Hello, this is your friend Ken. In this video, you will see me travelling from Dublin to Belfast in the Summer of 2022. We are now at Connolly Station near Dublin city center. 0:15

Usually, we are supposed to go by a train. But this time, because of the change of train schedule, we were arranged to take buses onboarding just beside Connolly Station. Now we're going to take the bus. The bus will not go directly to Belfast, but will first arrive at Drogheda train station, which is 56 km away from Dublin. Then there will be another train waiting for us to go to Belfast. 0:55

Now, the bus is leaving Dublin City Center and heads north. It’s relatively crowded than regular. Here, is probably Dublin Port Tunnel, opened in 2006. It is a road traffic tunnel that forms part of the M50 motorway. The tunnels are 4.5 km in length and total project length of 5.6 km. It had final cost of approximately 752 million euro. 01.28

Look at window, the rain is **tilting** with the fast running of the bus. Personally, I prefer trains to buses because they are more stable, have less vibration, and less motion sickness. 01.45 停顿一两秒

Alright, as I mentioned about trains, we have now arrived at Drogheda train station and onboarded on a train towards Belfast. Outside is the platform. Here is the environment inside the Irish Train. 02.03 停顿七秒钟。

02.11

The train is now starting. These buildings outside the window look very historical age. Look at the houses with old red bricks.

02.42

This is the town view from Boyne Viaduct or Bridge. It’s a 30-meter high railway bridge, that crosses the River Boyne in Drogheda, carrying the main Dublin-Belfast railway line. The viaduct was designed by the Irish civil engineer Sir John Benjamin Macneill using new mathematical stress analysis. Construction began on the bridge in 1853 and was completed in 1855. It was the seventh bridge of its kind in the world when built, and considered one of the wonders of the age. 03.30

During World War II, the viaduct was identified by the British as being of great strategic importance as part of the British plans for a counter-attack following a German invasion of Ireland.

2005 marked the 150th anniversary of the viaduct, and Irishrail and the Railway Preservation Society of Ireland ran a special service operated by a steam locomotive(机动车) between Drogheda railway station and Dundalk. 04.12

And we are now heading towards Belfast via Dundalk. Similar to much of northwest Europe, Dundalk experiences an oceanic climate and does not suffer from the extremes of temperature experienced by many other locations at similar latitude. Summers are typically cool and partly cloudy and the winter is typically cold, wet, windy, and mostly cloudy. Over the course of the year, the temperature typically varies from 2 to 19 degree and is rarely below -2 or above 23. 04:55

That’s why, you can see the lush meadow field over the course of the year.

05.12

Now, let’s have a look of the Carriage of this Irish train. What’s the difference to the trains in your hometown? For me, it’s lucky that there is a table for each for seats. The coaches are big and comfortable. Here is the space between carriages, where toilets are. All the Windows are big and sealed as well.

Alright, thanks so much of watching my video, to see what will happen after arriving Belfast, kindly click the links on below description.