17.57
Clonmel	Carrick-on-Suir	13.83	22.26
Carrick-on-Suir	Waterford West	13.55	21.81
			123.98
<u>LIMERICK JUNCTION DIRECT CURVE</u>			
Kyle Crossing	Milltown Crossing	0.53	0.85
			0.85
<u>KILLARNEY JUNCTION - TRALEE CASEMENT</u>			
Killarney Junction	Banteer	10.68	17.19
Banteer	Millstreet	8.32	13.39
Millstreet	Rathmore	6.46	10.40
Rathmore	Killarney	14.40	23.17
Killarney	Farranfore	10.69	17.20
Farranfore	Tralee	10.79	17.36
			98.72
<u>CORK KENT - COBH</u>			
Cork Kent	Tivoli	1.31	2.11
Tivoli	North Esk	1.94	3.12
North Esk	Littleisland	1.25	2.01
Littleisland	Glounthaune	1.30	2.09
Glounthaune	Fota	1.34	2.16
Fota	Carrigaloe	1.92	3.09
Carrigaloe	Rushbrooke	1.40	2.25
Rushbrooke	Cobh	1.05	1.69
			18.52
<u>GLOUNTHAUNE - MIDLETON</u>			
Glounthaune	Carrigtwohill	2.50	4.02
Carrigtwohill	Midleton	3.73	6.00
			10.03
<u>DUBLIN LIFFEY JUNCTION - SLIGO McDIARMADA</u>			
Liffey Junction	Broombridge	0.43	0.69
Broombridge	Ashtown	1.26	2.03
Ashtown	Phoenix Park	0.40	0.64
Phoenix Park	Castlenknock	1.35	2.17
Castlenknock	Coolmine	0.85	1.37
Coolmine	Clonsilla	1.40	2.25
Clonsilla	Leixlip Confey	3.15	5.07
Leixlip Confey	Leixlip Louisa Bridge	1.00	1.61
Leixlip Louisa Bridge	Maynooth	3.65	5.87
Maynooth	Kilcock	3.71	5.97
Kilcock	Enfield	7.89	12.70
Enfield	Killucan	15.23	24.51
Killucan	Mullingar	8.48	13.65

Mullingar	Edgeworthstown	17.44	28.07	
Edgeworthstown	Longford	8.63	13.89	
Longford	Dromod	11.03	17.75	
Dromod	Carrick-on-Shannon	10.47	16.85	
Carrick-on-Shannon	Ballymote	22.41	36.07	
Ballymote	Collooney	7.51	12.09	
Collooney	Sligo Quay Junction	6.39	10.28	
Sligo Quay Junction	Sligo McDiarmada	0.11	0.18	
				213.70
<u>CLONSILLA - M3 PARKWAY</u>				
Clonsilla	Hansfield	0.82	1.32	
Hansfield	Dunboyne	2.47	3.98	
Dunboyne	M3 Parkway	1.21	1.95	
				7.24
<u>DUBLIN CONNOLLY - ROSSLARE EUROPORT</u>				
Dublin Connolly	Tara Street	0.75	1.21	
Tara Street	Dublin Pearse (MC)	0.26	0.42	
Dublin Pearse (MC)	Grand Canal Dock	0.56	0.90	
Grand Canal Dock	Lansdowne Road	0.57	0.92	
Lansdowne Road	Sandymount	0.50	0.80	
Sandymount	Sydney Parade	0.65	1.05	
Sydney Parade	Boosterstown	0.97	1.56	
Boosterstown	Blackrock	0.84	1.35	
Blackrock	Seapoint	0.66	1.06	
Seapoint	Salthill & Monkstown	0.58	0.93	
Salthill & Monkstown	Dún Laoghaire Mallin	0.82	1.32	
Dún Laoghaire Mallin	Sandycove & Glasthule	0.58	0.93	
Sandycove & Glasthule	Glenageary	0.52	0.84	
Glenageary	Dalkey	0.81	1.30	
Dalkey	Killiney	1.87	3.01	
Killiney	Shankill	1.32	2.12	
Shankill	Shangannagh Junction (MC)	0.75	1.21	
Shangannagh Junction (MC)	Bray Daly	1.72	2.77	
Bray Daly	Greystones	4.81	7.74	
Greystones	Kilcoole	2.77	4.46	
Kilcoole	Wicklow	8.42	13.55	
Wicklow	Rathdrum	9.05	14.56	
Rathdrum	Arklow	11.75	18.91	
Arklow	Gorey	10.50	16.90	
Gorey	Enniscorthy	17.95	28.89	
Enniscorthy	Wexford O'Hanrahan	15.18	24.43	
Wexford O'Hanrahan	DSE/FRRH Junction (MC)	0.16	0.26	
DSE/FRRH Junction (MC)	Rosslare Strand Junction	6.20	9.98	
Rosslare Strand Junction	Rosslare Strand	0.05	0.08	
Rosslare Strand	Rosslare Europort	2.92	4.70	
				168.16
<u>WATERFORD PLUNKETT - BELVIEW</u>				
Waterford Plunkett	Abbey Junction	0.55	0.89	
Abbey Junction	Belview	3.48	5.60	
				6.49
<u>DUBLIN CONNOLLY - BORDER</u>				
Dublin Connolly	Suburban Junction	0.40	0.64	
Suburban Junction	East Wall Junction	0.31	0.50	
East Wall Junction	Clontarf Road	0.48	0.77	
Clontarf Road	Killester	1.20	1.93	
Killester	Harmonstown	0.61	0.98	
Harmonstown	Raheny	0.71	1.14	

Raheny	Kilbarrack	0.79	1.27	
Kilbarrack	Howth Junction	0.23	0.37	
Howth Junction	Clongriffin	0.77	1.24	
Clongriffin	Portmarnock	1.20	1.93	
Portmarnock	Malahide	2.30	3.70	
Malahide	Donabate	2.44	3.93	
Donabate	Rush & Lusk	2.49	4.01	
Rush & Lusk	Skerries	3.31	5.33	
Skerries	Balbriggan	4.51	7.26	
Balbriggan	Gormanston	2.25	3.62	
Gormanston	Mosney	1.79	2.88	
Mosney	Laytown	1.37	2.20	
Laytown	Junction to Navan	4.43	7.13	
Junction to Navan	Drogheda McBride	0.16	0.26	
Drogheda McBride	Dundalk Clarke	22.63	36.42	
Dundalk Clarke	Border	5.22	8.40	
				95.92
<u>CHURCH ROAD JUNCTION - EAST WALL JUNCTION</u>				
Church Road Junction	East Wall Junction	0.50	0.80	
				0.80
<u>HOWTH JUNCTION - HOWTH</u>				
Howth Junction	Bayside	0.86	1.38	
Bayside	Sutton	0.89	1.43	
Sutton	Howth	1.75	2.82	
				5.63
<u>DROGHEDA - NAVAN (TARA MINES)</u>				
Drogheda	Platin Cement Factory	2.75	4.43	
Platin Cement Factory	Navan	14.19	22.84	
Navan	Tara Mines Junction	0.75	1.21	
Tara Mines Junction	Tara Mines	0.34	0.55	
				29.02

TOTAL ACTIVE LINES	1,679.83
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<u>OTHER LINES</u>	Length of Section		Line Total	
	(miles)	(km)	(km)	
<u>ATHENRY - COLLOONEY</u>				
Athenry	Tuam	15.52	24.98	
Tuam	Claremorris	16.90	27.20	
Claremorris	Collooney	46.18	74.32	
				126.49
<u>MIDLETON - YOUGHAL</u>				
Midleton	Youghal	14.56	23.43	
				23.43
<u>LIMERICK CHECK - FOYNES</u>				
Limerick Check	Foynes	26.81	43.15	
				43.15
<u>MULLINGAR - ATHLONE</u>				
Mullingar	Athlone	27.60	44.42	
				44.42
<u>TARA JUNCTION - KINGSCOURT</u>				
Tara Junction	Kingscourt	19.60	31.54	
				31.54
<u>WATERFORD ABBEY JUNCTION - NEW ROSS</u>				
Waterford Abbey Junction	New Ross	13.60	21.89	

			21.89
<u>BELVIEW - ROSSLARE STRAND</u>			
Belview	Campile	4.87	7.84
Campile	Ballycullane	4.71	7.58
Ballycullane	Wellington Bridge	4.03	6.49
Wellington Bridge	Bridgetown	9.86	15.87
Bridgetown	Rosslare Strand	7.58	12.20
			49.97
<u>TRALEE - FENIT</u>			
Tralee	Fenit	8.89	14.31
			14.31
<u>SLIGO - SLIGO GOODS YARD</u>			
Sligo Quay Junction	Sligo Goods Yard	0.50	0.80
			0.80

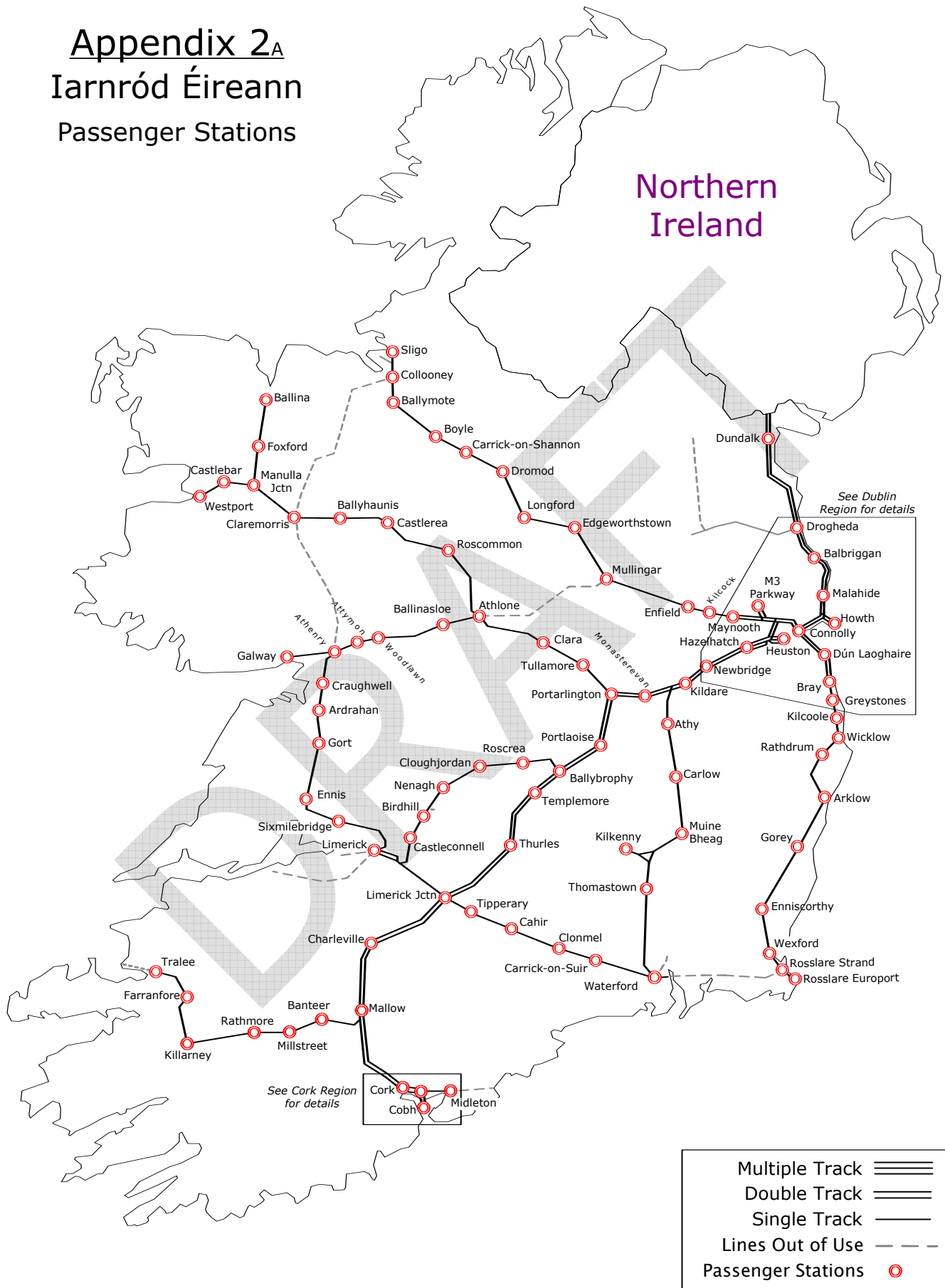
TOTAL OTHER LINES	356.00
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TOTAL ALL LINES	2,035.83
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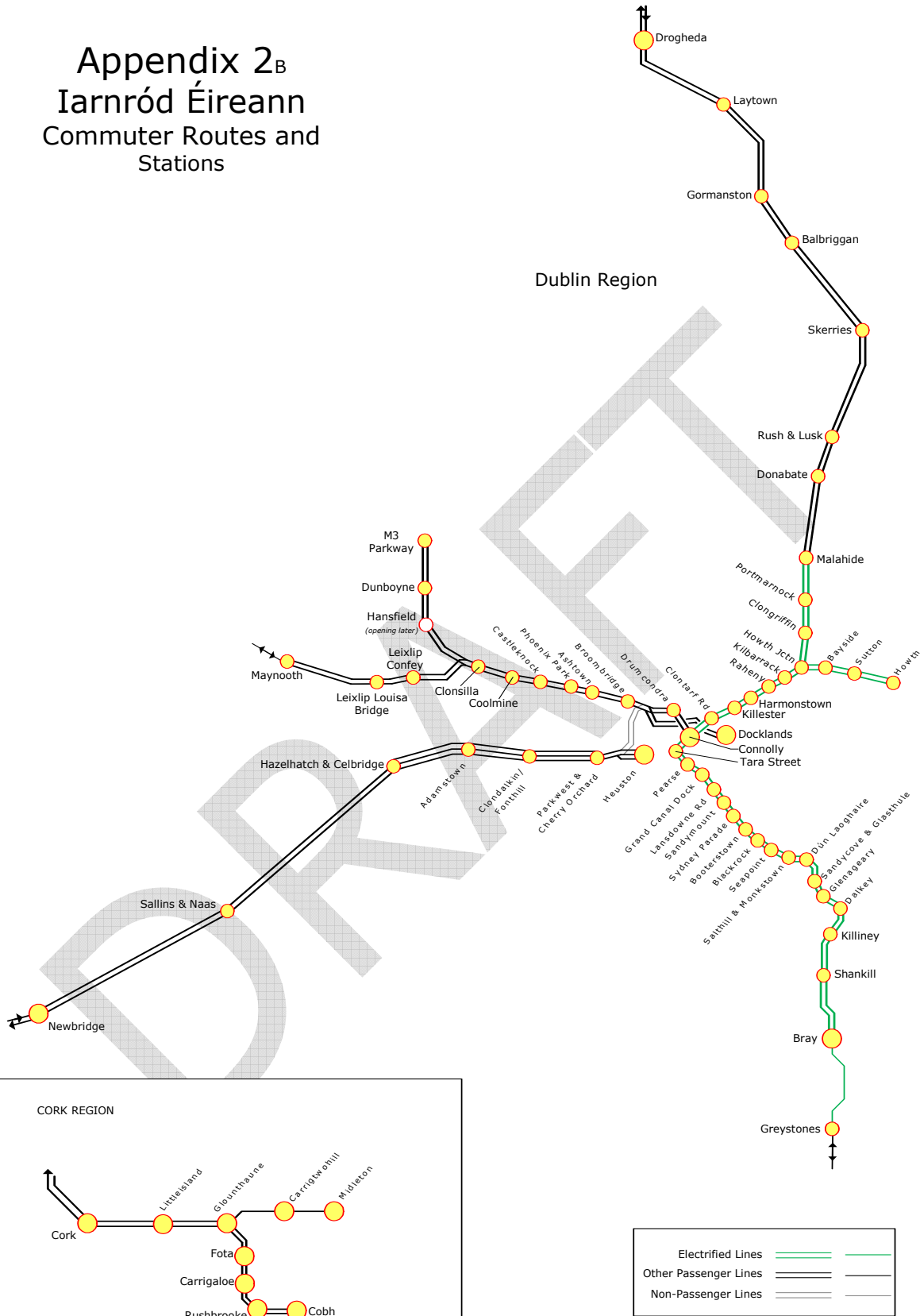
September 2010

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Appendix 2_A Iarnród Éireann Passenger Stations



Appendix 2_B Iarnród Éireann Commuter Routes and Stations



September 2010

Appendix 2C: Passenger Stations - Platform Lengths

Line	Station	Platform Number	Platform Length		
			Metres	Feet	
DUBLIN - CORK	Dublin Heuston	1	90.5	297	
		2	243.2	798	
		3	235.9	774	
		4	235.0	771	
		5	235.0	771	
		6	240.5	789	
		7	238.7	783	
		8	238.7	783	
		10	197.5	648	
			<i>remote from station - out of use</i>		
	Parkwest / Cherry Orchard	1 (Dn Fast)	172.7	567	
		2 (Dn Slow)	173	568	
		3 (Up Slow)	173.0	568	
		4 (Up Fast)	173.0	568	
	Clondalkin / Fonthill	4 (Dn Fast)	175.7	576	
		1 (Dn Slow)	175.8	577	
		2 (Up Slow)	175.8	577	
		3 (Up Fast)	175.8	577	
	Adamstown	1 (Dn Fast)	174.4	572	
		2 (Dn Slow)	174.2	572	
		3 (Bay)	180.6	593	
		4 (Up Slow)	184.2	604	
		5 (Up Fast)	180.5	592	
	Hazelhatch & Celbridge	1 (Dn Fast)	226.7	744	
		2 (Dn Slow)	175.2	575	
		3 (Bay)	180.0	591	
		4 (Up Slow)	215.6	707	
		5 (Up Fast)	225.8	741	
	Sallins & Naas	1	175.6	576	
		2	173.7	570	
	Newbridge	1	269.7	885	
		2	216.7	711	
		3 (Bay)	182.9	600	
	Kildare	1	253.3	831	
		2 (Loop)	247.8	813	
	Monasterevan	1	214.9	705	
		2	215.8	708	
	Portarlinton	1	220.4	723	
		2	215.8	708	
	Portlaoise	1	248.7	816	
		2	238.7	783	
	Ballybrophy	1 (Bay)	107.0	351	
		2	183.8	603	
		3	182.9	600	
		4 (Loop)	182.0	597	
		Templemore	1	215.0	706

		2	191.1	627
	Thurles	1	226.8	744
		2	246.9	810
		3	122.5	402
	Limerick Junction	1	318.2	1,044
		2 (Bay)	276.1	906 <i>(note: can also be worked as two separate 90 metre platforms)</i>
		3	166.4	546
	Charleville	Dn	214.9	705
		Up	215.8	708
		Loop	214.0	702
	Mallow	Dn	224.9	738
		Up	224.0	735
		Loop	223.1	732
	Cork	1	171.0	561
		2	135.0	443
		3	90.0	295
		4	220.0	722
		5	215.0	705
<u>CHERRYVILLE JCT - WATERFORD</u>				
	Athy	Loop	173.7	570
		Up	171.9	564
	Carlow	Dn	171.9	564
		Up	215.8	708
	Muine Bheag	Dn	175.6	576
		Up	173.7	570
	Kilkenny	Dn	182.9	600
		Up	141.7	465
	Thomastown	---	175.6	576
	Waterford	3 & 4	371.2	1,218
		5 (Bay)	128.0	420
		6 (Bay)	119.8	393
<u>PORTARLINGTON - GALWAY</u>				
	Tullamore	Loop	186.5	612
		Main	223.1	732
	Clara	---	175.6	576
	Athlone	1	214.9	705
		2	289.9	951
		3	289.0	948
	Ballinasloe	Main	176.5	579
		Loop	172.8	567
	Woodlawn	---	177.0	581
	Attymon	---	178.0	584
	Athenry	Dn	174.7	573
		Up	174.7	573
	Galway	Main	241.4	792
		Bay	137.2	450
<u>ATHLONE - WESTPORT</u>				
	Roscommon	Main	175.6	576
		Loop	171.9	564
	Castlerea	Main	174.7	573
		Loop	93.3	306
	Ballyhaunis	Main	174.7	573

		Loop	92.4	303
	Claremorris	1	173.7	570
		2	174.7	573
	Manulla Junction	Main	171.0	561
		Bay	108.8	357
	Castlebar	---	173.7	570
	Westport	Main	174.7	573
<u>MANULLA JCT - BALLINA</u>	Foxford	---	94.2	309
	Ballina	---	107.0	351
<u>BALLYBROPHY - LIMERICK</u>	Roscrea	Main	99.7	327
		Loop	68.6	225
	Cloughjordan	---	94.2	309
	Nenagh	---	118.0	387
	Birdhill	---	73.2	240
	Castleconnell	---	99.7	327
	Limerick	1	156.4	513
		2	164.6	540
		3	193.9	636
		4	128.9	423
<u>LIMERICK - ATHENRY</u>	Sixmilebridge	---	90.0	294
-	Ennis	Main	190.2	624
		Loop	131.7	432
	Gort	Main	90.0	294
		Loop	90.0	294
	Ardrahan	---	90.0	294
	Craughwell	---	90.0	294
<u>LIMERICK - WATERFORD</u>	Tipperary	---	107.0	351
	Cahir	---	101.5	333
	Clonmel	Main	99.7	327
		Loop	126.2	414
	Carrick-on-Suir	Main	134.4	441
		Loop	93.3	306
<u>MALLOW - TRALEE</u>	Banteer	Main	176.5	579
		Loop	107.9	354
	Millstreet	---	248.7	816
	Rathmore	Main	182.0	597
		Loop	94.2	309
	Killarney	Main	305.4	1,002
		Bay	193.9	636
	Farranfore	Main	145.4	477
		Loop	186.5	612
	Tralee	Main	296.3	972
		Bay	321.9	1,056
<u>CORK - COBH</u>	Littleisland	Dn	92.1	302
		Up	92.3	303
	Glounthaune	Dn	92.7	304
		Up	92.5	303
	Fota	Dn	93.0	305
		Up	93.0	305
	Carrigaloe	Dn	93.0	305
		Up	92.5	303

	Rushbrooke	Dn	92.1	302
		Up	93.0	305
	Cobh	---	92.1	302
<u>GLOUNTHAUNE - MIDLETON</u>	Carrigtwohill	Dn	90.0	294
		Up	90.0	294
	Midleton	Dn	90.0	294
		Up	90.0	294
<u>DUBLIN - SLIGO</u>	Docklands	1	174.0	571
		2	174.0	571
	Drumcondra	1 (Up)	177.4	582
		2 (Dn)	180.1	591
	Broombridge	1 (Up)	174.7	573
		2 (Dn)	172.8	567
	Ashtown	1 (Up)	155.4	510
		2 (Dn)	225.9	741
	Phoenix Park	1 (Up)	174.0	571
		2 (Dn)	174.0	571
	Castleknock	1 (Up)	171.9	564
		2 (Dn)	173.7	570
	Coolmine	1 (Up)	174.0	571
		2 (Dn)	174.0	571
	Clonsilla	1 (Up)	187.5	615
		2 (Dn)	186.5	612
	Leixlip Confey	1 (Up)	174.7	573
		2 (Dn)	171.9	564
	Leixlip Louisa Bridge	1 (Up)	183.8	603
		2 (Dn)	182.9	600
	Maynooth	1 (Up)	222.2	729
		2 (Dn)	217.6	714
	Kilcock	---	190.2	624
	Enfield	---	179.2	588
	Mullingar	Dn	217.6	714
		Up	175.6	576
		Bay	213.1	699
	Edgeworthstown	Dn	172.8	567
		Up	213.1	699
	Longford	Main	178.3	585
		Loop	172.8	567
	Dromod	Main	173.7	570
		Loop	181.1	594
	Carrick-on-Shannon	---	174.7	573
	Boyle	Main	217.6	714
		Loop	174.0	571
	Ballymote	---	174.7	573
	Collooney	---	173.7	570
	Sligo	---	193.9	636
<u>CLONSILLA - M3 PARKWAY</u>	Hansfield	<i>(Not open yet for passenger use)</i>		
	Dunboyne	Up	175.0	573
		Dn	175.0	573
	M3 Parkway	Up	175.0	573

		Dn	175.0	573
DUBLIN - ROSSLARE EUROPORT	Tara Street	1 (Up)	171.9	564
		2 (Dn)	170.1	558
	Pearse	1 (Up)	190.2	624
		2 (Dn)	192.0	630
	Grand Canal Dock	1 (Loop)	Not yet available for passenger use	
		2 (Up)	182.0	597
Lansdowne Road	3 (Dn)	173.7	570	
	1 (Up)	179.2	588	
Sandymount	2 (Dn)	171.0	561	
	1 (Up)	174.7	573	
Sydney Parade	2 (Dn)	173.7	570	
	1 (Up)	187.5	615	
Boooterstown	2 (Dn)	189.3	621	
	1 (Up)	174.7	573	
Blackrock	2 (Dn)	172.8	567	
	1 (Up)	172.8	567	
Seapoint	2 (Dn)	171.9	564	
	1 (Up)	173.7	570	
Salthill & Monkstown	2 (Dn)	173.7	570	
	1 (Up)	178.3	585	
Dún Laoghaire	2 (Dn)	177.4	582	
	Bay	189.3	621	
	2 (Dn)	205.7	675	
Sandycove & Glasthule	Bay	193.9	636	
	1 (Up)	172.8	567	
Glenageary	2 (Dn)	172.8	567	
	1 (Up)	174.7	573	
Dalkey	2 (Dn)	173.7	570	
	1 (Up)	174.7	573	
Killiney	2 (Dn)	174.7	573	
	1 (Up)	170.1	558	
Shankill	2 (Dn)	176.5	579	
	1 (Up)	173.7	570	
Bray	Bay	272.5	894	
	2 (Dn)	176.5	579	
	1 (Up)	148.1	486	
Greystones	2 (Dn)	176.5	579	
	1 (Up)	173.7	570	
Kilcoole	---	137.2	450	
Wicklow	Main	132.6	435	
	Loop	137.2	450	
Rathdrum	Main	129.8	426	
	Loop	135.3	444	
Arklow	Main	138.1	453	
	Loop	137.2	450	
Gorey	Main	136.2	447	
	Loop	143.6	471	
Enniscorthy	Main	132.0	433	
	Loop	146.3	480	

	Wexford	---	194.0	637
	Rosslare Strand	Main	121.6	399
		Loop	124.4	408
	Rosslare Europort	---	146.0	479
DUBLIN - BORDER	Dublin Connolly	1	168.2	552
		2	274.3	900
		3	200.3	657
		4	282.5	927
		5	205.7	675
		6	219.5	720
		7	220.4	723
	Clontarf Road	1 (Up)	172.8	567
		2 (Dn)	171.9	564
	Killester	1 (Up)	166.4	546
		2 (Dn)	163.7	537
	Harmonstown	1 (Up)	171.9	564
		2 (Dn)	171.9	564
	Raheny	1 (Up)	175.6	576
		2 (Dn)	173.7	570
	Kilbarrack	1 (Up)	172.8	567
		2 (Dn)	170.1	558
	Howth Junction	1 (Up B)	174.7	573
		2 (Dn B)	179.2	588
		3 (Up M)	187.5	615
		4 (Dn M)	222.2	729
	Clongriffin	1 (Up)	174.0	571
		2 (Dn)	174.0	571
	Portmarnock	Dn	178.3	585
		Up	177.4	582
	Malahide	Dn	174.7	573
		Up	174.7	573
	Donabate	Dn	177.4	582
		Up	177.4	582
	Rush & Lusk	Dn	173.7	570
		Up	174.7	573
	Skerries	Dn	174.7	573
		Up	175.6	576
	Balbriggan	Dn	187.5	615
		Up	172.8	567
	Gormanston	Dn	246.0	807
		Up	201.2	660
	Mosney	---	183.8	603
	Laytown	Dn	173.7	570
Up		172.8	567	
Drogheda	1	218.5	717	
	2	216.7	711	
	3 (Bay)	214.0	702	
Dundalk	1	221.3	726	
	2	361.2	1,185	
	3 (Bay)	139.9	459	
HOWTH JUNCTION - HOWTH	Bayside	1 (Up)	194.8	639

		2 (Dn)	194.8	639
Sutton		1 (Up)	173.7	570
		2 (Dn)	173.7	570
Howth		1 (Up)	171.9	564
		2 (Dn)	171.9	564

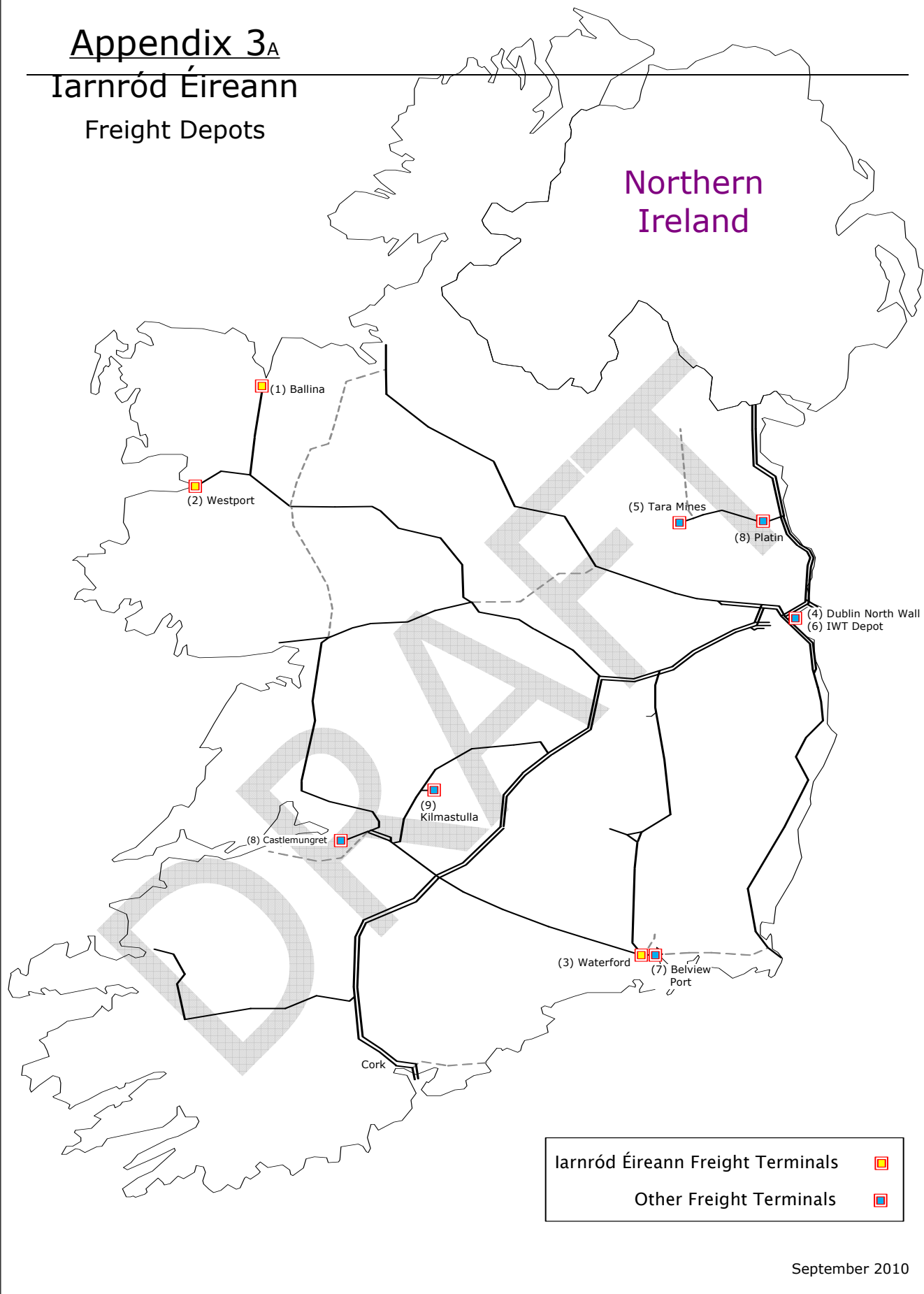
September 2010

DRAFT

Appendix 3_A

Iarnród Éireann

Freight Depots



Appendix 2D

Passenger Stations – Facilities

Station and Contact Telephone Number	Staffed / Unstaffed	Ticket Office Access	Ticket Office Loop System	Platform Access	Short Platform	Public Toilet	Accessible Toilet	Wheelchair Available	Mobile Ramp for Train Access	Car Park	Taxi Rank / Phone No	Luggage Trolley
Adamstown 01 8584480	Staffed	Via Stairs or Lift	✓	Via Stairs or Lifts	✗	✓	✓	✗	✓	✓	✓	✗
Ardrahan	Unstaffed	No ticket office	✗	Level	✗	✗	✗	✗	✗	✓	✗	✗
Arklow 0402 32519	Staffed	Level	✗	Level to No. 1 & Southbound services, Footbridge to No. 2 & Northbound services	✗	✓	✗	✓	✓	✓	✓	✗
Ashtown 01 8880043	Staffed Mo/Fr 06:00 - 15:00	Level	✓	Both platforms accessible via ramp. (assistance required by companion onto city bound platform)	✗	✗	✗	✗	✓	✗	✗	✗
Athenry 091 844020	Staffed	Level	✗	Level	✗	✓	✓	✗	✓	✓	✓	✗
Athlone 0902 73300	Staffed	Level	✗	Ramp to No. 1 platform. Steps or lift & Subway to No.'s 2 and 3 platforms	✗	✓	✓	✓	✓	✓	✓	✓
Athy 0507 31966	Staffed	Level	✓	Via ramp to No. 1 platform, footbridge only to No. 2 platform	✓	✓	✗	✗	✓	✓	✗	✓
Attymon	Unstaffed	No ticket Office	✗	Level	✓	✗	✗	✗	✗	✗	✗	✗
Balbriggan 01 8412803	Staffed	Via ramp from car park	✓	Level on platform No. 2 Lift and Footbridge to platform No. 1	✗	✓	✓	✗	✓	✓	✓	✗
Ballina 096 20229	Staffed	Level	✗	Level	✓	✓	✓	✓	✓	✓	✓	✓
Ballinasloe 09096 42105	Staffed	Level	✗	Level to Main platform, footbridge only to loop platform	✓	✓	✓	✓	✓	✓	✓	✗
Ballybrophy 0505 46331	Staffed	Level	✗	Ramp to platforms 1 and 2, Platforms 3 and 4 via lift or stairs.	✗	✓	✓	✗	✓	✓	✓	✗
Ballyhaunis 0907 30009	Staffed	Level	✓	Level	✓	✓	✓	✓	✓	✓	✗	✓
Ballymote	Staffed	Level	✗	Level	✗	✓	✓	✗	✓	✓	✓	✓

07191 83311													
Banteer 029 56004	Staffed	Level	✗	Level to No 1 Platform and by Footbridge to Platform No. 2	✗	✓	✓	✗	✓	✓	✓	✓	✓
Bayside 01 8286880	Staffed	Level	✓	Access by lift or stairs	✗	✗	✗	✗	✓	✓	✓	✓	✗
Birdhill 061 379118	Staffed	Via Ramp	✗	Level	✗	✓	✓	✗	✓	✓	✓	✓	✗
Blackrock 01 8286120	Staffed	Level	✓	Level to Platform No. 1, City Centre & Northbound via station entrance. Platform No. 2, Southbound via lift or stairs	✗	✗	✗	✗	✓	✓	✓	✓	✗
Boosterstown 01 8286100	Staffed	Via Ramp	✓	Level to Platform No. 1, City Centre & Northbound via station entrance. Platform No. 2, Southbound via lift or stairs	✗	✗	✗	✗	✓	✓	✓	✓	✗
Boyle 07196 62027	Staffed	Level	✗	Level to main platform. Footbridge only to opposite platform	✗	✓	✓	✗	✓	✓	✓	✓	✓
Bray 01 8286300	Staffed	Level	✓	Level to No. 1 platform Level to No. 2 platform via lift or stairs	✗	Key from staff	✓	✗	✓	✓	✓	✓	✗
Broombridge	Unstaffed	No Ticket Office	✗	Both platforms accessible	✗	✗	✗	✗	✗	✗	✗	✗	✗
Cahir	Unstaffed	No Ticket Office	✗	Ramp from Car Park	✓	✓	✗	✗	✗	✓	✗	✗	✗
Carlow 059 91 31633	Staffed	Step	✓	Level to No. 1 platform. Footbridge only to No. 2 platform	1 Long 1 Short	✓	✓	✗	✓	✓	✓	✓	✓
Carrick-on-Shannon 071 96 20036	Staffed to 16:00	Ramp to ticket office	✗	Via ramp situated on West side of main building	✗	✓	✓	✗	✓	✓	✓	✓	✓
Carrick-on-Suir 051 640044	Staffed	No Ticket Office	✗	Level via wicket gate from car park to main platform. Footbridge only to opposite platform	✓	✓	✗	✗	✓	✓	✗	✗	✗
Carrigaloe	Unstaffed	No Ticket Office	✗	Via footbridge to No. 1 platform Southbound. Via ramp to No. 2 platform Northbound.	✓	✗	✗	✗	✗	✗	✗	✗	✗
Carrigtwohill	Unstaffed	No Ticket Office	✗	Ramp to Up platform and by stairs an lifts to Down platform.	✗	✗	✗	✗	✗	✓	✗	✗	✗
Castlebar 09490 21222	Staffed	Level	✗	Level	✓	✓	✓	✓	✓	✓	✓	✓	✓
Castleconnell	Unstaffed	No Ticket Office	✗	Via ramp from Roadway	✗	✓	✗	✗	✗	✓	✓	✓	✗
Castlerea 0907 20031	Staffed	Level	✓	Level	✓	✓	✓	✓	✓	✓	✓	✗	✓

Castleknock 01 8880045	Staffed Mo - Sa	Ramp to platform	✓	Dublin bound platform accessible	✗	✗	✗	✗	✗	✗	✗	✗	✗
Charleville 063 81235	Staffed	Ramp or steps from car park	✗	Level to No. 1 platform. Footbridge or designated walkway to Platforms No. 2 & 3. All persons using walkway must be accompanied by a member of staff.	✗	✓	✓	✗	✓	✓	✓	✓	✓
Cherry Orchard	Unstaffed	No Ticket Office	✗	Level to No. 2 platform, to city. Footbridge only to No. 1 platform, southbound	✗	✗	✗	✗	✗	✓	✗	✗	✗
Clara 0506 31105	Staffed	Level	✗	Level	✗	✓	✓	✗	✓	✓	✓	✓	✓
Claremorris 09493 71011	Staffed	Level	✗	Level	✗	✓	✓	✓	✓	✓	✓	✓	✓
Clondalkin	Unstaffed	No Ticket Office	✗	Ramp from car park to Platform No. 2, to city. Ramp from public road or footbridge to Platform No. 1, Southbound.	✗	✗	✗	✗	✗	✓	✗	✗	✗
Clongriffin													
Clonmel 052 21982	Staffed	Level	✗	Level to main platform. Footbridge only to opposite platform	✓	✓	✗	✗	✓	✓	✗	✗	✗
Clonsilla 01 8880049	Staffed	Level	✓	Both platforms accessible	✗	✗	✗	✗	✓	✗	✓	✗	✗
Clontarf Road 01 8286440	Staffed	Level	✓	Lift to Both Platforms	✗	✗	✗	✗	✓	✓	✓	✓	✗
Cloughjordan	Unstaffed	No Ticket Office	✗	Level	✗	✗	✗	✗	✗	✓	✓	✗	✗
Cobh 021 4811655	Staffed	Level	✗	Via ramp from public road. Assistance will be required	✗	✓	✗	✗	✓	✗	✓	✓	✗
Collooney	Unstaffed	No Ticket Office	✗	Level	□	✓	✓	✗	✓	✓	✗	✗	✗
Connolly 01 7032358	Staffed	Via ramp, escalator, lift and steps.	✓	Lifts, stairs and escalators to platforms 1, 2, 3 & 4. Ramp to platform 5 lift or stairs to platforms 6 & 7.	✗	✓	✓	✓	✓	✓	✓	✓	✓
Coolmine 01 8880046	Staffed	Level	✓	Both platforms accessible	✗	✗	✗	✗	✓	✓	✓	✓	✗
Cork 021 4506766	Staffed	Level	✗	Platforms 1, 2, 3 & 4 level. Ramp and lift to no 5 platform	✗	✓	✓	✓	✓	✓	✓	✓	✓
Craughwell	Unstaffed	No ticket office	✗	Level	✗	✗	✗	✗	✗	✓	✗	✗	✗

Dalkey 01 8286240	Staffed	Level	✓	Access to No. 2 platform, Southbound via station entrance. Ramp to platform No. 1, Northbound and city centre	✗	✗	✗	✗	✓	✓	✓	✗
Docklands	Staffed	Via Stairs or Lift	✓	Level to both platforms	✗	✗	✗	✗	□	✗	□	✗
Donabate 01 8880102	Staffed	Level	✓	Platforms accessible via car parks	✗	✓	✓	✗	✓	✓	✓	✗
Drogheda 041 9838749	Staffed	Level	✓	Level to No. 1 platform. Lift or footbridge to No. 2 and 3 platforms	✗	✓	✓	✓	✓	✓	✓	✓
Dromod 07196 38203	Staffed	Level	✗	Level to main platform. Footbridge to No. 2 platform	✓	✓	✓	✗	✓	✓	✓	✓
Drumcondra 01 7031463	Staffed	Level	✓	Lift to both platforms	✗	✗	✗	✗	✓	✗	✓	✗
Dunboyne	Staffed	Level	✓	Level to main platform. Lifts and stairs to other platform	✗							
Dundalk 042 35521	Staffed	Level	✓	Ramp or lift to platforms No.'s 1 and 2	✗	✓	✓	✓	✓	✓	✓	✓
Dun Laoghaire 01 8286180	Staffed	Via Ramp	✓	Lifts to both platforms	✗	Key from Staff	✓	✗	✓	✗	✓	✗
Edgeworthstown 043 71031	Staffed	Level	✗	Level to main platform. Footbridge to No. 2 platform	✗	✓	✓	✗	✓	✓	✓	✓
Enfield	Unstaffed	No Ticket Office	✗	Stairs only	✗	✗	✗	✗	✗	✓	✗	✗
Ennis 065 6840444	Staffed	Via steps or ramp from car park	✗	Level	✗	✓	✓	✓	✓	✓	✓	✓
Enniscorthy 0539 233488	Staffed	Level	✗	Level. Stairs only to opposite platform.	✗	✓	✓	✗	✓	✓	✗	✓
Farranfore 066 64101	Staffed	Via small step from platform	✗	Level	✗	✓	✗	✗	✓	✓	✗	✗
Fota	Unstaffed	No Ticket Office	✗	Level Southbound and Cobh. Footbridge only to Northbound and Cork	✓	✗	✗	✗	✗	✗	✗	✗
Foxford	Unstaffed	No Ticket Office	✗	Level	✓	✗	✗	✗	✗	✓	✗	✗
Galway 091 564222	Staffed	Level	✗	Ramp to Main Entrance	Long Main Short Secondary	✓	✓	✓	✓	✗	✓	✓
Glenageary	Staffed	Level	✓	Stairs or Lifts to both platforms	✗	✗	✗	✗	✓	✗	✓	✗

01 8286220													
Glounthaune	Unstaffed	No Ticket Office	✗	Level to No. 1 platform Southbound and Cobh Footbridge only to No. 2 platform Northbound and Cork	✗	✗	✗	✗	✗	✗	✗	✗	✗
Gorey 0539 421105	Staffed	Level	✗	Level - Stairs only to opposite platform.	✗	✓	✓	✗	✓	✓	✗	✓	✓
Gormanston	Unstaffed	Level	✗	Level to No. 1 platform Via steps from public road to No. 2 platform	✗	✗	✗	✗	✓	✓	✗	✗	✗
Gort	Unstaffed	No Ticket Office	✗	Level to main platform. By stairs and lifts to loop platform.	✗	✗	✗	✗	✗	✓	✗	✗	✗
Grand Canal Dock 01 8286020	Staffed	Lift or Stairs to Ticket Office	✓	Level to Southbound platform. Lift or Stairs to Northbound platform.	✗	✗	✗	✗	✓	✗	✓	✗	✗
Greystones 01 8286340	Staffed	Level	✓	Level to platform No. 1, Northbound. Footbridge only to No. 2 platform, Southbound	✗	Key from Staff	Key from Staff	✗	✓	✓	✓	✓	✗
Harmonstown 01 8286480	Staffed	Level	✓	Ramps to both platforms	✗	✗	✗	✗	✓	✗	✓	✓	✗
Hazelhatch 01 8880406	Staffed 06:45 - 13:00	Portacabin	✗	Both platforms accessible via ramps from car parks on either side	✗	✗	✗	✗	✗	✓	✗	✗	✗
Heuston 01 7033299	Staffed	Level	✗	Level	✗	✓	✓	✓	✓	✓	✓	✓	✓
Howth 01 8286920	Staffed	Via gate and ramp from road way	✓	Via gate and ramp from roadway	✗	✗	✗	✗	✓	✓	✓	✓	✗
Howth Junction & Donaghmede 01 8286840	Staffed	Level	✓	Access to all platforms via lifts or stairs.	✗	✗	✗	✗	✓	✗	✓	✓	✗
Kilbarrack 01 8286820	Staffed	Level	✓	Platforms accessible via ramps or steps	✗	✗	✗	✗	✓	✗	✓	✓	✗
Kilcock	Unstaffed	No Ticket Office	✗	Platform accessible via station entrance. This is not wheelchair accessible	✗	✗	✗	✗	✗	✓	✗	✗	✗
Kilcoole	Unstaffed	Not Level	✗	Access only via wicket gate. This is not wheelchair accessible.	✓	✗	✗	✗	✗	✗	✗	✗	✗
Kildare 045 521224	Staffed	Level	✗	Level to No. 1 platform. Via wicket gate or footbridge to No. 2 platform	✗	✓	✓	✓	✓	✓	✓	✓	✓
Kilkenny 056 7722024	Staffed	Ramp or steps from car park	✓	Level. Stairs only to opposite platform.	1 Long 1 Short	✓	✓	✓	✓	✓	✓	✓	✓

Killarney 064 31067	Staffed	Level	✘	Level	✘	✓	✓	✓	✓	✓	✓	✓
Killester 01 8286460	Staffed	Level	✓	Ramps to both platforms.	✘	✘	✘	✘	✓	✘	✓	✘

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Killiney 01 8286260	Staffed	Level	✓	Ramp to No. 1 platform city centre and Northbound. Lifts or stairs to No. 2 and Southbound	✗	Key from Staff	✓	✗	✓	✗	✓	✗
Lansdowne Road 01 8286040	Staffed	Via Ramp	✓	Level to No. 1 platform Northbound and city centre. Via ramp and gate to No. 2 Southbound.	✗	✗	✗	✗	✓	✗	✓	✗
Laytown 041 9875011	Staffed	Level	✓	Ramp from station car park to No. 2 platform. Lifts or stairs to No. 1 platform	✗	✗	✗	✗	✓	✓	✗	✗
Leixlip Confey 01 8880055	Staffed Mo - Sa	Level	✓	Level to platform serving Maynooth. Ramp to platform serving city centre	✗	✗	✗	✗	✓	✓	✓	✗
Leixlip Louisa Bridge 01 8880056	Staffed	Level	✓	Lift to platform serving Maynooth. Ramp to platform serving city centre	✗	✗	✗	✗	✓	✓	✓	✗
Limerick 061 418666	Staffed	Via steps or ramp from car park	✓	Level	✓	✓	✓	✓	✓	✓	✓	✓
Limerick Junction 062 51824	Staffed	Steep ramp from car park	✗	Level	✗	✓	✓	✓	✓	✓	✓	✓
Little Island 021 4354120	Staffed	Via ramp from roadway	✗	Via Ramps and/or footbridge to both platforms	✗	✓	✗	✗	✗	✗	✗	✗
Longford 043 45208	Staffed	Level	✗	Level to no. 1 platform. Lift or stairs to no. 2 platform	✗	✓	✓	✓	✓	✓	✓	✓
M3 Parkway	Staffed	Level	✓	Level to no. 1 platform. Lift or stairs to no. 2 platform	✗							
Malahide 01 8286960	Staffed	Level	✓	Level to platform No. 1 city centre. Footbridge to platform No. 2 or ramp via public road by prior arrangement with station staff	✗	✗	✗	✗	✓	✓	✓	✗
Mallow 022 21120	Staffed	Level	✗	Level to No. 1 platform Lifts and footbridge to No.'s 2/3 platforms.	✗	✓	✓	✓	✓	✓	✓	✓
Manulla Junction	Unstaffed	Transfer point only	✗	Level	✓	✗	✗	✗	✗	✗	✗	✗
Maynooth 01 6285509	Staffed	Level	✓	Level	✗	✓	✓	✗	✓	✓	✓	✗
Midleton	Unstaffed	No Ticket Office	✗	Level to platform	✗	✗	✗	✗	✗	✓	✗	✗
Millstreet 029 70096	Staffed	Level	✗	Level	✗	✓	✗	✗	✓	✓	✓	✗

Monsaterevin 045 527419	Staffed	Level	✘	Level to Northbound platform. Lift to Southbound platform	✘	✘	✘	✘	✓	✓	✓	✘
Muine Bheag 059 9721302	Staffed	Level	✘	Level. Stairs only to opposite platform.	1 Long 1 Short	✓	✘	✘	✓	✓	✓	✓
Mullingar 044 48274	Staffed	Ramp at front entrance	✘	Level to Platform 1 from which most trains depart. Access to platform 2 via stair lift and subway.	✘	✓	✓	✓	✓	✓	✓	✓
Nenagh 067 31232	Staffed	Level	✘	Level	✘	✓	✓	✘	✓	✓	✓	✘
Newbridge 045 431219	Staffed	Level	✘	Level to platform No. 1. Via footbridge and wicket gate to platform No. 2	✘	✓	✓	✘	✓	✓	✓	✓
Pearse 01 8286000	Staffed	Level	✘	Ramp to platform No. 1 city centre and Northbound. Lift to No. 2 platform and Southbound	✘	✓	✓	✘	✓	✘	✓	✘
Phoenix Park	Staffed	Level	☐	Via Stairs or Lifts	✘	✘	✘	✘	☐	✓	☐	✘
Portarlington 05786 23128	Staffed	Level	✘	Level to platform No. 1. Lift and footbridge to Platform No. 2	✓	✓	✓	✓	✓	✓	✓	✘
Portlaoise 05786 21303	Staffed	Level	✘	Level to platform No. 2. Lift and footbridge to Platform No. 1	✘	✓	✓	✓	✓	✓	✓	✓
Portmarnock 01 8280100	Staffed	Level	✘	Lifts or stairs to northbound platform. Ramp to southbound platform	✘	✘	✘	✘	✓	✓	✓	✘
Raheny 01 8286800	Staffed	Level	✓	Lift and Ramp to No. 1 platform city centre and Southbound. Ramp to No. 2 and Northbound	✘	✘	✘	✘	✓	✘	✓	✘
Rathdrum 0404 46426	Staffed	Level	✘	Via steep ramp to main platform (assistance will be required) and by footbridge only to 2nd platform	✘	✓	✘	✓	✓	✓	✓	✘
Rathmore 064 58006	Staffed	Level	✘	Level to the main platform and by footbridge to No. 2 platform	✓	✓	✘	✘	✓	✓	✘	✘
Roscommon 0903 26201	Staffed	Level	✘	Level to the main platform	✘	✓	✓	✘	✓	✓	✓	✓
Roscrea 0505 21823	Staffed	Level	✘	Level	✘	✓	✘	✘	✓	✓	✓	✘
Rosslare Europort 0539 157930	Staffed	Level	✘	Via ramp from car park	✘	✓	✓	✓	✓	✓	✓	✓
Rosslare Strand 0539 132262	Staffed	Level	✘	Level to main platform. Via laneway and wicket gate or footbridge to 2nd platform	✘	✓	✘	✘	✓	✓	✘	✓

Rush & Lusk	Staffed	Level	✓	Level	✗	✓	✓	✗	✓	✓	✓	✗
01 8880103												
Rushbrook	Unstaffed	No Ticket Office	✗	Via footbridge to Cobh and Southbound platform. Via ramp to Cork and Northbound platform	✗	✗	✗	✗	✗	✗	✗	✗
Sallins	Staffed	Portacabin	✗	Access to platforms via ramps from car parks on either side	✗	✗	✗	✗	✓	✓	✗	✗
01 8880414	To 13:00											
Salthill & Monkstown 01 8286160	Staffed	Level	✓	Via ramp from roadway to No. 1 platform city centre and northbound. Footbridge only to No. 2 platform southbound.	✗	✗	✗	✗	✓	✓	✓	✗
Sandycove & Glasthule 01 8286200	Staffed	Level	✓	Via ramp to both platforms. Lift to northbound platform via laneway	✗	✗	✗	✗	✓	✗	✓	✗
Sandymount 01 8286060	Staffed	Via Ramp	✓	Via ramp and gate to No. 1 platform, city centre & Northbound. Via ramp to No. 2 platform and Southbound	✗	✗	✗	✗	✓	✗	✓	✗
Seapoint 01 8286140	Staffed	Step to access ticket office	✓	Footbridge and steps to Southbound platform. Steps and footbridge to platform No. 1 city centre and Northbound	✗	✗	✗	✗	✗	✗	✓	✗
Shankill 01 8286280	Staffed	Via ramp	✓	Lifts or stairs to northbound and southbound platforms	✗	✗	✗	✗	✓	✗	✓	✗
Sixmilebridge	Unstaffed	No ticket office	✗	Ramp from car park	✗	✗	✗	✗	✗	✓	✗	✗
Skerries 01 8880013	Staffed	Level	✓	Level to platform No. 1. Lift and footbridge to platform No. 2.	✗	✓	✓	✗	✓	✓	✓	✗
Sligo 071 9169888	Staffed	Via ramp from car park	✗	Level	✗	✓	✓	✓	✓	✓	✓	✓
Sutton 01 8286900	Staffed	Via ramp from car park	✓	Level to platform No. 1 city centre and Southbound. Via wicket gate on station road to platform No. 2 Northbound	✗	✗	✗	✗	✓	✓	✓	✗
Sydney Parade 01 8286080	Staffed	Via Ramp	✓	Level to platform No. 1 city centre and Northbound. Via ramp and gate on Sydney Parade Ave. to platform No. 2 Southbound	✗	✗	✗	✗	✓	✗	✓	✗
Tara Street 01 8880132	Staffed	Level	✓	Both platforms accessible by lifts and/or by stairs or escalators.	✗	✗	✗	✗	✓	✗	✓	✗
Templemore 0504 31342	Staffed	Level	✗	Via wicket gate from car park to No. 1 platform and by lift and footbridge to No. 2 platform.	✓	✓	✓	✗	✓	✓	✓	✓
Thomastown	Staffed	Level	✗	Level	✗	✓	✗	✗	✓	✓	✗	✓

056 7724218													
Thurles	Staffed	Level	✓	Level to Platform 1. Via Lift or Stairs and Footbridge to Platform No. 2	✗	✓	✓	✓	✓	✓	✓	✓	✓
0504 21733													
Tipperary 062 51206	Staffed	Low step	✗	Via wicket gate from car park	✓	✗	✗	✗	✗	✓	✗	✗	✗
Tralee	Staffed	Level	✗	Via ramp	✗	✓	✓	✓	✓	✓	✓	✓	✓
066 7123522 / 7123509													
Tullamore 0506 21431	Staffed	Level	✗	Level to No. 1 platform and by footbridge only to No. 2 platform	✗	✓	✗	✗	✓	✓	✓	✓	✓
Waterford	Staffed	Level	✗	Level	✗	✓	✓	✓	✓	✓	✓	✓	✓
051 873401													
Westport 098 25253	Staffed	Level	✗	Level	✓	✓	✓	✓	✓	✓	✓	✓	✓
Wexford	Staffed	Level	✓	Level	✗	✓	✓	✗	✓	✓	✓	✓	✓
0539 122522													
Wicklow 0404 67329	Staffed	Level	✗	Level	✗	✓	✓	✓	✓	✓	✓	✓	✗
Woodlawn	Unstaffed	No Ticket Office	✗	Level	✓	✓	✓	✗	✓	✓	✗	✗	✗

Appendix 3

Iarnród Éireann Terminals

These terminals form part of the Iarnród Éireann network. All are intermodal terminals handling the interchange of traffic between road and rail modes.

IÉ is responsible for the allocation of track capacity within the terminals. Terminal capacity should be requested as part of the capacity allocation process.

Map No.	Terminal Location	Traffic(s) Handled	Loading/Unloading Equipment	Current Train Size
1	Ballina	Pulpwood	Truck's crane	12 x 60' 0" wagons
		Containers	Reach Stacker	18 x 47' 6" wagons
2	Westport	Pulpwood	Truck's crane	12 x 60' 0" wagons
3	Waterford	Pulpwood	Truck's crane	12 x 60' 0" wagons

Other Terminals

In addition to the Iarnród Éireann depots above there are a number of facilities which are not owned or operated by IÉ. Questions regarding capacity, technical features, access etc. should be put to the relevant authority.

- Dublin North Wall** - The Dublin Port Company owned tramway on Alexander Road which gives access to a number of privately owned freight sidings and depots, including Tara Mines' Dublin facility (see below). The DPC tramway is connected to the IÉ network at East Wall Road.

Contact: Dublin Port Company, Port Centre, Alexandra Road, Dublin 1. Phone: + 353 (0)1 887 6000; e-mail: info@dublinport.ie; fax: + 353 1 855 7400

- Tara Mines** - Two depots: one at Tara Mines at Navan in Co Meath, where ore trains are loaded, and the other at the North Wall in Dublin, where they are unloaded by means of a tipler.

The Navan site is connected to the IÉ network at Tara Junction on the Navan - Kingscourt railway line. The Dublin depot is accessed by way of the Dublin Port Company's tramway (see above) and handles rail-ship transhipments.

Contact: Boliden Tara Mines Limited, Navan, Co. Meath. Phone + 353 (0)46 907 9800; Fax + 353 (0)46 907 9899

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- 6 **International Warehousing and Transport (IWT)** - The IWT depot at the North Wall in Dublin is served by the DPC tramway.

Contact: International Warehousing & Transport Group, Unit 1A Damastown Way, Damastown, Dublin 15, Ireland. Phone: +353 1 8801800; Fax: +353 1 8801803; e-mail: sales@iwt-irl.com

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- 7 **Belview Port, Waterford** - This freight terminal is owned by the Port of Waterford and is situated downstream from Waterford on the River Suir.

Contact: Port of Waterford Company, 3rd Floor Marine Point, Belview Port, Slieverue, Waterford. Phone: + 353 (0)51 874 907; e-mail: info@portofwaterford.com; Fax: + 353 (0)51 87408

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- 8 **Irish Cement Factories** - There are two rail connected cement factories: Platin outside Drogheda and Castlemungret in Limerick. The Castlemungret factory also receives raw materials by rail from Kilmastulla (see below). Both sets of rail facilities currently out of use.

Contact: Irish Cement Ltd., Platin, Drogheda, Co. Louth. Phone: + 353 (0)41 987 6000; e-mail: info@irishcement.ie; Fax: + 353 (0)41 987 6400.

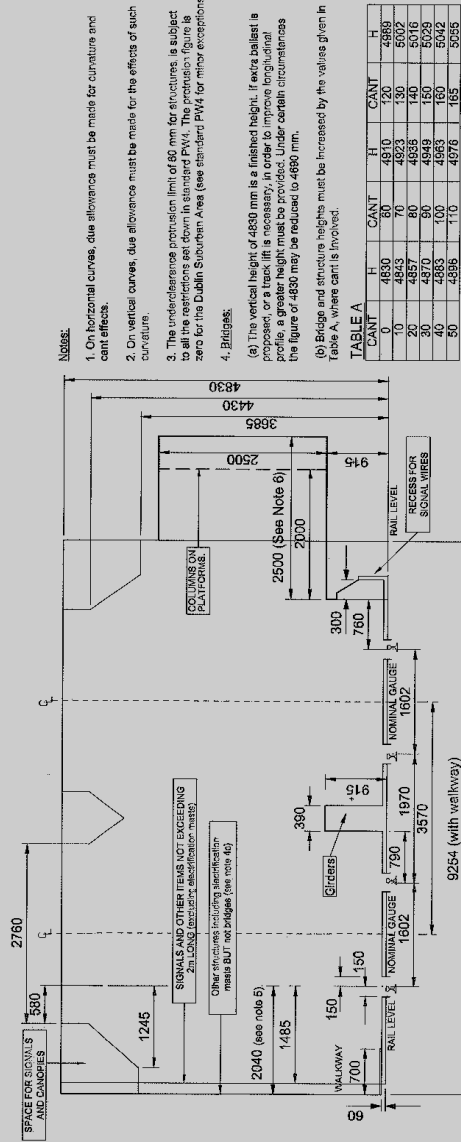
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- 9 **Kilmastulla** - Loading point for shale traffic for the cement factory a Mungret (see above). Located outside Birdhill, on the Killonan Junction - Ballybrophy railway line. Rail facilities currently out of use.

Contact: Irish Cement Ltd., Platin, Drogheda, Co. Louth. Phone: + 353 (0)41 987 6000; e-mail: info@irishcement.ie; Fax: + 353 (0)41 987 6400.

Appendix 4 Structure and Loading Gauges

Appendix 4

THE STANDARD STRUCTURE GAUGE



Notes:

1. On horizontal curves, due allowance must be made for curvature and cant effects.
2. On vertical curves, due allowance must be made for the effects of such curvature.
3. The underclearance provision limit of 60 mm for structures, is subject to all the restrictions set down in standard PW4. The provision figure is zero for the Dublin Suburban Area (see standard PW4 for minor exceptions).
4. **Brillages:**
 - (a) The vertical height of 4830 mm is a finished height. If extra ballast is proposed, or a track lift is necessary, in order to improve longitudinal profile, a greater height must be provided. Under certain circumstances the figure of 4830 may be reduced to 4690 mm.
 - (b) Bridge and structure heights must be increased by the values given in Table A, where cant is involved.

TABLE A

CANT	H	CANT	H	CANT	H
0	4830	50	4810	120	4689
10	4820	80	4795	140	4669
20	4807	80	4785	140	5016
30	4810	80	4795	150	5029
40	4885	100	4863	160	5042
50	4895	110	4876	165	5055

- (c) Bridge abutments must be 450 mm from nearest running edge, subject to curvature effects.
- (d) If electrification is envisaged, and there is a level crossing nearby, the vertical clearance must be increased to 6140 mm.
5. There is an allowance for a 700 mm wide walkway. Where no walkway is provided, the dimension referred to may be reduced to 1750 mm.
6. See standard PW38 for comprehensive schedule of platform widths.

Iarnród Éireann – infrastructure technical standard PLU6 Rev Issue 0.03
 Line Loading and Construction Gauges
 UAT/TECHNICAL MANAGER/PLU Technical Standards/PLU 06 - Structure Gauge/IKK Formatted PLU6.doc
 27/11/00

Appendix 4 - Loading Gauges

NOTE: COACHING STOCK & INTER-CITY RAILCARS

1. The gauge shown is a dynamic gauge which cannot be fitted under any foreseeable condition of wear, failure and dynamic movement. Dynamic movement shall be based on the worst effects generated by:

- (1) Wheel-rail clearance
- (11) Speed of up to 100km per hour.
- (111) Bogie centers 14010mm
- (1111) End throw 24330R = mm
- (11111) Centre throw 24330R = mm
- (111111) Centre throw 24330R = mm

2. Bases may be 2035mm wide optionally (including wheel/rail tolerances)

3. All dimensions are based on a vehicle having:

- (1) Length over body 23,400mm
- (11) Bogie centers 14,000mm
- (111) End throw 24330R = mm
- (1111) Centre throw 24330R = mm

For the purpose of calculation it may be taken as 15% by the broken line

4. Start (top) of the vehicle shall not exceed the dimensions shown

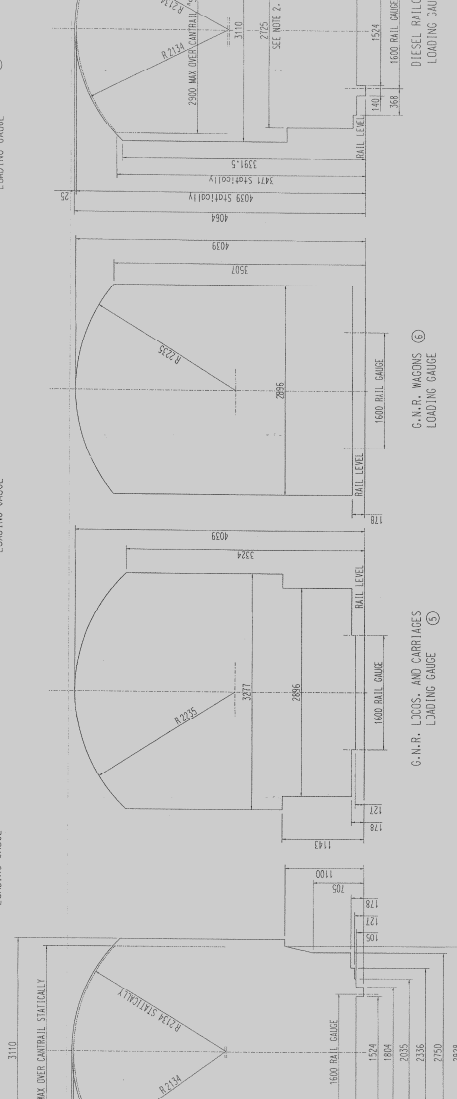
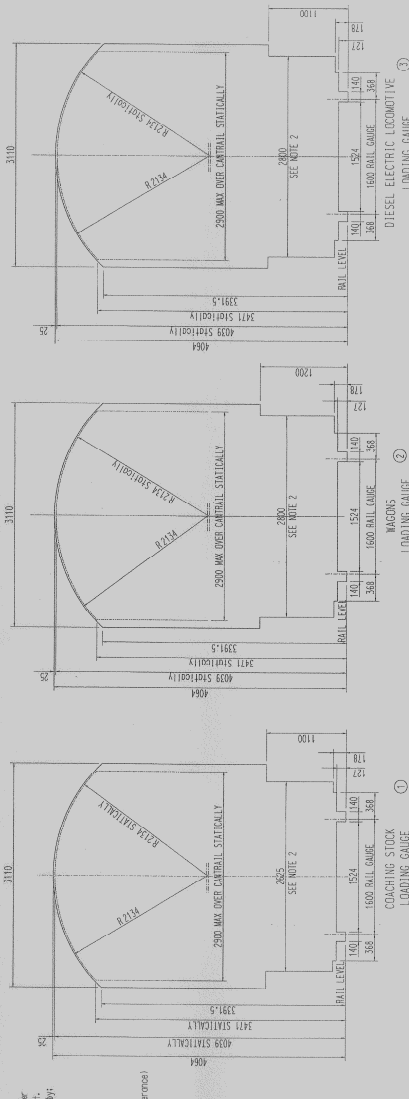
5. Wheel set back to back dimension 1524 ± 1

NOTE: SUBURBAN ELECTRIFICATION

1. See coaching stock & inter city railcar note 1.
2. See coaching stock & inter city railcar note 2.
3. All dimensions are based on vehicles with:
 - (1) Length over body 20265mm
 - (11) Bogie centers 14010mm
 - (111) End throw 24330R = mm
 - (1111) Centre throw 24330R = mm
4. See coaching stock & inter city railcar note 4.
5. See coaching stock & inter city railcar note 5.

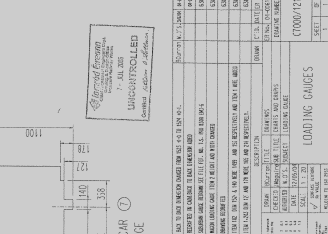
NOTE: LOCOMOTIVES

1. See coaching stock & inter city railcar note 1.
2. See coaching stock & inter city railcar note 2.
3. All dimensions are based on locomotive with:
 - (1) Length over body 18145mm
 - (11) Bogie centers 13411mm
 - (111) End throw 21440R = mm
 - (1111) Centre throw 24800R = mm
4. See coaching stock & inter city railcar note 4.
5. See coaching stock & inter city railcar note 5.



NOTE: RAILCARS

1. See coaching stock & inter city railcar note 1.
2. See coaching stock & inter city railcar note 2.
3. All dimensions are based on vehicles with:
 - (1) Length over body 20265mm
 - (11) Bogie centers 14010mm
 - (111) End throw 24330R = mm
 - (1111) Centre throw 24330R = mm
4. See coaching stock & inter city railcar note 4.
5. See coaching stock & inter city railcar note 5.



LOADING GAUGES	
GAUGE NO.	CT000/127
DATE	
BY	
CHECKED BY	
APPROVED BY	
SCALE	1:100
SHEET NO.	1
TOTAL SHEETS	1

FOR THE PURPOSES OF THIS GAUGE, THE FOLLOWING DIMENSIONS SHALL BE TAKEN AS INDICATED BY THE DIMENSION LINES AND DIMENSION VALUES.

Appendix 5
Tarnród Éireann

Speed Limits

Line	Between	Trains to which Restrictions apply	MILEAGE		GENERAL SPEED RESTRICTIONS		201-CLASS SPEED RESTRICTIONS	
			From	To	Miles per Hour	Km per Hour	Miles per Hour	Km per Hour
Dublin(Heuston Station) to Inchicore RELIEF MAIN	The RELIEF MAIN is the running line that commences at platform No.2 Heuston Station and runs as far as Inchicore (1½ miles). Between Islandbridge Junction and Inchicore, it is the left-hand of the three lines, running in the down direction, going towards Inchicore.							
	Maximum Line Speed Limit; Subject to lower limits set out below:	Down trains Up trains	0 1½	1½ 0	40 25	65 40	201-class may operate normally at speeds shown in adjacent columns	
Dublin (Heuston Station) to Cork (Kent Station) DOWN MAIN	See bottom of this table for permitted speeds for trains operating in the up direction over the Down Line between Inchicore and Heuston Station.							
	Maximum Line Speed Limit; Subject to lower limits set out below:	Down	0	165¾	100	160	201 class may operate normally at speeds shown in adjacent columns	
	Heuston Station Yard	Down	0	0½	20	30		
	Heuston to Inchicore	"	0½	1¾	40	65		
	Crossover No.706 Down Main to Up Main	"		near 1½	60	95		
	Inchicore to Park West & Cherry Orchard	"	1¾	2¼	70	110		
	Inchicore to Park West & Cherry Orchard	"	2¼	2¾	80	130		

Signal HK 101 to south of Hazelhatch	CH	Down Slow	2¾	10¼	70	110			
			The Down Slow Line is the right hand of the two lines running in the down direction through the four track section between Park West & Cherry Orchard and Hazelhatch						
Hazelhatch to Curragh	CH	Down Fast	2¾	10¼	100	160			
Curragh to Kildare	CH	Down	10¼	27¾	90	145			
Curragh, through Kildare to Cherryville	CH	"	27¾	28½	80	130			
Through Portarlinton	CH	"	28½	32½	90	145			
Portlaoise to Ballybrophy	CH	"	41⅞	41¾	80	130			
Through Ballybrophy Station	CH	"	50¾	66½	90	145			
Ballybrophy to Lisduff		"	66½	66¾	70	110			
Through Lisduff		"	66¾	72¼	90	145			
Lisduff to Thurles		"	72¼	72¾	80	130			
Thurles to Limerick Junction		"	72¾	87¼	90	145			
Thurles to Limerick Junction		"	87¼	87¾	70	110			
Thurles to Limerick Junction		"	87¾	89¾	80	130			
Thurles to Limerick Junction		"	89¾	102½	90	145			
Thurles to Limerick Junct. (Grange AHB)		"	102½	103¾	80	130			
Thurles to Limerick Junction		"	103¾	106	90	145			
Thurles to Limerick Junction		"	106	106¼	60	95			
Thurles to Limerick Junction		"	106¼	106.5	40	65			
Through Limerick Junction Loop to Limerick		Up & Down	-	-	20	30			
Through Limerick Junction Yard		Down	106.5	107¼	25	40			
Limerick Junction; entering & leaving platforms		"	-	-	15	25			
Limerick Junction to Charleville		"	107¼	108¼	60	95			
Limerick Junction to Charleville		"	108¼	110	90	145			
Limerick Junct. to Charleville (Emly AHB)		"	112⅞	113½	80	130			
Through Charleville and to Mallow		"	129	131¼	80	130			
Charleville to Mallow		"	131¼	138½	90	145			
Charleville to Mallow		"	138½	140¾	80	130			
Charleville to Mallow		"	140¾	143¼	90	145			
Charleville to and through Mallow Station		"	143¼	144¾	80	130			
Mallow Station; entering & leaving Down Yard		"	-	-	10	15			
Mallow to Rathpeacon		"	144¾	145	80	130			
Mallow to Rathpeacon		"	145	146	90	145			
Mallow to Rathpeacon		"	146	147	80	130			
Mallow to Rathpeacon		"	147	150¾	90	145			
Mallow to Rathpeacon		"	150¾	154	70	110			
Rathduff to Cork		"	154	161½	90	145			
Rathduff to Cork		"	161½	162	65	105			
Rathpeacon to Cork		"	162	163½	60	95			
Rathpeacon to Cork		"	163½	164¼	50	80			
Rathpeacon to Cork (including tunnel)		"	164¼	165⅞	30	50			
Through Cork Station and yard		"	165⅞	165¾	15	25			
UP TRAINS									

	<p>Permitted speeds for trains operating in the up direction, over the Down Line, between Inchicore and Heuston Station</p> <p>Inchicore to Heuston Crossover No.705 Down Main to Up Main Crossover No.704 Down Main to Relief Line Crossover No.708 Down Relief to Down Main Inchicore to Heuston Station Inchicore to Heuston Station Heuston Station Yard</p>	Up " " " " " "	2¼ near 1½ near 1¼ near 0⅞ 1¾ 1¼ 0½	1¾ 1¼ 0	60 40 25 25 40 25 10	95 65 40 40 65 40 15		
Cork (Kent Station) to Dublin (Heuston)	See bottom of this table for permitted speeds for trains operating in the down direction over the Up Line between Heuston Station and Inchicore.							
UP MAIN	<p>Maximum Line Speed Limit Subject to lower limits set out below</p> <p>Through Cork Station and yard Cork to Rathpeacon (including tunnel) Cork to Rathpeacon Rathpeacon to Mallow Rathpeacon to Mallow Rathpeacon to Mallow Mallow Station to and through Killarney Junction (down trains to Tralee Line running over Up Line) Through Mallow Station & To Charleville Mallow Station; entering and leaving Up Yard Mallow to Charleville Mallow to Charleville Mallow to Charleville Mallow to Charleville Mallow to Charleville Mallow to Charleville Mallow to and through Charleville Charleville to Limerick Junct. (Emly AHB) Charleville to Limerick Junction Charleville to Limerick Jct Charleville to Limerick Junction Through Limerick Junction Yard Limerick Junction; entering & leaving platforms Through Limerick Junction Loop to main line Limerick Junction to Thurles Limerick Junction to Thurles</p>	Up Up " " " " " Down Up " Up & Down Up "	165¾ 165¾ 165⅞ 164¼ 162 153¾ 150¾ 144.75 145¼ - 143¼ 140¼ 138½ 134¼ 133¼ 131¼ 114¾ 110 108¼ 107½ 107¼ 107¼ - - 106½ 106¼	0 165⅞ 164¼ 162 153¾ 150¾ Killarney Junction 143¼ - 140¼ 138½ 134¼ 133¼ 131¼ 129 113½ 108¼ 107½ 107¼ 106½ - - 106¼ 105	100 15 30 70 90 70 90 40 80 10 90 80 90 85 90 80 80 60 40 25 15 20 25 40 90	160 25 50 110 145 110 145 65 130 15 145 130 145 130 145 130 130 145 95 65 40 25 30 40 145		201 class may operate normally at speeds shown in adjacent columns

	Limerick Junct to Thurles (Grange AHB)	"	105	103¾	80	130		
	Limerick Junction to Thurles	"	103¾	89¾	90	145		
	Limerick Junction to Thurles	"	89¾	87¾	80	130		
	Limerick Junction to Thurles	"	87¾	87¼	70	110		
	Thurles to Lisduff	"	87¼	72¾	90	145		
	Through Lisduff	"	72¾	72¼	80	130		
	Lisduff to Ballybrophy	"	72¼	67	90	145		
	Through Ballybrophy Station	"	67	66½	70	110		
	Ballybrophy to Portlaoise	CH	66½	50¾	90	145		
	Through Portarlinton Station	CH	41¾	41½	80	130		
	Cherryville through Kildare to Curragh	CH	32½	28½	90	145		
	Kildare to Curragh	CH	28½	27¾	80	130		
	Curragh to Hazelhatch	CH	27¾	10½	90	145		
	Hazelhatch to Cherry Orchard	CH	Up Slow 10½	3	70	110		
			The Up Slow Line is the right hand of the two lines running in the up direction through the four track section between Hazelhatch and Park West & Cherry Orchard					
	Cherry Orchard to Inchicore	CH	Up Fast 10½	3	100	160		
	Inchicore to Heuston Station	CH	Up 3	2¼	90	145		
	Inchicore to Heuston Station	"	2¼	1½	60	95		
	Inchicore to Heuston Station	"	1½	1¼	40	65		
	Inchicore to Heuston Station	"	1¼	0½	25	40		
	Crossover No.706 Up Main to Down Main	"	"	near 1⅝	40	65		
	Crossover No. 709 Up Main to Down Main	"	"	near 0⅞	25	40		
	Approaching Heuston Station	"	0½	0	10	15		
	<u>DOWN TRAINS</u>	-						
	Permitted speeds for down trains operating over the Up Line between Heuston Station and Inchicore							
	Leaving Heuston Station	Down	0	0½	20	30		
	Leaving Heuston Station	"	0½	0¾	25	40		
	Crossover No.705 Up Main to Down Main	"	"	near 1⅝	40	65		
	Islandbridge Junction to and through Inchicore	"	0¾	2⅜	60	95		
	Crossover No.698 Up Main to Down Main	"	"	near 2⅜	60	95		
Cork (Kent Station) to Cobh DOWN LINE	Maximum Line Speed Limits subject to lower limits set out below	Down	165¾	176¼	50	80	201 Class may operate normally at speeds shown in adjacent columns	
	Approaching Cobh Station	Down	176¼	176½	30	50		
	Approaching Cobh Station	"	176½	176¾	15	25		
Cobh to Cork (Kent Station) UP LINE	Maximum Line Speed Limits subject to lower limits set out below	Up	176¾	166	50	80	201 Class may operate normally at speeds shown in adjacent columns	

	Approaching Cork (Kent Station)	Up	166	165¾	30	50		
Glounthaune to Midleton	Maximum Line Speed Limit subject to lower limits set out below	Down	0	6½	60	95		
		Down	0.175 yds	0.800 yds	40	65		
		"	6¼	6m 550 yds	40	65		
		"	6m 550yds	6m 690yds	20	30		
		Up	6½	0	60	95		
		Up	2¾	2¼	30	50		
			0¾	0.70 yds	40	65		
Islandbridge Jctn to North Wall (via North Wall GSWR Branch) UP LINE	Maximum Line Speed Limit Subject to lower limits set out below Through Islandbridge Junction Through North Strand Junction North Strand Junction to North Wall Through Church Road Junction	Up	0	5¼	30	50	201 class may operate normally at the speeds shown in adjacent columns	
		"		Through Junction	20	30		
		"		Through Junction	20	30		
		"	4.25	5.25	20	30		
		"		Through Junction	20	30		
Islandbridge Jctn to Phoenix Park Tunnel MIDDLE ROAD		Up and Down	0	0½	25	40	201 class may operate normally at the speeds shown in adjacent columns	
North Wall to Islandbridge Jctn (via North Wall GSWR Branch) DOWN LINE	Maximum Line Speed Limit Subject to lower limits set out below North Wall to North Strand Junction Through Church Road Junction Through North Strand Junction Through Islandbridge Junction Departing Platform No.10 Approaching Platform No.10	Down	5¼	0	30	50	201 class may operate normally at the speeds shown in adjacent columns	
		"	5¼	4¼	20	30		
		"		Through Junction	20	30		
		"		Through Junction	20	30		
		"		Through Junction	20	30		
		"	-		20	30		
		Up	-		10	15		
North Strand Jctn to Connolly Station	Maximum Line Speed Limit (Through North Strand Junction to and from Connolly Station)	Up & Down	-	-	15	25	201 class may operate normally at the speeds shown in adjacent columns	
Cherryville Junction to Kilkenny	Maximum Line Speed Limit; subject to lower limits set out below	Up & Down	32½ and 28¼	78¾ 30%	80	130	201 class may operate normally at the speeds shown in adjacent columns	

	Cherryville Junction Cherryville Junction to Athy Cherryville Junction to Athy Athy to Carlow Through Carlow Station (up and down platforms) Carlow to Muine Bheag Carlow to Muine Bheag Through Muine Bheag Station Muine Bheag to Lavistown North Jct. Lavistown North to Lavistown West Lavistown West to Kilkenny Lavistown West to Kilkenny Lavistown West to Kilkenny	CH CH	Up & Down Up Up & Down Down Up & Down Up Down Up & Down Up Up & Down Down "	Through Junction 32½ 32¾ 55 55½ 56 65¼ 65¾ 66¼ 66¾ 78¾ 29,25 28¾ 28¼	32¾ 34 55½ 56 65¾ 66¼ 78¾ 28¾ 28¾	20 35 55 55 30 55 60 40 60 55 55 30 15	30 55 90 90 50 90 95 65 95 90 90 50 25	
Asbestos Cement Siding Athy	Maximum Line Speed Limit		Up & Down	-	-	5	10	201 class not permitted
Lavistown Loop (Lavistown North Jctn to Lavistown South Jctn)	Maximum Line Speed Limit		Up & Down	0	0%	25	40	201 class may operate normally at the speeds shown in adjacent columns
Kilkenny to Waterford West Cabin (Plunkett Station)	Maximum Line Speed Limit; subject to lower limits set out below Lavistown West to Kilkenny Lavistown West to Kilkenny Lavistown West to Kilkenny Lavistown to Lavistown South Junction Lavistown South Jct. to Ballyhale Lavistown South Jct. to Ballyhale Lavistown South Jct. to Ballyhale Lavistown South Jct. to Ballyhale Ballyhale to Waterford Ballyhale to Waterford Ballyhale to Waterford Ballyhale to Waterford	CH CH	Up & Down Up " " Up & Down " " " " " " Down Up & Down	28¼ 28¼ 28¾ 28¾ 30½ 38½ 38¾ 39¾ 40¾ 47¾ 51 57¾ 58¾	58½ 28¾ 29¼ 30¾ 38¾ 39¾ 40¾ 41½ 49 53¾ 58¾ 58½	80 15 30 55 60 70 65 70 70 55 30	130 25 50 90 95 80 110 100 110 110 90 50	201 class may operate normally at speeds shown in adjacent columns
Portarlinton to Athlone	Maximum Line Speed Limit Subject to lower limits set out below Through Portarlinton Junction Portarlinton to Geashill Portarlinton to Geashill Geashill to Tullamore Geashill to and through Tullamore Station		Up & Down " " Up Down Up & Down	41¾ - 41¾ 42 57¼ 57½	80¾ - 42 42½ 57½ 58	80 20 30 50 60 40	130 30 50 80 95 65	201 class may operate normally at speeds shown in adjacent columns

	Through Killarney yard; main line Through Killarney yard; to and from station Killarney to Farranfore Killarney to Farranfore Killarney to Farranfore Killarney to Farranfore Through Farranfore Station; main line Through Farranfore Station; loop Farranfore to Tralee Farranfore to Tralee Farranfore to Tralee Farranfore to Tralee Approaching Tralee Station Approaching and leaving Tralee Station	" " Down Up " Up & Down " " Up " Down " "	39¾ - 39¾ 39¾ 40 40¼ 50¼ 50¼ 50¼ 51 50¾ 60¾ 61 61¼	39¾ - 40¼ 40 40¼ 50¼ 50¼ 51 60¾ 61 61½	15 15 40 25 40 60 30 30 40 60 60 40 25 15	25 25 65 40 65 95 50 50 65 95 95 65 40 25			
Limerick (Colbert Station) to Killonan Junction DOWN LINE	Maximum Line Speed Limit Subject to lower limits set out below Leaving Limerick Station Through Killonan Junction	Down Down "	0 0 At	4¼ 0½ 4¼	60 15 40	95 25 65	201 class may operate normally at speeds shown in adjacent columns		
Killonan Junction to Limerick (Colbert Station) UP LINE	Maximum Line Speed Limit Subject to lower limits set out below Approaching Limerick Station Approaching Limerick Station	Up Up "	4¼ 1 0¾	0 0¾ 0	60 25 15	95 40 25	201 class may operate normally at speeds shown in adjacent columns		
Killonan Junction to Limerick Junction	Maximum Line Speed Limit Subject to lower limits set out below Through Limerick Junction Loop to main line Limerick Junction (entering and leaving bay platforms)	Up & Down Up & Down "	4¼ - -	21½ - -	70 20 15	110 30 25	201 class may operate normally at speeds shown in adjacent columns		
Limerick Junction to Waterford West Cabin (Plunkett Station)	Maximum Line Speed Limit Subject to lower limits set out below Dromkeen to Limerick Junction	CH CH " " " " " "	Up & Down Down " " " " " "	21½ 21½ 24½ 30½ 33½ 47¾ 56½ 60¾	76½ 21¾+100yds 26 31¾ 44¼ 50¼ 58½ 66¾	50 30 40 40 40 40 40 40	80 50 65 65 65 65 65 65	201 class only permitted in emergency at maximum speed of 25 mph (40 km/h)	

	Carrick-on-Suir to Waterford West	"	68	68½	40	65		
		"	70	71½	40	65		
		"	71½	72½	35	55		
	Dunkitt Viaduct	"	72½	75¾	40	65		
		"	75¾	75¾	15	25		
		"	75¾	76½	40	65		
Waterford West Cabin (Plunkett Station) to Rosslare Strand	Maximum Line Speed Limit Subject to lower limits set out below	Up & Down	75¾	110¾	40	65	201 class only permitted in emergency on passenger trains They may operate normally to Wellingtonbridge on freight trains but at a maximum speed of 30 mph = 50 km/h	
	Waterford West to Abbey Junction	Up & Down	75¾	76¼	20	30		
	Abbey Junction to Wellingtonbridge	Down	81¾	81¾	20	30		
	Abbey Junction to Wellingtonbridge (Over Barrow Bridge)	Up & Down	81¾	82	5	10		
	Abbey Junction to Wellingtonbridge	Up	82	82¼	20	30		
	Waterford to Wellington Bridge	Down	87	87¼	35	55	30	50
	Wellington Bridge to Rosslare Strand	Down	94¾	95¼	35	55	30	50
	Wellington Bridge to Rosslare Strand	Up & Down	95¼	97¼	30	50		
	Wellington Bridge to Rosslare Strand	"	104¼	105½	30	50		
Rosslare Strand to Rosslare Europort	See main table: Greystones to Rosslare Europort							
Limerick (Colbert Station) to Foynes	Maximum Line Speed Limit Subject to lower limit set out below	Line not open to traffic.No trains permitted beyond Ballingrane due to structural condition of Robertstown Viaduct Engineer's trains are subject to maximum 25 mph (40 km/h) speed limit but are not permitted beyond Ballingrane due to the structural condition of Robertstown Viaduct.					201 class not permitted	
Limerick to Cement Factory	Maximum Line Speed Limit Subject to lower limit set out below	Up & Down	-	-	20	30	201 class only permitted in emergency. No reduction	
	Rosbrien Curve	Up & Down	-	-	15	25		
Limerick (Ennis)	Maximum Line Speed Limit Subject to						201 Class may	

Junction) to Ennis	lower limits set out below		Up & Down	0¾	24½	50	80	operate normally at speeds shown in adjacent columns
	Limerick to Ennis		Up & Down	0¾	1½	25	40	
	(Shannon Bridge)		"	1½	3½	40	65	
			"	3½	3¾	30	50	
	Limerick to Ennis		"	3¾	4	50	80	
			"	9¾	10¼	40	65	
Athenry to Ennis	Maximum Line Speed Limit Subject to lower limits set out below		Up (to Limerick)	60m440yds	24m800yds	60	95	201 Class may operate normally at speeds shown in adjacent columns
	Athenry Junction to Athenry Points	CH	Up	60m576yds	60m440yds	20	30	
	Crossing XE207 between Craughwell and Athenry	CH	"	59m1355yds	59m1000yds	45	70	
	Crossing XE197 between Craughwell and Athenry	CH	"	56m1265yds	56m 910yds	45	70	
	Crossing XE184 between Craughwell and Ardrahan	CH	"	54m280yds	53m1685yds	45	70	
	Crossing XE166 between Craughwell and Ardrahan	CH	"	51m1242yds	51m810yds	55	85	
	Crossing XE146 between Ardrahan and Gort	CH	"	46m762yds	46m330yds	55	85	
	Crossing XE123 and Gort Station cascade	CH	"	43m165yds	42m953yds	45	70	
	Crossing XE120, UB100 and Gort Station	CH	"	42m953yds	41m1585yds	30	45	
	Crossings XE74, XE75 and XE76 between Gort and Ennis	CH	"	31m1615yds	31m150yds	45	70	
	Crossing XE67 between Gort and Ennis	CH	"	28m268yds	27m1634yds	50	80	
	Crossings XE62 and XE63 between Gort and Ennis	CH	"	26m1615yds	26m1155yds	45	70	
	Ennis Station	CH	"	25m183yds	24m1708yds	40	60	
	Ennis Station	CH	"	24m1708yds	24m880yds	25	40	
Ennis to Athenry	Maximum Line Speed Limit Subject to lower limits set out below		Down (to Athenry)	24m880yds	60m440yds	60	95	201 Class may operate normally at speeds shown in adjacent columns
	Ennis Station	CH	Down	24m715yds	24m880yds	35	55	
	Ennis Station	CH	"	24m880yds	25m166yds	25	40	
	Crossing XE69 between Ennis and Gort	CH	"	29m1216yds	29m1610yds	50	80	
	Crossings XE75, XE76 and XE77 between Ennis and Gort	CH	"	31m333yds	31m1513yds	40	60	
	Crossing XE78 between Ennis and Gort	CH	"	31m1513yds	31m1710yds	25	40	
	Crossing XE108 between Ennis and Gort - Cascade	CH	"	40m321yds	40m539yds	45	70	
	Crossing XE108 between Ennis and Gort	CH	"	40m539yds	40m780yds	30	45	
	Gort Station and UB100 Cascade	CH	"	42m47yds	42m316yds	45	70	
	Gort Station	CH	"	42m316yds	42m1333yds	30	45	
	Crossings XE124, XE125, XE127 between Gort and Ardrahan	CH	"	42m1333yds	43m345yds	45	70	
	Crossing XE141 between Gort and Ardrahan	CH	"	44m1645yds	45m240yds	45	70	
	Crossing XE146 between Gort and Ardrahan	CH	"	45m1735yds	46m330yds	45	70	
	Crossing XE166 between Ardrahan and Craughwell	CH	"	51m493yds	51m810yds	40	60	
	Crossing XE186 between Ardrahan and Craughwell	CH	"	54m258yds	54m575yds	40	60	
	Crossing XE191 between Craughwell and Athenry	CH	"	55m314yds	55m579yds	45	70	
	Crossing XE191 between Craughwell and Athenry Cascade	CH	"	55m579yds	55m820yds	30	45	
	Athenry	CH	"	59m1488yds	59m1757yds	45	70	

	Athenry Athenry points - Athenry Junction	CH CH	" "	59m1757yds 60m440yds	60m440yds 60m576yds	30 20	45 30		
Athenry to Claremorris	Maximum Line Speed Limit Subject to lower limit set out below Athenry to Tuam		Up & Down "	60.75 and 0 74	76 17 74 $\frac{3}{8}$	25 10	40 15	20 30 Special reduction 201 class only permitted in emergency 10 15	
Glasnevin Junction Southern to Glasnevin Junction Midland	Maximum Line Speed Limit		Up & Down	-	-	30	50	201 class may operate normally at speeds shown in adjacent columns	
Dublin (Liffey Junction) to Maynooth	Maximum Line Speed Limit Subject to lower limits set out below Through Liffey Junction Liffey Junction to Clonsilla Liffey Junction to Clonsilla Liffey Junction to Clonsilla Clonsilla to Maynooth Clonsilla to Maynooth Clonsilla to Maynooth Clonsilla to Maynooth Leixlip Curves and to Maynooth Through Maynooth; down line Clonsilla to Maynooth Maynooth to Enfield	CH CH CH CH	Up & Down Up & Down " " " " " " " " Down " Up & Down	1 $\frac{3}{8}$ 1m 778yds 3 $\frac{3}{8}$ 4 $\frac{1}{4}$ 5 $\frac{1}{4}$ 7 $\frac{1}{4}$ 8 $\frac{3}{4}$ 10 10 $\frac{5}{8}$ 11 $\frac{1}{8}$ 14 $\frac{1}{2}$ 14 $\frac{3}{4}$ 15 $\frac{1}{8}$	15 $\frac{1}{2}$ 1 $\frac{3}{4}$ 3 $\frac{3}{4}$ 4 $\frac{1}{2}$ 6 7 $\frac{3}{4}$ 9 $\frac{1}{4}$ 10 $\frac{5}{8}$ 11 $\frac{1}{8}$ 12 $\frac{3}{8}$ 14 $\frac{3}{4}$ 15 $\frac{1}{2}$	70 30 60 60 60 60 50 60 50 40 40 20 60	110 50 95 95 95 95 80 95 80 65 65 30 95	201 class may operate normally at speeds shown in adjacent column	
Clonsilla Junction to M3 Parkway	Maximum Line Speed Limit Subject to lower limits set out below Through facing crossover at Clonsilla and turnout 254 down main Maynooth line to down main Dunboyne Commuter Dunboyne to M3 Parkway Dunboyne to M3 Parkway across crossovers in down direction Through M3 Parkway	CH CH CH CH	Down Down " " "	7 $\frac{1}{2}$ 7 $\frac{1}{4}$ 11 11 $\frac{1}{4}$ 11 $\frac{1}{2}$	11 $\frac{3}{4}$ 7 $\frac{1}{2}$ 11 $\frac{1}{4}$ 11 $\frac{1}{2}$ 11 $\frac{3}{4}$	70 20 50 35 20	115 30 80 55 30		
M3 Parkway to Clonsilla Junction	Maximum Line Speed Limit Subject to lower limits set out below Through M3 Parkway M3 Parkway to Dunboyne from down platform at M3	CH CH	Up Up "	11 $\frac{3}{4}$ 11 $\frac{3}{4}$ 11 $\frac{1}{2}$	7 $\frac{1}{4}$ 11 $\frac{1}{2}$ 11 $\frac{1}{4}$	70 20 35	115 30 55		

	Parkway across crossovers in up direction Through turnout 252 at Clonsilla in the up direction	CH	"	7½	7¼	40	65		
Maynooth to Mullingar	Maximum Line Speed Limit, subject to lower limits set out below Maynooth to Enfield Maynooth to Enfield Maynooth to Enfield Maynooth to Enfield Through Enfield Main Through Enfield Loop Enfield to Killucan Enfield to Killucan Enfield to Killucan Through Killucan Yard (Main line) Approaching Mullingar Approaching Mullingar Through Mullingar Station	CH CH CH CH	Up & Down " " " Down Up & Down Up & Down Up Up & Down " " Down " Up & Down	15½ 18½ 18¾ 23½ 25¾ 26⅞ 26⅞ 26⅞ 29¼ 32½ 41⅞ 49½ 49¾ 50	50¾ 18¾ 19¾ 25 26⅞ 26⅞ 26⅞ 27 31¼ 34¾ 41⅞ 49¾ 50 50¾	75 60 70 70 60 40 30 60 70 70 70 50 35 20	120 95 110 110 95 65 50 95 110 110 110 80 55 30		201 class may operate normally at speeds shown in adjacent columns
Mullingar to Athlone	Maximum Line Speed Limit Subject to lower limit set out below Moate to Athlone		Up & Down Up & Down	50¼ 72¾	77¾ 73¾	30 10	50 15		201 class only permitted in emergency at speeds shown in adjacent columns
Athlone to Galway	Maximum Line Speed Limit Subject to lower limits set out below Shannon Bridge Athlone to Ballinasloe Athlone to Ballinasloe Athlone to Ballinasloe Athlone to Ballinasloe Through Ballinasloe (Main Line) Through Woodlawn Station, Main Line, Through Woodlawn Station, Loop Line, Through Athery Station, Main Line Through Athery Station, Loop Line Athery-Galway Athery-Galway Athery-Galway Athery-Galway Approaching Galway	CH CH CH CH	Up & Down Up & Down Up " Up & Down " " " " " " " " Up Down "	77¾ 77¾ 78¼ 78½ 84⅞ 90¾ 91¼ 101¼ 101¼ 113¼ 113¼ 113¼ 119⅞ 125½ 126 126 126¼	126½ 78¼ 78½ 78¾ 85¾ 91¼ 92 101¾ 101¾ 113¾ 113¾ 113¾ 125½ 126 126½ 126¼ 126½	80 30 35 50 70 80 50 70 40 50 40 70 50 30 30 15	130 50 55 80 110 130 80 110 65 80 65 110 80 50 50 25		201 class may operate normally at speeds shown in adjacent columns
Liffey Junction to	Maximum Line Speed Limit Subject to								201 class may

North Wall via North Wall MGWR Branch	lower limit set out below Through Church Road Junction	Up & Down "	0 -	3 -	30 20	50 30	operate normally at speeds shown in adjacent columns
Newcomen Junction to Connolly Station	Through Newcomen Junction Newcomen Junction to Connolly Station.	Up & Down "	- -	- -	20 10	30 15	201 class may operate normally at speeds shown in adjacent column
Mullingar to Sligo (MacDiarmada Station)	Maximum Line Speed Limit Subject to lower limits set out below Through Mullingar Station Approaching Mullingar Mullingar to Edgeworthstown Through Edgeworthstown Main Line Through Edgeworthstown Loop Longford to Dromod Dromod to Boyle Dromod to Boyle Through Carrick-on-Shannon Station Dromod to Boyle Dromod to Boyle Dromod to Boyle Boyle to Sligo Boyle to Sligo Approaching Sligo Approaching Sligo	Up & Down Up & Down Up " Up & Down " " Down " Up & Down Up " Up & Down " " Down Down	50 50 50 ³ / ₈ 50 ⁵ / ₈ 67 ¹ / ₈ 67 ¹ / ₈ 76 ¹ / ₄ 97 97 ³ / ₈ 97 ³ / ₈ 97 ³ / ₈ 98 ¹ / ₄ 98 ¹ / ₄ 106 129 ¹ / ₄ 133 133 ¹ / ₂ 134	133 50 ³ / ₈ 50 ⁵ / ₈ 51 67 ¹ / ₈ 67 ¹ / ₈ 77 ¹ / ₄ 97 ³ / ₈ 97 ³ / ₈ 97 ³ / ₈ 98 ¹ / ₄ 98 ¹ / ₄ 106 ¹ / ₂ 130 ¹ / ₄ 133 ¹ / ₂ 134 134 ¹ / ₄	75 20 35 50 50 50 35 20 35 50 50 60 50 35 15	120 30 55 80 80 80 80 55 30 55 80 80 95 80 55 25	201 class may operate normally at speeds shown in adjacent columns as far as Longford Between Lognford and Sligo they may only operate in emergencies at speeds shown in adjacent columns
Sligo to Sligo Quay	Maximum Line Speed Limit Subject to lower limit set out below (as far as Public Rd. Crossing at Quay)	Up & Down	-	-	10	15	201 class not permitted
Athlone to Westport	Maximum Line Speed Limit Subject to lower limits set out below Leaving/Approaching Junction with Galway Line Approaching Athlone Approaching Athlone Through Knockcroghery Knockcroghery to Roscommon Roscommon to Castlereagh Approaching Roscommon Roscommon to Castlereagh	Up & Down Up & Down Up " Up & Down " " Up "	78 ¹ / ₄ 78 ¹ / ₄ 78 ³ / ₈ 79 ³ / ₈ 89 ³ / ₈ 95 ³ / ₈ 96 ¹ / ₄ 96 ³ / ₄ 96 ³ / ₄ 112 ¹ / ₄	161 78 ³ / ₈ 79 ³ / ₈ 90 ³ / ₈ 96 ¹ / ₄ 96 ³ / ₄ 97 112 ¹ / ₂	70 20 30 45 50 40 30 45 45	110 30 50 70 80 65 50 70 70	201 class may operate normally at speeds shown in adjacent columns

	Approaching Ballyhaunis Through Ballyhaunis Through Ballyhaunis Approaching Ballyhaunis Approaching Ballyhaunis Ballyhaunis to Claremorris Ballyhaunis to Claremorris Ballyhaunis to Claremorris Claremorris: Crossover at Dublin end of platform Claremorris to Manulla Junction Manulla Junction to Castlebar Through Castlebar to Westport Castlebar to Westport Castlebar to Westport Approaching Westport Approaching Westport Approaching Westport	Down " Up & Down Up " Down Up Down " Up & Down Down Up & Down Up Up & Down Down " "	123 ³ / ₈ 123 ³ / ₈ 123 ³ / ₈ 124 ³ / ₈ 124 ³ / ₈ 134 ¹ / ₄ 134 ¹ / ₂ 134 ¹ / ₂ - 134 ⁷ / ₈ 149 ⁷ / ₈ 149 ⁷ / ₈ 150 ⁷ / ₈ 150 ⁷ / ₈ 156 ¹ / ₄ 160 160 ¹ / ₂ 160 ³ / ₄	123 ³ / ₈ 123 ³ / ₈ 124 ³ / ₈ 124 ³ / ₈ 124 ³ / ₈ 134 ¹ / ₂ 134 ¹ / ₂ 134 ¹ / ₂ - 135 ¹ / ₄ 149 ⁷ / ₈ 150 ⁷ / ₈ 150 ⁷ / ₈ 156 ³ / ₄ 160 ¹ / ₂ 160 ³ / ₄ 161	45 30 20 30 45 45 40 30 15 40 45 30 45 60 50 35 15	70 50 30 50 70 70 65 50 25 65 70 50 70 95 80 55 25		
Manulla Junction to Ballina	Maximum Line Speed Limit Subject to lower limits set out below Through Manulla Junction Approaching Manulla Junction Manulla Junction to Ballina Approaching Ballina Approaching Ballina	Up & Down Up & Down Up " Down "	145 ⁷ / ₈ - 146 ¹ / ₂ 145 ⁷ / ₈ 165 ³ / ₄ 166 ¹ / ₈	166 ¹ / ₂ - 146 ³ / ₄ 146 ¹ / ₂ 166 ¹ / ₈ 166 ¹ / ₂	60 20 30 20 40 20	95 30 50 30 65 30	201 class may operate normally at speeds shown in adjacent columns	
Dublin (Connolly Station) to Dundalk/ The Border DOWN LINE	Maximum Line Speed Limit Subject to lower limits set out below Leaving Connolly Suburban Station, via Ossary Road Junction Connolly Station to Howth Junction Connolly Station to and through Howth Junction Through Malahide Station Approaching Drogheda (McBride Station) Approaching Drogheda Through Drogheda Station and across the Boyne Viaduct Dundalk (Clarke Station) to the Border	Down Down " " " " " "	0 - 0 0 ⁷ / ₈ 8 ³ / ₄ 30 ³ / ₄ 31 ¹ / ₈ 31 ¹ / ₂ 58 ¹ / ₂	59 ⁹ / ₈ DART - 0 ⁷ / ₈ 5 ¹ / ₄ 9 ¹ / ₄ 31 ¹ / ₈ 31 ¹ / ₂ 32 ¹ / ₄ 59 ¹ / ₄	90 60 20 20 70 70 70 50 30 85	145 100 30 30 110 110 110 80 50 135	201 class may operate at speeds shown in adjacent columns	
The Border/Dundalk to Dublin (Connolly Station) UP LINE	Maximum Line Speed Limit Subject to lower limits set out below The Border to Dundalk (Clarke Station)	Up Up	59 ⁹ / ₈ 59 ¹ / ₄	0 DART 58 ¹ / ₂	90 60 85	145 100 135	201 class may operate normally at speeds shown in adjacent columns	

	Approaching the Boyne Viaduct Approaching the Boyne Viaduct Across the Boyne Viaduct and through Drogheda (McBride Station) Drogheda (McBride Station) Through Malahide Station Approaching Howth Junction to Connolly Howth Junction to Connolly Howth Junction to Connolly Howth Junction to Connolly Approaching Connolly Suburban Station, through Ossary Road Junction	" " " " " " " " "	33¼ 32¾ 32¼ 31⅞ 9¼ 5¼ 1½ 1 0.75 -	32¾ 32¼ 31⅞ 31½ 8¾ 1½ 1 0¾ 0 -	70 50 30 25 50 70 45 30 20 20	110 80 50 40 80 110 70 50 30 30		
East Wall Branch East Wall Junction to Church Road Jn.	Maximum Line Speed Limit	Up & Down	-	-	20	30	201 class may operate normally at speeds shown in adjacent columns	
Howth Branch DOWN LINE	Maximum Line Speed Limit Subject to lower limits set out below Through Howth Junction and Station Approaching Howth Station Approaching Howth Station	Down Down " "	0 0 3 3¼	3½ DART OTHER 0½ ¾ ¾	60 50 20 30 15	100 80 30 45 25	201 class may operate normally at speeds shown in adjacent columns	
Howth Branch UP LINE	Maximum Line Speed Limit Subject to lower limits set out below Approaching Howth Junction Station Through Howth Junction and Station	Up Up "	3½ 0¾ 0½	0 DART OTHER 0½ 0	60 50 30 20	100 80 45 30	201 class may operate normally at speeds shown in adjacent columns	
Drogheda-Navan (including Tara Mines)	Maximum Line Speed Limit Subject to lower limit set out below	Up & Down Up & Down	0 17	17 17 3/8	25 5	40 10	201 class may operate normally at speeds shown in adjacent columns	
Navan Junction- Kingscourt	Maximum Line Speed Limit	Up & Down Up & Down	31 50%	50% 50½	20 5	30 10	201 class not permitted	
Barrack Street	Maximum Line Speed Limit						201 class may	

Branch		Up & Down	-	-	25	40	operate normally at speeds shown in adjacent column
Dublin (Connolly Station) to Bray DOWN LINE (Southbound)	Mileage Includes:		1 - 0 0 - 12 10% - 13	(Connolly - Pearse) (Pearse - Shangannagh) (Shangannagh - Bray)			
Maximum Line Speed Limit Subject to lower limits set out below		Down	-	- DART	60 60	95 100	201 class may operate normally at speeds shown in adjacent columns
Through Connolly Station		Down	-	-	20	30	
Connolly Station, to and THROUGH Pearse Station, to Grand Canal Dock Station	CH	"	Connolly	0½	30	50	
Relief Main at Pearse Station		Up & Down	-	-	20	30	
Through Grand Canal Dock Station	CH	Down	0½	0¾	25	40	
Salthill to Dun Laoghaire		"	5½	5¾	45	70	
Salthill, through Dun Laoghaire, to Glenageary		"	5¾	6⅛	30	50	
Salthill to Glenageary		"	6⅛	6¾	20	30	
Salthill to Dalkey		"	6¾	8¾	30	50	
Dalkey to Killiney		"	8¾	9¾	40	65	
Through Bray (Daly Station)		"	11½	12	40	65	
Through Bray (Daly Station) towards Greystones		"	12	13	25	40	
Bray to Connolly Station UP LINE (Northbound)	Mileage Includes:		13 - 10% 12 - 0 0 - 1	(Bray - Shangannagh) (Shangannagh - Pearse) (Pearse - Connolly)			
Maximum Line Speed Limit Subject to lower limits set out below		Up	-	- DART	60 60	95 100	201 class may operate normally at speeds shown in adjacent columns
From Greystones, through Bray (Daly Station)		"	13	12	25	40	
Killiney to Dalkey		"	9¾	8¾	40	65	
Dalkey to Sandycove		"	8¾	6¾	30	50	
Sandycove to Dun Laoghaire		"	6¾	6⅛	20	30	
Through Dun Laoghaire to Salthill		"	6⅛	5¾	30	50	
Lansdowne Road to Grand Canal Dock	CH	"	1	0¾	40	65	
Through Grand Canal Dock Station	CH	"	0¾	0½	25	40	
Grand Canal Dock Station to and through Pearse Station to Connolly Station		"	0½	Connolly	30	50	
Through Connolly Station		"	-	-	20	30	

Bray to Greystones	Maximum Line Speed Limit, subject to lower limits set out below	Up & Down	13	17¼ DART	60 60	95 100	201 class may operate normally at speeds shown in adjacent columns
	Bray to Greystones	Up & Down	13	13½	50	80	
	Bray to Greystones	"	13½	15½	40	65	
	Through Greystones Station Up Loop	"	16¾	17¼	40	65	
	Through Greystones Station Down Main	"	16¾	17¼	50	80	
Greystones to Rosslare Europort	Mileage Includes: 17¼ - 92¾ (Greystones - Wexford) 6¼ - 0 (Wexford - Rosslare Strand) 110¾ - 114¼ (Rosslare Strand - Rosslare Europort)						
	Maximum Line Speed Limit, subject to lower limits set out below	Up & Down	-	-	70	110	201 class may operate normally to Arklow. Between Arklow and Rosslare they may only operate in emergencies on passenger trains, at speeds shown in adjacent column
	Greystones to Wicklow	Down	27¼	27½	50	80	
	Greystones to Wicklow Through Wicklow Station and Yard	Down	27½	27¾	35	55	
	Wicklow to Rathdrum	Up & Down	27¾	28¼	20	30	
	Wicklow to Rathdrum	Up	28¼	28½	35	55	
	Wicklow to Rathdrum	"	28½	28¾	50	80	
	Wicklow to Rathdrum	Down	36½	37	65	100	
	Wicklow to Rathdrum	Up	36½	37¼	65	100	
	Wicklow to Rathdrum Through Rathdrum	Down	37	37¼	45	70	
	Rathdrum to Arklow	Up & Down	37¼	38	30	50	
	Rathdrum to Arklow	Up	38	38¼	45	70	
	Rathdrum to Arklow	Down	38	41¼	60	95	
	Rathdrum to Arklow	Up	38¼	41¼	60	95	
	Rathdrum to Arklow	Up & Down	41¼	42¾	50	80	
	Rathdrum to Arklow	"	42¾	44¼	60	95	
	Rathdrum to Arklow	"	44¼	45½	50	80	
	Rathdrum to Arklow	"	45½	48¾	60	95	
	Rathdrum to and through Arklow Station, Main Line	"	48¾	49	40	65	
	Arklow to Gorey	Up	49	49¼	55	90	
	Arklow to Gorey	"	49¼	49½	25	40	
	Arklow to Gorey	Up & Down	57⅞	59¼	60	95	
	Through Gorey Station, Main Line	"	59¼	59½	40	65	
	Gorey to Enniscorthy	Up	59½	59¾	25	40	
	Gorey to Enniscorthy	Up & Down	74½	76	60	95	
	Gorey to Enniscorthy	"	76	77½	50	80	
	Through Enniscorthy Tunnel	"	77½	78¼	30	50	
	Enniscorthy to Wexford	"	78¼	78½	40	65	
	Enniscorthy to Wexford	"	81¼	81½	60	95	
	Enniscorthy to Wexford	"	81½	82¾	50	80	
	Enniscorthy to Wexford	"	82¾	84¾	40	65	

Enniscorthy to Wexford	"	84¾	86½	60	95		
Enniscorthy to Wexford	"	86½	87	40	65		
Wexford North to Wexford South	Down	87	92¼	50	80		
Wexford North to Wexford South	Up	87	92¾	50	80		
Wexford North to Wexford South	Down	92¼	92¾	25	40		
Wexford South to Rosslare Strand	Up & Down	6¼	5⅞	5	10		
Wexford South to Rosslare Strand	Up	5¾	5	25	40		
Wexford South to Rosslare Strand	"	5	4½	40	65		
Wexford South to Rosslare Strand	Down	5⅞	4½	40	65		
Through Rosslare Strand	Up & Down	0¾	0	65	105		
	Up & Down	110¾	111¼	65	105		
Rosslare Strand to Rosslare Europort	"	111¼	111⅞	25	40		
Rosslare Strand to Rosslare Europort	"	112¾	113	60	95		
Rosslare Strand to Rosslare Europort	"	113	113¾	40	65		
Rosslare Europort Station	"	113¾	114	15	25		

November 2010

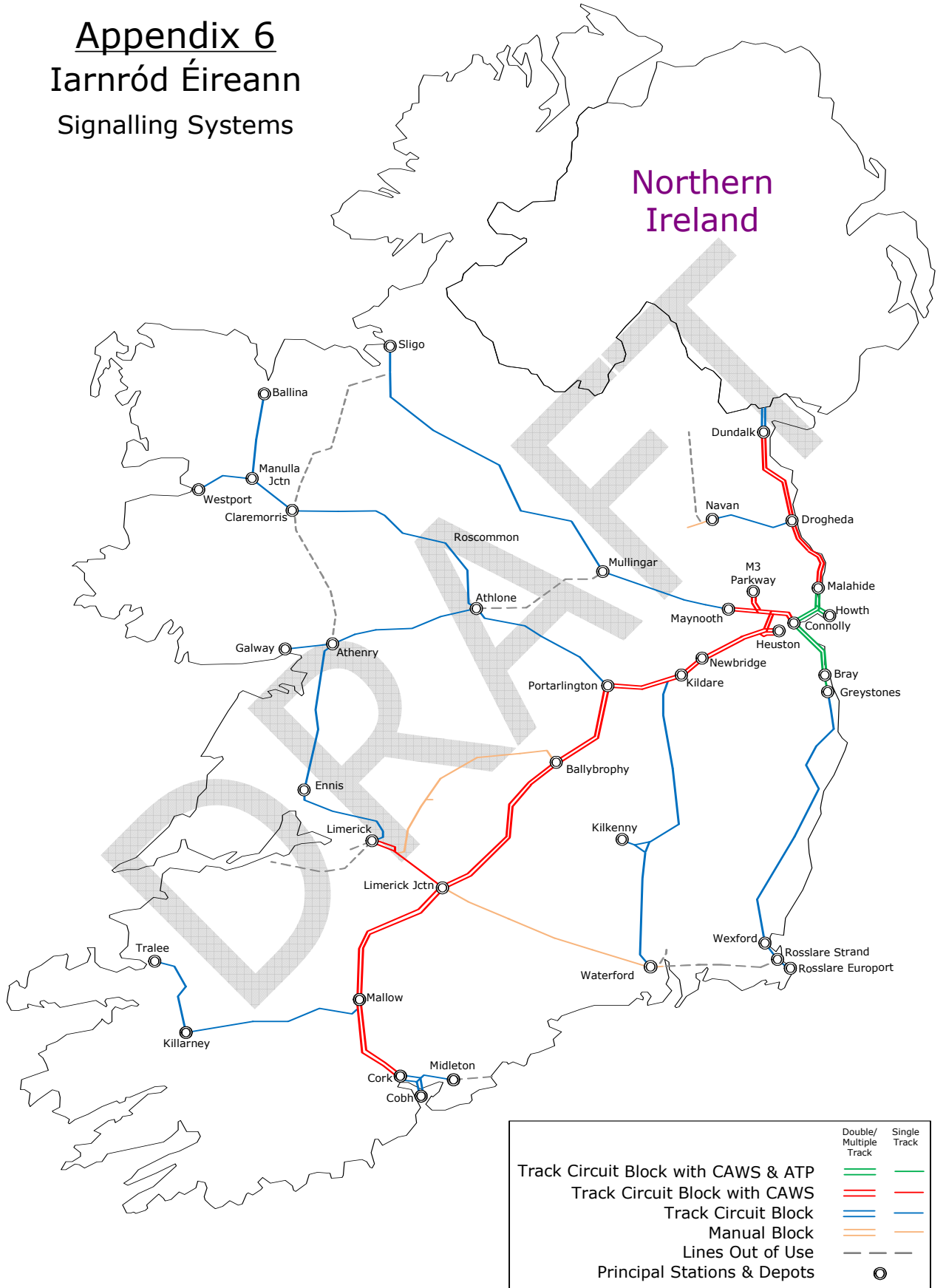
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Appendix 6

Iarnród Éireann

Signalling Systems

Northern
Ireland

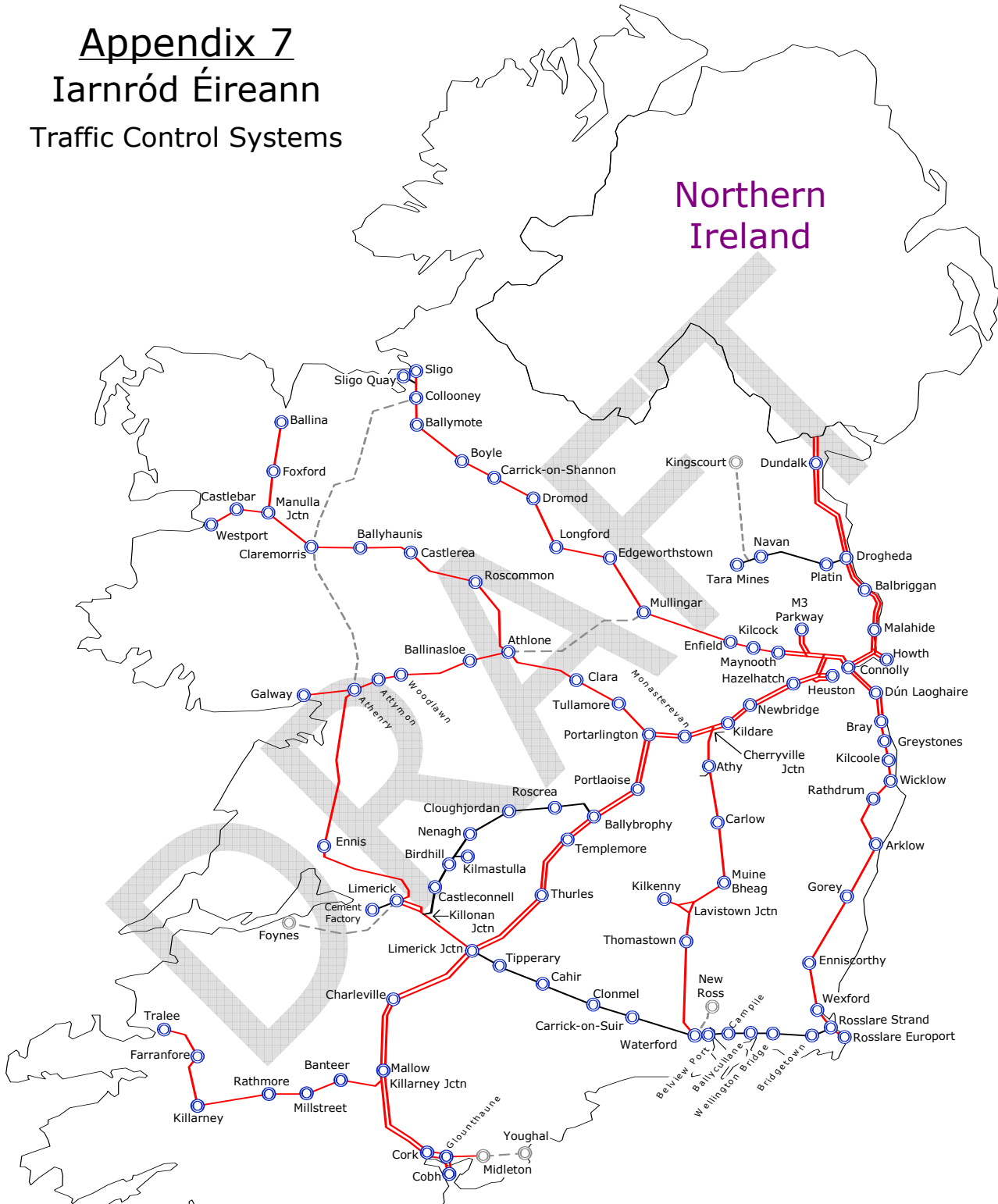




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Appendix 7

Iarnród Éireann

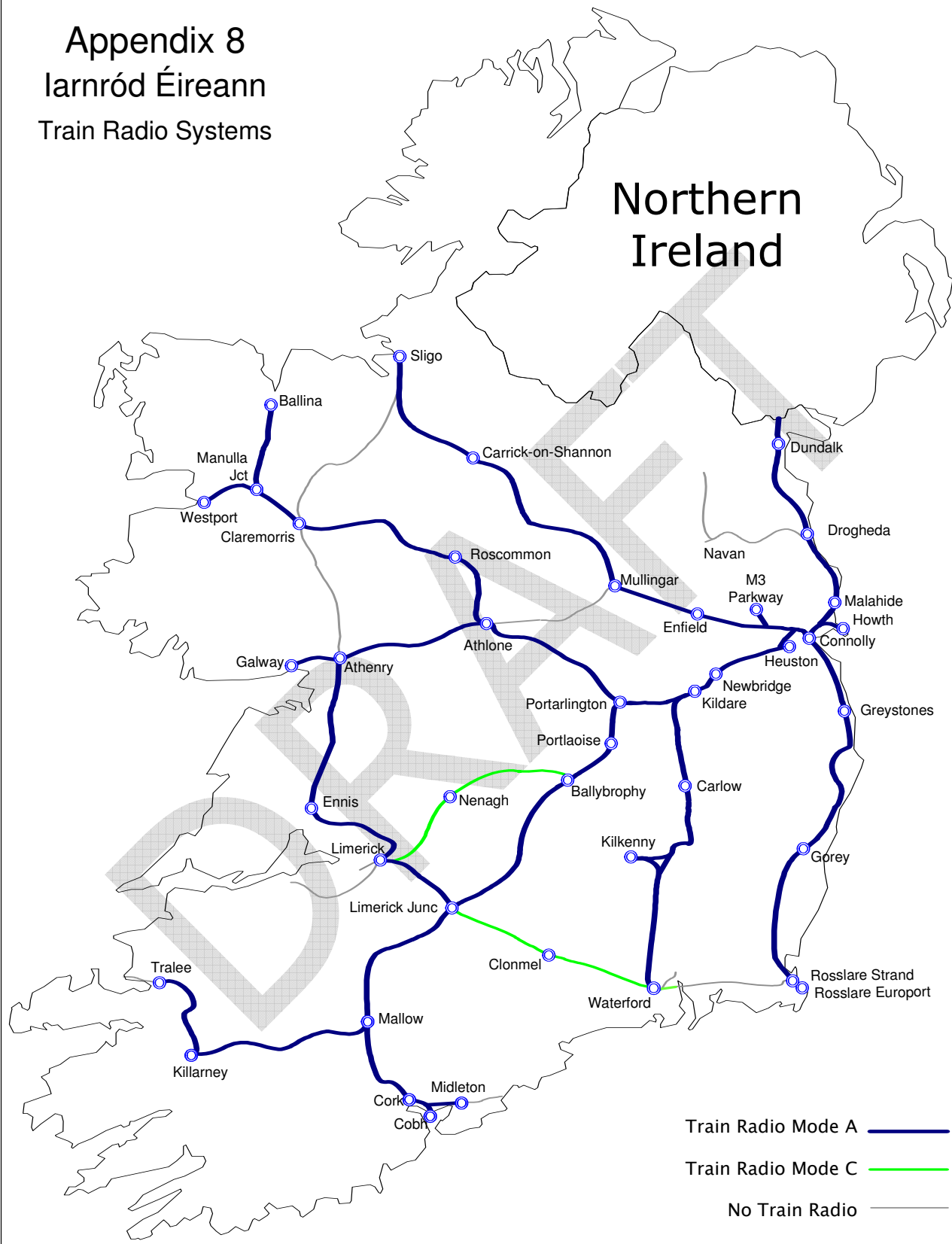
Traffic Control Systems



Centralised Traffic Control	
Controlled from local signal cabins	

Appendix 8
Iarnród Éireann
Train Radio Systems

Northern
Ireland



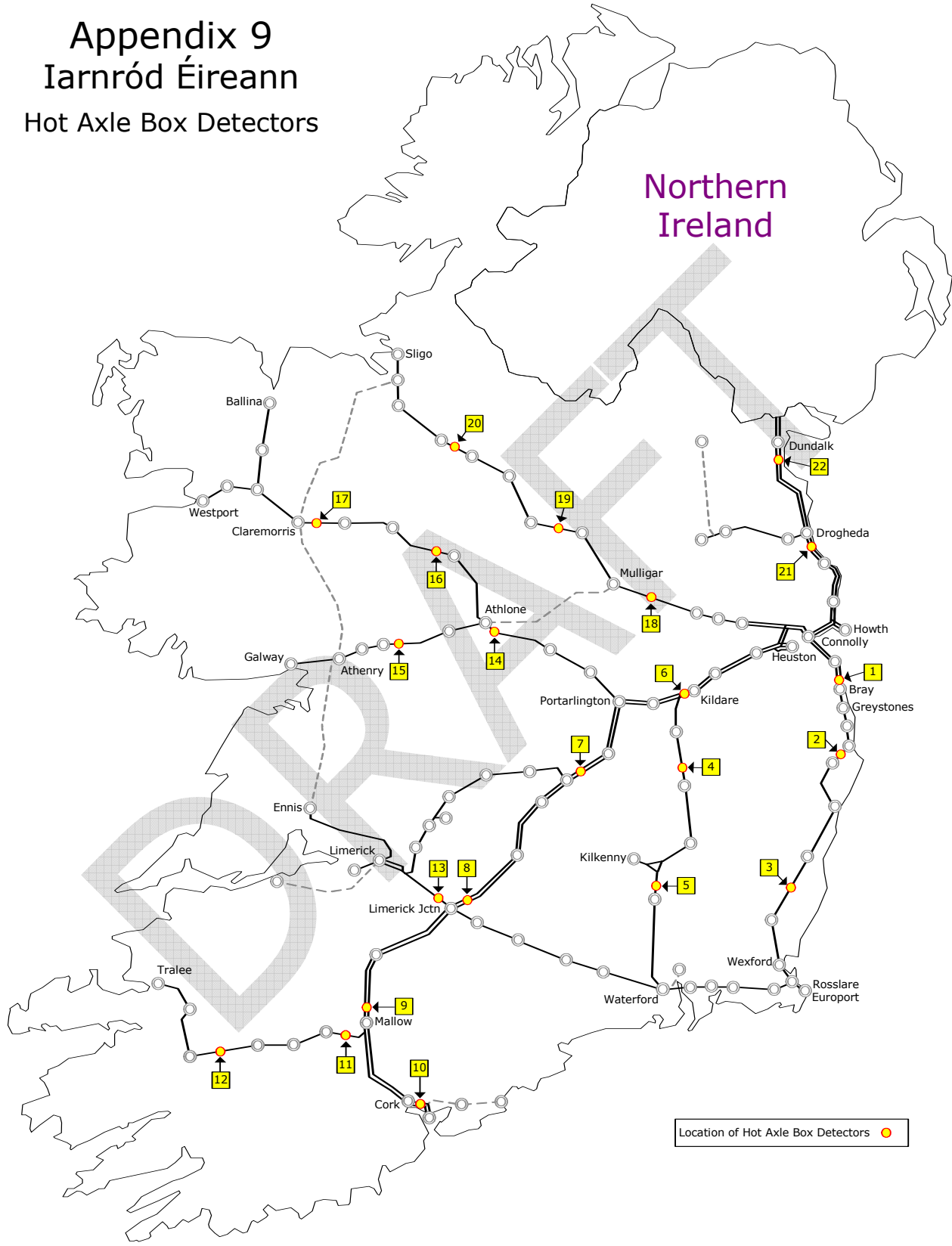
Train Radio Mode A ———
Train Radio Mode C ———
No Train Radio ———

September 2010

Appendix 9

Iarnród Éireann

Hot Axle Box Detectors



September 2010

Appendix 9

IÉ NETWORK - HOT AXLE BOX DETECTORS (HABD)

DUBLIN - WEXFORD

- 1 Location: Woodbrook
Milepost: 11 miles
HABD Monitoring: Down Line
- 2 Location: Ballymanus Level Crossing
Milepost: 32 miles, 1200 yards
HABD Monitoring: Single Line
- 3 Location: Camolin
Milepost: 67 miles, 120 yds
HABD Monitoring: Single Line

CHERRYVILLE JCTN - WATERFORD

- 4 Location: 51 Mile Post
Milepost: 51 miles
HABD Monitoring: Single Line
- 5 Location: Thomastown
Milepost: 37 miles
HABD Monitoring: Single Line

DUBLIN - CORK

- 23 Location: Straffan
Milepost: 14 miles
HABD Monitoring: Up & Down Lines
- 6 Location: Cherryville Junction
Milepost: 31 miles
HABD Monitoring: Up & Down Lines
- 7 Location: Ballybrophy
Milepost: 63¾ miles
HABD Monitoring: Up & Down Lines
- 8 Location: Limerick Junction
Milepost: 103¾ miles
HABD Monitoring: Up & Down Lines
- 9 Location: Mallow
Milepost: 141 miles
HABD Monitoring: Up & Down Lines

CORK - COBH

- 10 Location: Tivoli
Milepost: 167 miles
HABD Monitoring: Up & Down Lines

MALLOW - TRALEE

- 11 Location: Gortmore No. 2 LC
Milepost: 7¼
HABD Monitoring: Single Line
- 12 Location: Freemount LC
Milepost: 28 miles, 112 yards
HABD Monitoring: Single Line

LIMERICK - WATERFORD

- 13 Location: Oola
Milepost: 19 miles
HABD Monitoring: Single Line

PORTARLINGTON - GALWAY

- 14 Location: Athlone
Milepost: 77¼ miles
HABD Monitoring: Single Line
- 15 Location: Woodlawn
Milepost: 98 miles
HABD Monitoring: Single Line

ATHLONE - WESTPORT

- 16 Location: Fuerty LC
Milepost: 99 miles
HABD Monitoring: Single Line
- 17 Location: Garryredmond LC
Milepost: 131 miles
HABD Monitoring: Single Line

DUBLIN - SLIGO

- 24 Location: Porterstown
Milepost: 6¼ miles
HABD Monitoring: Up Line
- 18 Location: Hill of Down
Milepost: 35½ miles
HABD Monitoring: Single Line
- 19 Location: Clonhard LC
Milepost: 72½ miles
HABD Monitoring: Single Line
- 20 Location: 102 Radio Site
Milepost: 102 miles
HABD Monitoring: Single Line

DUBLIN - BORDER

- 21 Location: Drogheda
Milepost: 28 miles, 1460 yards
HABD Monitoring: Up & Down Lines

- 22 Location: Dundalk
Milepost: 52 miles, 200 yards
HABD Monitoring: Up & Down Lines

LIMERICK - ATHENRY

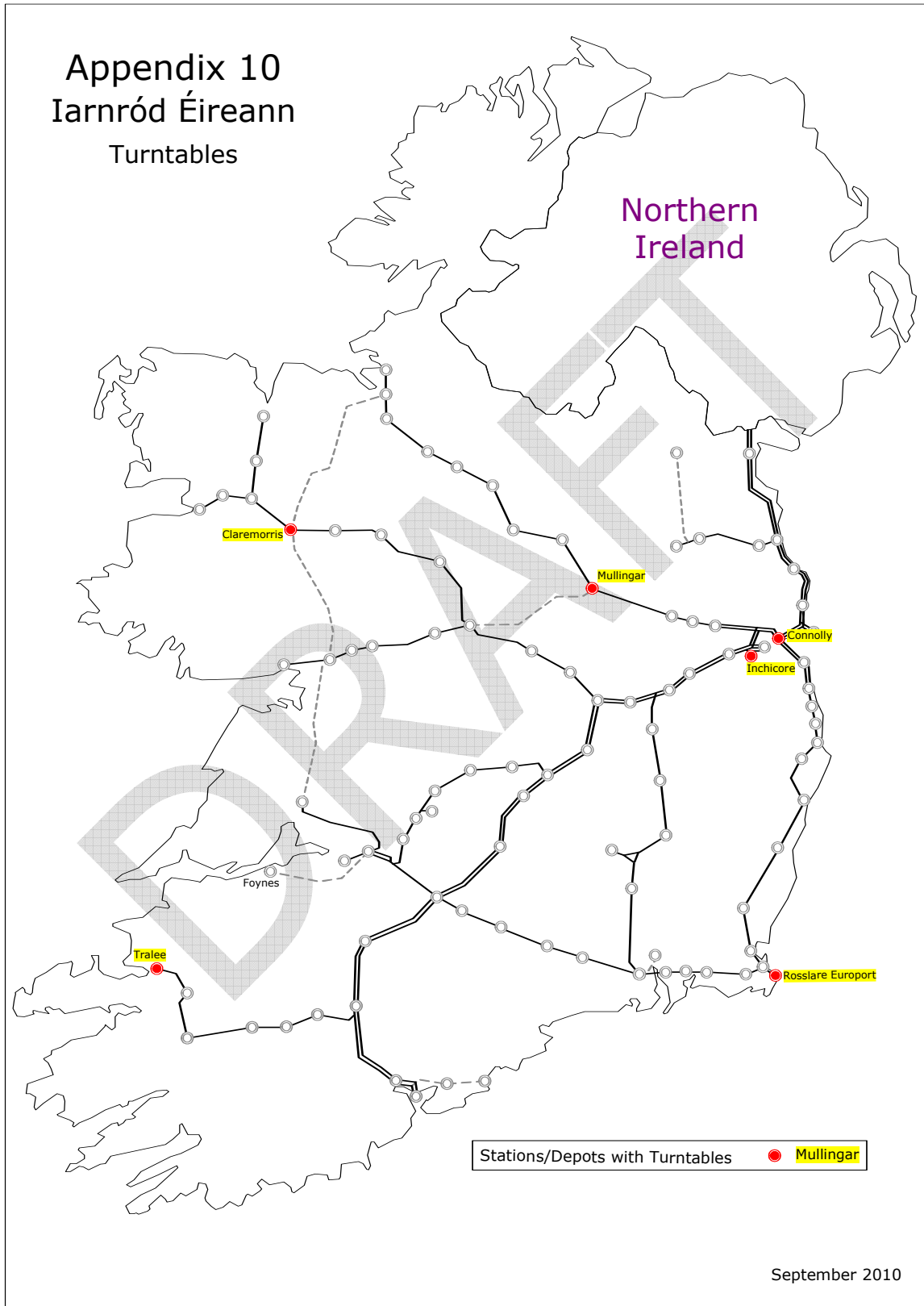
- 25 Location: Crusheen
Milepost: 33 miles
HABD Monitoring: Single Line

September 2010

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Appendix 10

Iarnrod Éireann Network Turntables



Appendix 10

IÉ NETWORK - TURNTABLES

Dublin (Connolly Station)

(1) At locomotive shed

Length: 60' 0"

(2) Adjacent to Platform 7

Length: 45' 0"

Dublin (Inchicore Works)

Length: 60' 0"

Rosslare Europort

Length: 55' 0"

Claremorris

Length: 55' 0"

Tralee

Length: 50' 6"

Mullingar

Length: 50' 0"

Appendix 11 – Delay Attribution Guide

Attributable Categories in the delay attribution regime:

- IÉ Passenger (railway undertaking) - P
- IÉ Freight (railway undertaking) - F
- Enterprise (NIR & IÉ) (railway undertaking) - NIR
- IÉ Infrastructure (infrastructure manager) - INF
- Non Attributable - NA

Delay Causation Description	Attrib. Party	Primary Delay Code	Secondary Delay Code	Delay Causation Description	Attrib. Party	Primary Delay Code	Secondary Delay Code
Operations							
Awaiting driver	P	101	102	WLC Commuter Service	P		
Awaiting guard	P	103	104	WLC Steam Spl	P		
Awaiting signalman	INF	105	106	WLC Spl	P		
Awaiting gatekeeper	INF	107	108	WLC Ety DMU Movements	P		
Late placing	P	109	110	Wheelchair ramp	P		
Crew changing	P	111	112	Wheelchair Passenger no Staff	P		
Delayed by Freight	F	113	114	Driver Error	P		
Attaching	P	115	116	Driver Issue	P		
Detaching	P	117	118	Guard Error	P		
Passenger delays	P	119	120	Excessive dwell times	P		
Van traffic delays	F	121	122	Late Start	P		
Heavy train	P	123	124	Congestion at Kildare	P		
Repulling	P	125	126	Carriages			
Door open	P	127	128	Carriage defect	P	201	202
Awaiting crew	P	129	130	Mark III Doors	P	203	204
Awaiting buses	P	131	132	Van problems	P	205	206
Signalman error	INF	133	134	Brake fault	P	207	208
Passed signal at danger	P	135	136	Hot box	P	209	210
Shunting	P	137	138	Lighting problem	P	211	212
WLC DART	P	139		Heating problem	P	213	214
Awaiting platform	P	140	141	Train late ex maintenance	P	215	216
Awaiting train set	P	142	143	Wagon defect	F	217	218
Late connection	P	144	145	EMU OHLE Trip	P	219	220
Extra stops	P	146	147	Changed carriage link	P	223	224
WLC light Engine	P	148		Xing pt delay carriage	P	225	
WLC Empty Train	P	149		Mark IV Door trouble	P	226	227
WLC Mainline Service	P	150		Mark IV Brake trouble	P	228	229
Late Crossings	P	151	152	Control car fault	P	327	328
Sundry Operational Problems	P	153	154	DVT fault	P	329	330
Awaiting Host	P	155	156	Locomotives			
Signal protection	F	157	158	Loco failure	P	301	302
No drivers report	P	159	160	Loco fault	P	303	304
Inappropriate prioritisation of services CTC	INF	161	162	Late loco	P	305	306
Delay not in DIR	P	163	164	Inadequate Power	P	307	308
No driver	P	165	166	Radio/GDC	P	309	310

Delay Causation Description	Attrib. Party	Primary Delay Code	Secondary Delay Code	Delay Causation Description	Attrib. Party	Primary Delay Code	Secondary Delay Code
Timetable Error	INF	167	168	Tail lamps	P	311	312
Changed Link	P	313	314	Cattle on line	INF	715	716
Train radio fault	P	331	332	Sheep on line	INF	717	718
XING pt delay loco	P	333		Engineering work	INF	719	720
ICR's				Block joint fault	INF	721	722
ICR Failure	P	350	351	Obstruction on line	INF	723	724
ICR Trouble	P	352	353	Pilot working	INF	725	726
ICR Door Trouble	P	354	355	Temp S.R.O.	INF	727	728
ICR Brake Trouble	P	356	357	Emergency S.R.O.	INF	729	730
EMU's				WLC Ballast train	INF	731	
EMU Failure	P	321	322	WLC Mot	INF	732	
EMU Trouble	P	336	337	Breather Plate Fault	INF	733	
DMU's				Horses on Line	INF	734	735
DMU Failure	P	319	320	Accommodation Gate open	INF		
				Miscellaneous			
DMU set had to be fuelled	P			Bridge strike	NA	801	802
DMU fault	P	323	324	Road accident	NA	803	804
DMU Door fault	P	325	326	Accident at level X	NA	805	806
DMU toilets o/o/o	P	334	335	Accident at station	NA	807	808
Connolly Valeting Plant				Accident on train	NA	809	810
Connolly Valeting Plant	P	n/a	n/a	Passenger fault	NA	811	812
Seasonal				Passenger ill	NA	813	814
Slipping	NA	401	402	Vandalism	NA	815	816
CAWS				Communication cord	NA	817	818
CAWS	P	338	339	Bad weather	NA	819	820
Signal & Electrical				Flooding	NA	821	822
Track fault	INF	501	502	Landslide	NA	823	824
Points fault	INF	503	504	Industrial dispute	NA	825	826
Signal fault	INF	505	506	Bomb alert	NA	827	828
Computer fault	INF	507	508	Checking line	NA	829	830
False hotbox alarm	INF	509	510	Fog	NA	831	832
Axle counter fault	INF	511	512	Fatality on line	NA	833	834
Power failure	INF	513	514	Fire near line	NA	835	836
S.P.T.Fault	INF	515	516	Fallen tree	NA	837	838
Level Crossing Camera's	INF	517	518	Late ferry	NA	839	840
o/o/o Blockworking	INF	519	520	Derailment	INF	841	842
Telecoms	INF			Suspected landslide	INF	843	844
ATP	INF			Accident on train	P	847	848
S&E Projects	INF			Checking train	NA	849	850
ETS/Block				Trespassers on line	NA	851	852
Block o/o/o	INF	601	602	Timetable Error	INF	853	854
ETS failure	INF	603	604	Match at Lansdowne Rd.	NA	855	856
New Works				Line Obstructed by Debris	NA	857	858
New Works	INF			Animals on Line	NA	859	860
Civil Engineering				ESB Power Failure	INF		
Broken rail	INF	701	702	Time loss in running	P	315	316
Temporary speed restrictions	INF	703	704	Unexplained	NA		
OHLE Problems	INF	705	706	Procurement	NA		
Late possession	INF	707	708	NIR			
SLW for engineering work	INF	709	710	Loco problem NIR	NIR	901	
Ballast train failed	INF	711	712	Wagon problem NIR	NIR	902	
Mot mc failed	INF	713	714	CGE Problem NIR	NIR	903	

Delay Causation Description	Attrib. Party	Primary Delay Code	Secondary Delay Code	Delay Causation Description	Attrib. Party	Primary Delay Code	Secondary Delay Code
Signal Problem NIR	NIR	904					
CCE Problem NIR	NIR	905					
Security Alert NIR	NA	906					
SLW NIR	NIR	907					
Late ex NIR	NA	908					
WLC NIR Suburban	NA	909					
NIR Speed Restrictions	NIR	910					
NIR Power Failure	NIR	911					
Vandalism NIR	NA	912					
Engineering Works NIR	NA	913					
Bridge Strike NIR	NIR	914	915				
Level Crossing Strike NIR	NIR	916	917				
Obstruction on Line NIR	NIR	918					
Driver Error NIR	NIR						

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Appendix 12

Punctuality Targets – Railway Undertakings

IÉ Network Section	Target % for all services to arrive at their final destination within 5 Mins of scheduled	Target % for all services to arrive at their final destination within 10 Mins of scheduled	Operator
Dublin- Belfast		90%	NIR & IÉ Intercity
Dublin – Cork		90%	IÉ Intercity
Dublin – Limerick		90%	IÉ Intercity
Dublin – Galway		90%	IÉ Intercity
Dublin – Westport/ Ballina		90%	IÉ Intercity
Dublin – Tralee		90%	IÉ Intercity
Dublin – Rosslare		90%	IÉ Intercity
Dublin – Sligo		90%	IÉ Intercity
Dublin – Waterford		90%	IÉ Intercity
DART - Morning Peak (0700 - 1000)		90%	DART
DART - Evening Peak (1600 - 1900)		90%	DART
DART – Overall 88.6%	87%		DART
Maynooth - Morning peak (0700 -0900)		90%	IÉ Commuter
Maynooth - Evening peak (1600 - 1900)		90%	IÉ Commuter
Northern - Morning peak (0700 - 1000)		90%	IÉ Commuter
Northern - Evening peak (1600 - 1900)		90%	IÉ Commuter
Kildare - Morning Peak (0700 - 1000)		90%	IÉ Commuter
Kildare - Evening Peak (1600 - 1900)		90%	IÉ Commuter

Percentage of Scheduled Services Delivered	
Operator	Target
IÉ Intercity	98%
DART	98%
IÉ Commuter	98%
NIR	98%

Delay Minute Targets – Railway Undertakings and Infrastructure Manager

The tables below are the delay targets per railway period (13 periods in one year) for each RU.

IÉ INTERCITY – Average Delay per Period based on 2009 periods 1-13

	Incidents			Delay Minutes		
	Primary	Secondary	Total	Primary	Secondary	Total
IÉ Infrastructure	121	127	248	1,851	2,421	4,272
IÉ Passenger	82	79	159	1,372	1,624	2,957
IÉ Freight	1	4	5	7	60	67
NIR	14	1	15	277	2	279
Non Attributable	38	30	68	666	514	1,180
Minutes in dispute	8	1	9	209	45	254
TOTAL	264	242	504	4,382	4,666	9,009

IÉ DART – Average Delay per Period based on 2009 periods 1-13

	Total Delay Minutes
IÉ Infrastructure	685
IÉ Passenger	1,335
IÉ Freight	1
NIR	106
Non Attributable	850
Minutes in dispute	0
TOTAL	2,977

IÉ COMMUTER NORTHERN – Average Delay per Period based on 2009 periods 1-13

	Incidents			Delay Minutes		
	Primary	Secondary	Total	Primary	Secondary	Total
IÉ Infrastructure	27	77	104	128	711	839
IÉ Passenger	88	67	155	654	515	1,169
IÉ Freight	0	1	1	0	1	1
NIR	10	7	17	35	31	66
Non Attributable	34	55	89	197	355	552
Minutes in dispute	4	2	6	44	4	48
TOTAL	163	209	372	645	1,115	1,760

IÉ COMMUTER SOUTHERN – Average Delay per Period based on 2009 periods 1-13

	Incidents			Delay Minutes		
	Primary	Secondary	Total	Primary	Secondary	Total
IÉ Infrastructure	24	50	74	173	479	652
IÉ Passenger	32	43	75	189	285	474
IÉ Freight	1	3	4	2	20	22
NIR	0	0	0	0	0	0
Non Attributable	6	12	18	17	35	52
Minutes in dispute	0	0	0	0	0	0
TOTAL	63	108	171	381	819	1,200

Railway Undertaking Performance Penalty for Failure to Achieve Delay Minute and Punctuality Targets

2% Penalty of the RU's Access Charge for the network section

Infrastructure Manager Poor Performance Railway Undertaking Discount

2% Discount of the each RU's Access Charge for the network section