

# DERRY-LONDONDERRY RAILWAYS

1857/58

## KEY

L&ER	Londonderry & Enniskillen Railway, opened April 1847 to the first terminus - 'Gallows Strand'. Opened April 1850 to 'Foyle Road' terminus. Leased to Dundalk & Enniskillen Railway (D&ER) in 1860. D&ER renamed Irish North Western Railway in 1862. Became part of Great Northern Railway (Ireland) (GNR(I)) in 1876. L&ER remained a separate company until bought by the GNR(I) in 1883.
INWR	Irish North Western Railway
GNR(I)	Great Northern Railway (Ireland), 1876. Jointly nationalised 1953 by Irish and Northern Irish Governments. 1958: Assets split between UTA and CIÉ (Córas Iompair Éireann).
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L&CR	Londonderry & Coleraine Railway, opened in December 1852. Became part of the Belfast & Northern Counties Railway in 1871.
B&NCR	Belfast & Northern Counties Railway, previously the Belfast & Ballymena Railway (B&BR) until 1860. The B&NCR absorbed the L&CR in 1871. Purchased by the Midland Railway (MR) of England in 1903. The name was then changed to Midland Railway (Northern Counties Committee), generally known as the NCC. Became part of the London, Midland & Scottish Railway (LMSR) in 1923 and after nationalisation in 1948, British Railways (BR). In 1949, it became part of the Ulster Transport Authority (UTA).
L&LSR	Londonderry & Lough Swilly Railway, opened in 1863; as a broad gauge railway; converted to narrow gauge 1885. Letterkenny Railway: narrow gauge 1883.
DR	Donegal Railway, opened to Londonderry in 1900; as a narrow gauge railway.
CDRJC	County Donegal Railway Joint Committee. DR bought jointly by the MR (of England) and GNR(I) in May 1906, except the Strabane - Londonderry line which was wholly owned by the MR. Eventually, became part of the LMSR, BR and then the UTA.

— Broad gauge (1600mm / 5' 3")

Londonderry & Coleraine Railway



Londonderry & Enniskillen Railway



© Chris Amundson 2023 Revision 3

Based on Ordnance Survey and other plans, plus images (eg paintings, sketches).

Date: c.1857/58

feet 0 100 200 300 400 500  
metres 0 50 100 150 200

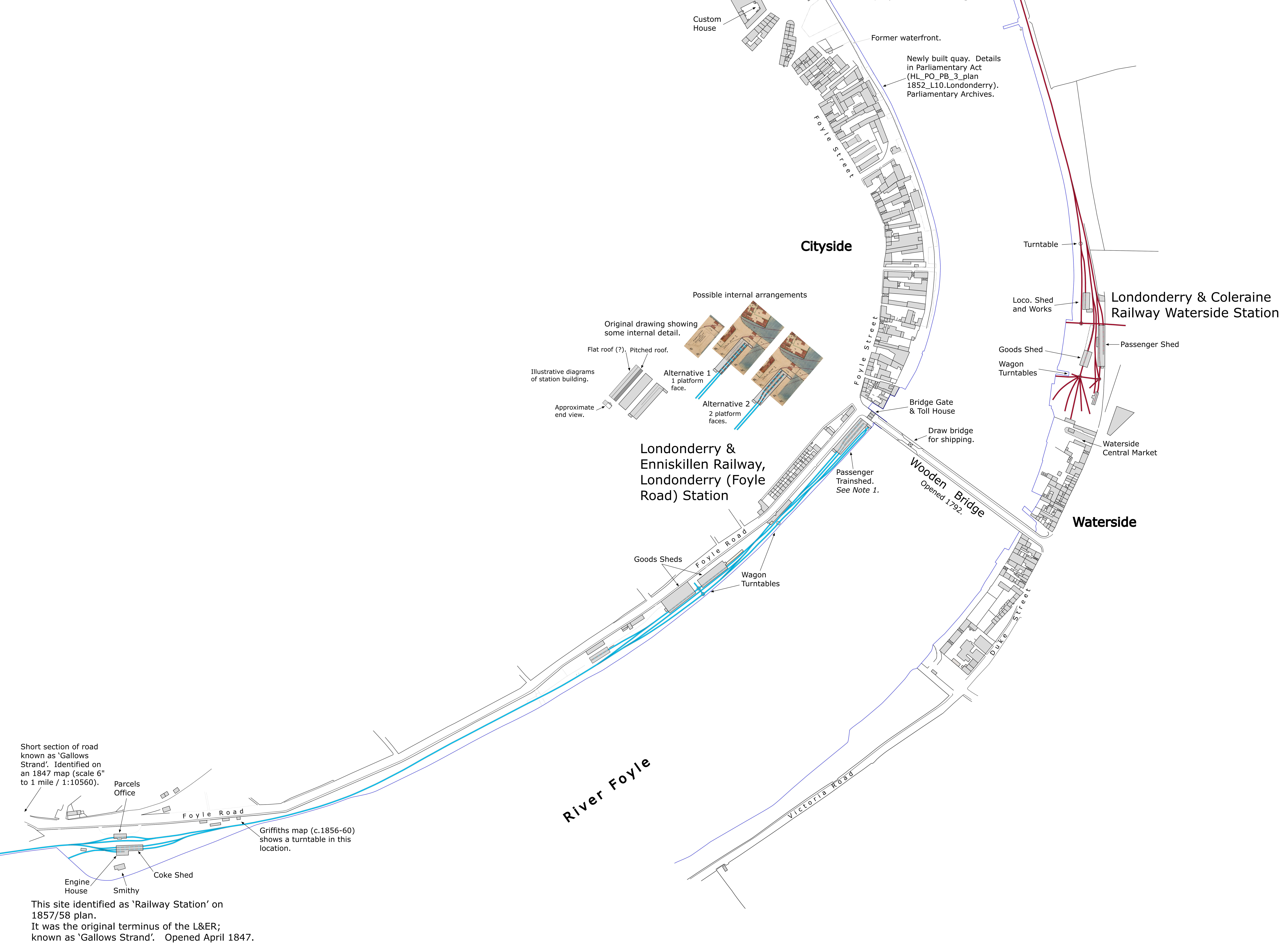
## Credits:

Thanks to the following for their assistance:

- British Library,
- Bodleian Library (Oxford),
- UK Parliamentary Archives,
- Joe Begley,
- Jim McBride,
- Paul Wright.

## Note 1:

Part of internal platform arrangement shown on Parliamentary Plan HL\_PO\_PB\_3\_plan 1852\_LII Plan 001. A proposal for bridges crossing on a diagonal that was never built. The last third is shown; the rest is guestimated.

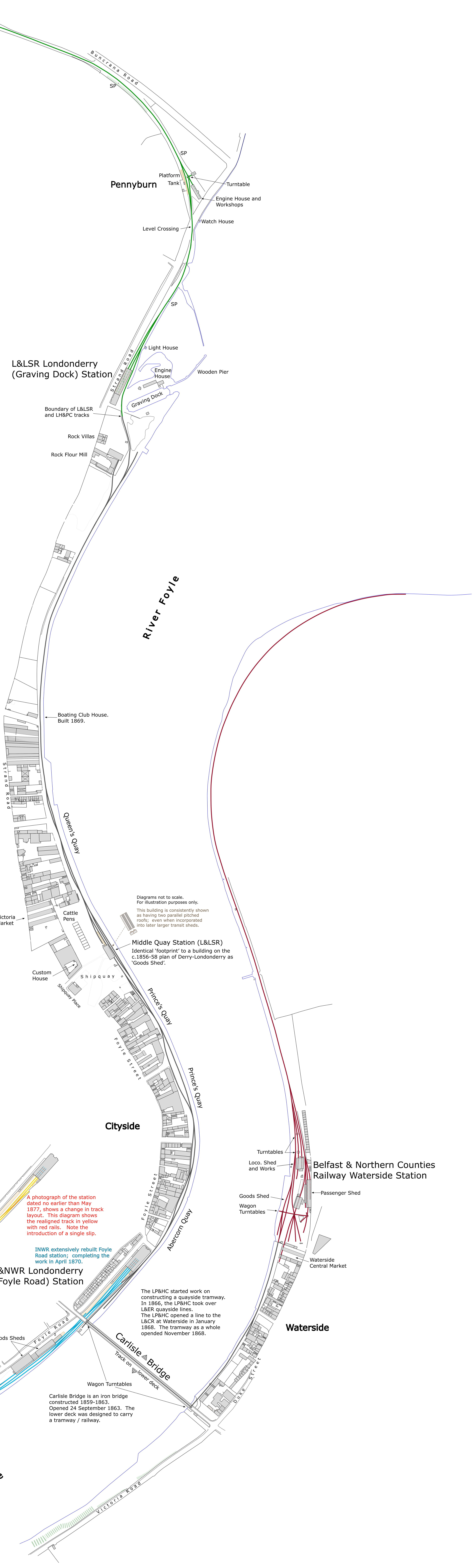


# DERRY-LONDONDERRY RAILWAYS

1873

## KEY

L&ER	Londonderry & Enniskillen Railway, opened April 1847 to the first terminus - 'Gallows Strand'. Opened April 1850 to 'Foyle Road' terminus. Leased to Dundalk & Enniskillen Railway (D&ER) in 1860. D&ER renamed Irish North Western Railway in 1862. Became part of Great Northern Railway (Ireland) (GNR(I)) in 1876. L&ER remained a separate company until bought by the GNR(I) in 1883.
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L&LSR	Londonderry & Lough Swilly Railway, opened in December 1863 to Pennyburn, then Graving Dock in 1866; as a broad gauge railway. Converted to narrow gauge, completed in April 1885. Letterkenny Railway: Built to narrow gauge, completed in 1883.



— Broad gauge (1600mm / 5' 3")

Londonderry Port & Harbour Commissioners.	BG
Belfast & Northern Counties Railway	BG
Irish North Western Railway	BG
Londonderry & Lough Swilly Railway	BG

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Based on Ordnance Survey, GOAD and other plans, plus photographs.  
Date: 1873.

feet 0 100 200 300 400 500  
metres 0 50 100 150 200

## Credits:

Thanks to the following for their assistance:  
- British Library,  
- Bodleian Library (Oxford),  
- UK Parliamentary Archives,  
- Joe Begley,  
- Jim McBride,  
- Paul Wright.

## Note on the L&LSR:

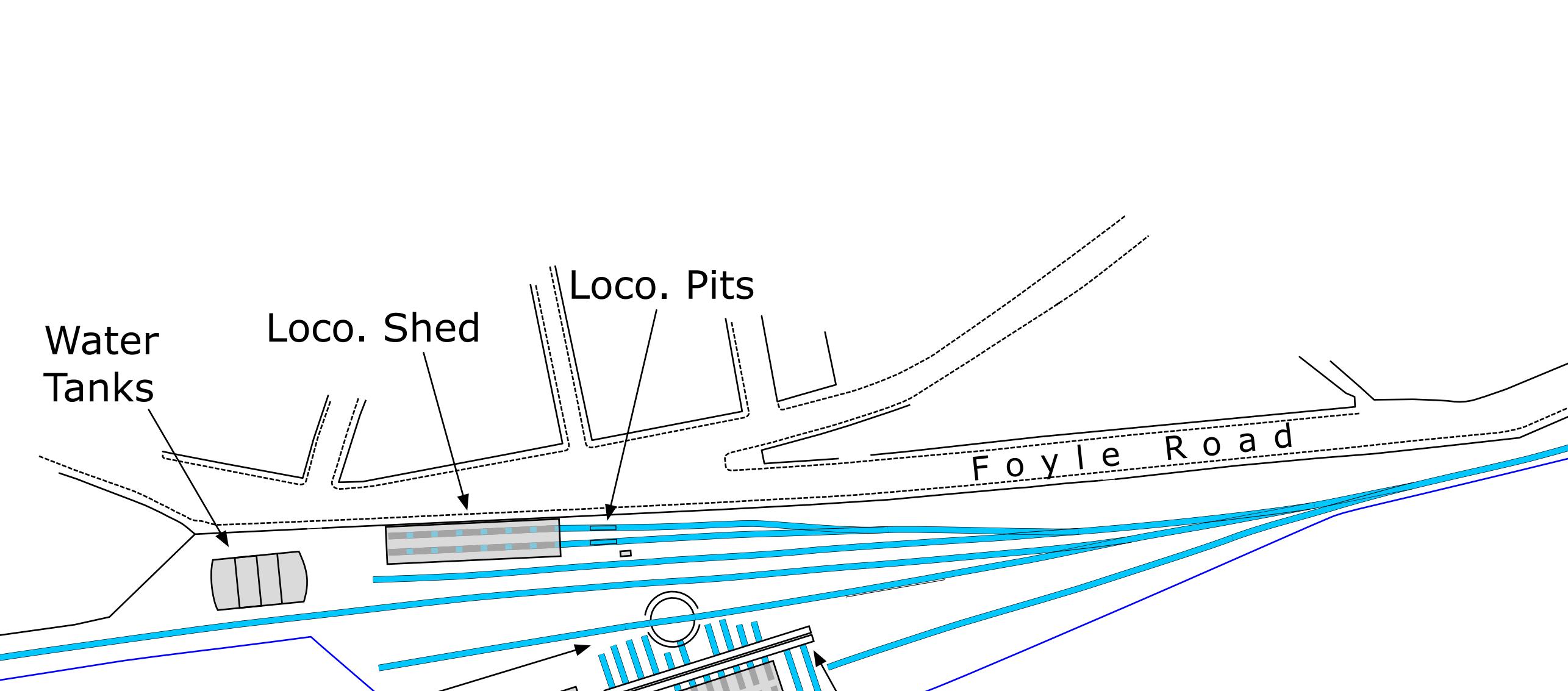

The L&LSR opened its first line in December 1863 (1600mm gauge).

In January 1869, the L&LSR started running to Middle Quay Station, despite the company never received powers to run trains over the tramway in the 19 years this occurred.  
Disagreements arose between the Commissioners and the L&LSR that resulted in the latter being refused passage at the end of 1884.

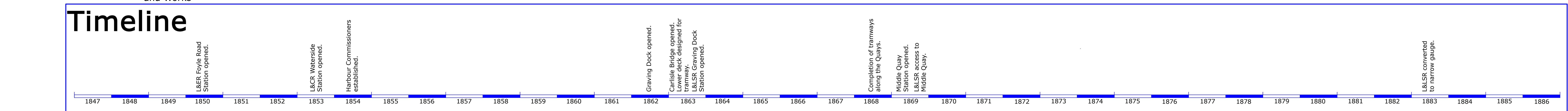
In April 1885, the L&LSR changed its gauge to 914mm.

The LP&HC added a 3rd rail to their track, thus creating dual-gauge trackwork. This facilitated access for the L&LSR, at least as far as Middle Quay Station.

On 1 July 1885, L&LSR trains returned to Middle Quay. More serious disagreement arose, resulting in the LP&HC formerly terminating access to the L&LSR from 1 January 1888.



## Timeline



# DERRY-LONDONDERRY RAILWAYS

## Londonderry & Lough Swilly Railway

1882

### KEY

L&LSR Londonderry & Lough Swilly Railway, opened in 1863; as a broad gauge railway; converted to narrow gauge 1885.  
Letterkenny Railway: narrow gauge 1883.

LP&HC Londonderry Port & Harbour Commissioners.  
Established by Act of Parliament, 1854.  
Closed 1962.

==== Broad gauge (1600mm / 5' 3")

Londonderry & Lough Swilly Railway  BG

Londonderry Port & Harbour  
Commissioners.  BG

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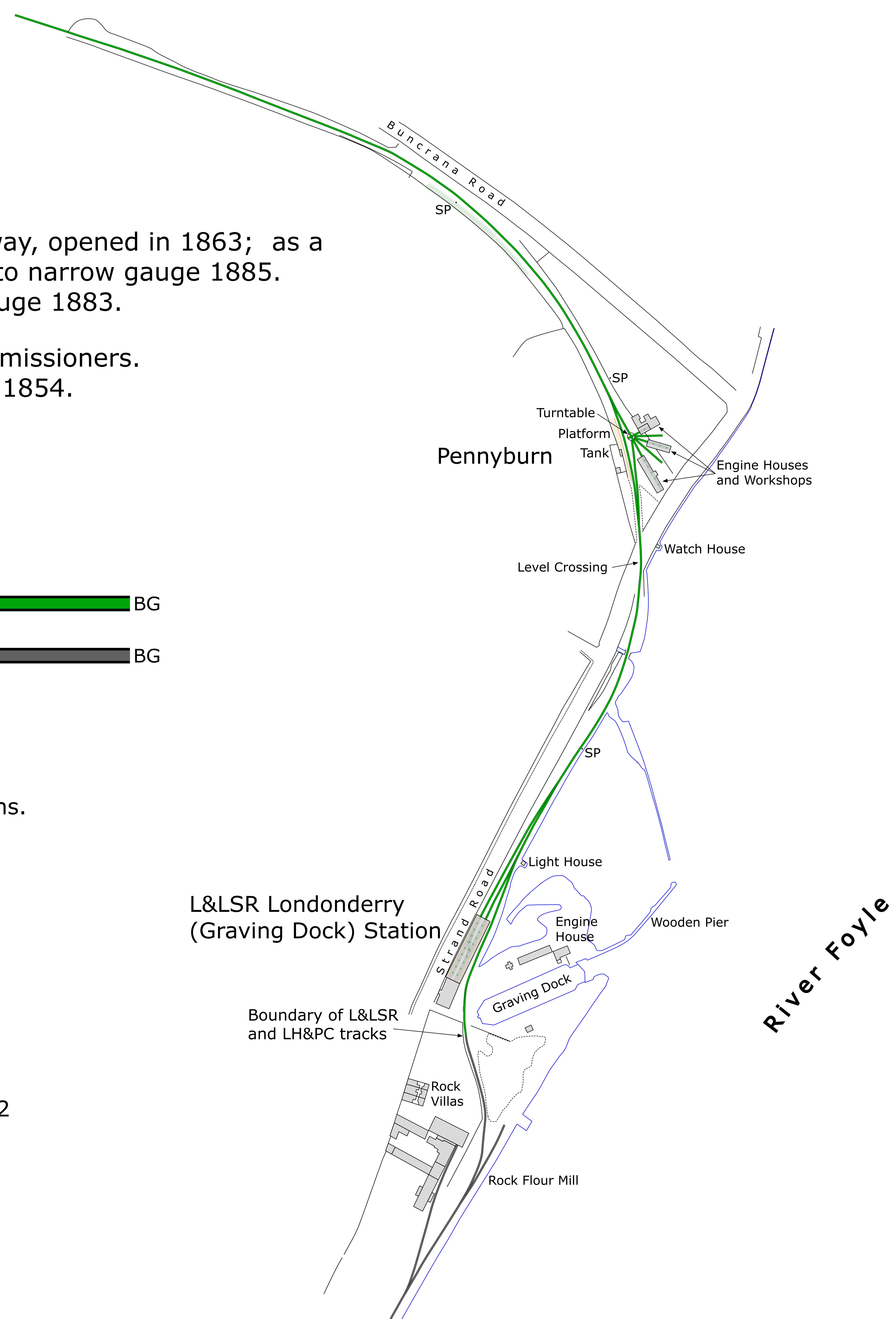
Based on Ordnance Survey and Parliamentary plans.  
Date: 1882.

feet 0 100 200 300 400 500  
metres 0 50 100 150 200

### Credits:

Thanks to the following for their assistance:

- British Library,
- Bodleian Library (Oxford),
- UK Parliamentary Archives,
- HL\_PO\_PB\_3\_plan1882\_L16\_Londonderry.001-2



# DERRY-LONDONDERRY RAILWAYS

## December 1899 (partial)

### KEY

L&ER	Londonderry & Enniskillen Railway, opened April 1847 to the first terminus - 'Gallows Strand'. Opened April 1850 to 'Foyle Road' terminus. Leased to Dundalk & Enniskillen Railway (D&ER) in 1860. D&ER renamed Irish North Western Railway in 1862. Became part of Great Northern Railway (Ireland) (GNR(I)) in 1876. L&ER remained a separate company until bought by the GNR(I) in 1883.
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CDRJC	County Donegal Railway Joint Committee. DR bought jointly by the MR (of England) and GNR(I) in May 1906, except the Strabane - Londonderry line which was wholly owned by the MR. Eventually, became part of the LMSR, BR and then the UTA.

——— Broad gauge (1600mm / 5' 3")  
 ——— Narrow gauge (914mm / 3')  
 ——— Dual gauge (1885+)  
 ——— Standard gauge (1435mm / 4' 8½")  
 Horse Drawn Tramway 1897-1919

Londonderry Port & Harbour Commissioners.

BG  
DG  
NG

Midland Railway (NCC)

BR

Great Northern Railway (Ireland)

BR

Londonderry & Lough Swilly Railway

BR

County Donegal Railway

BR

Uncertain whether third rail was in place this far south at this time.

BR

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Based on GOAD plans, named after Charles E. Goad who produced detailed plans for Fire Insurance companies. Hence limited coverage of Derry-Londonderry.

Date: December 1899.

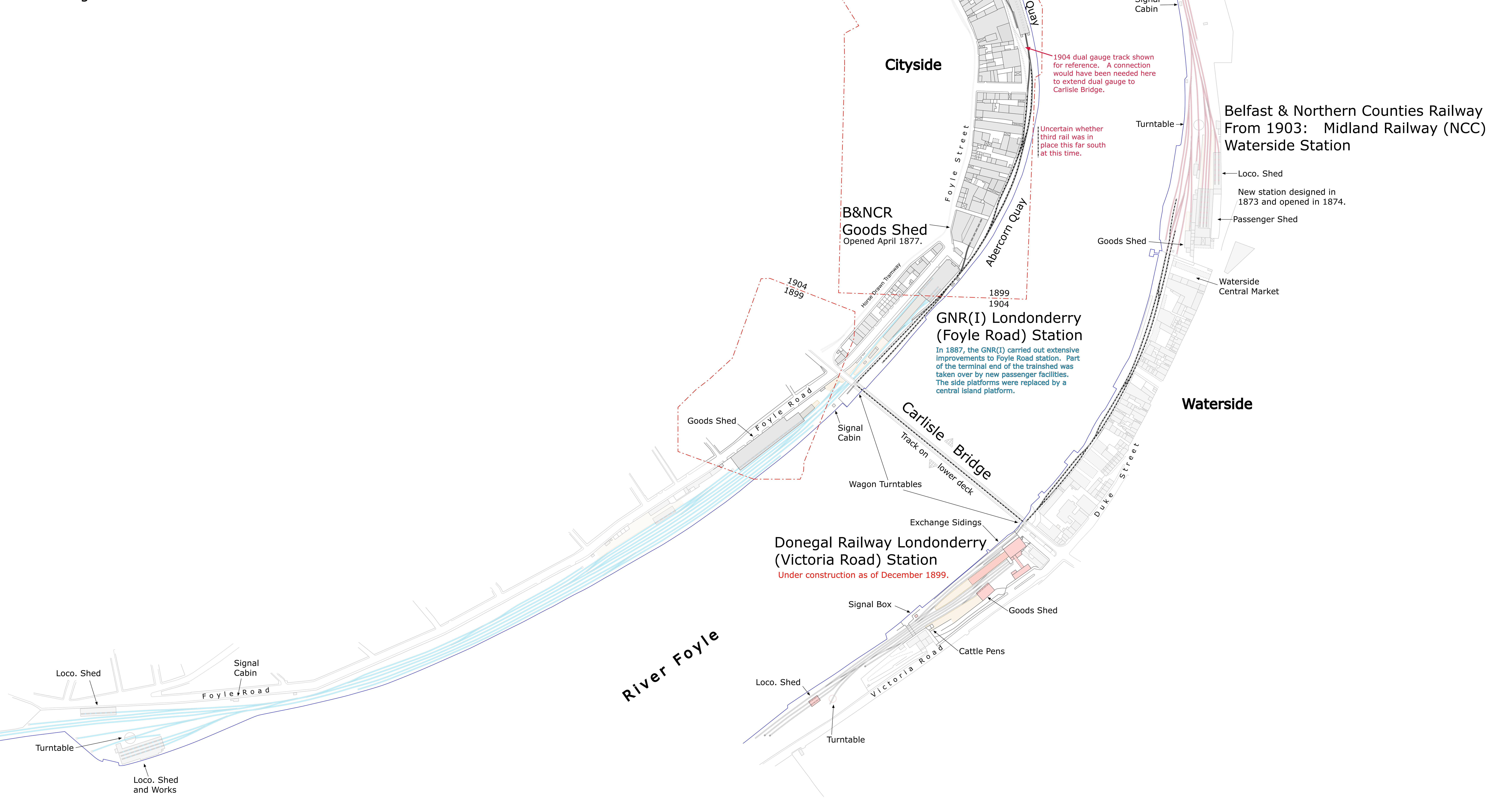
Remainder of coverage from 1904 OS plans. Shown as faded with the exception of Victoria Road Station, which was under construction as of December 1899.

feet 0 100 200 300 400 500  
metres 0 50 100 150 200

### Credits:

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- UK Parliamentary Archives,
- Joe Begley,
- Jim McBride,
- Paul Wright.



# DERRY-LONDONDERRY RAILWAYS

## Londonderry & Lough Swilly Railway

### 1899 Proposal

#### KEY

LP&HC Londonderry Port & Harbour Commissioners. Established by Act of Parliament, 1854. Closed 1962.

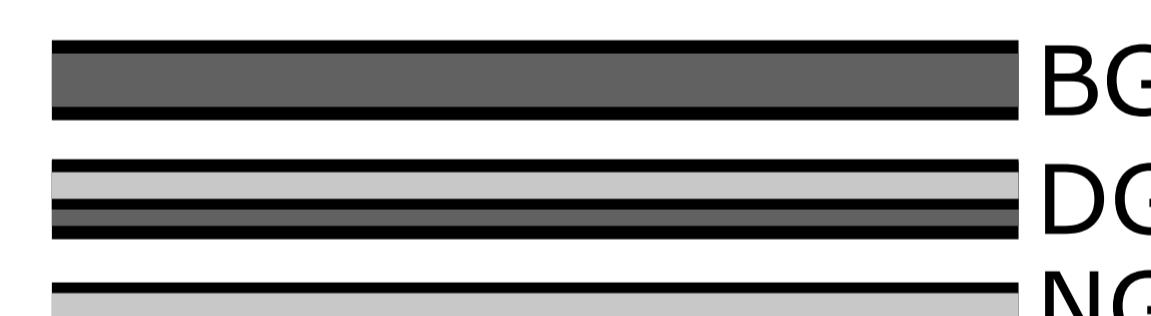
L&LSR Londonderry & Lough Swilly Railway, opened in 1863; as a broad gauge railway; converted to narrow gauge 1885. Letterkenny Railway: narrow gauge 1883.

— Broad gauge (1600mm / 5' 3")

— Narrow gauge (914mm / 3') 1904 track layout

— Dual gauge (1885+)

Londonderry Port & Harbour Commissioners.

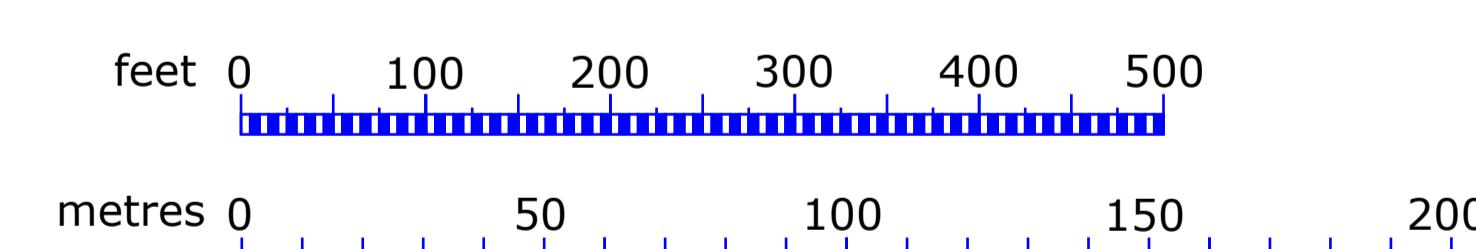


Londonderry & Lough Swilly Railway

© Chris Amundson 2023 Revision 1

Based on HL\_PO\_PB\_3\_plan1899\_L4\_Londonderry.002, Ordnance Survey and other plans.

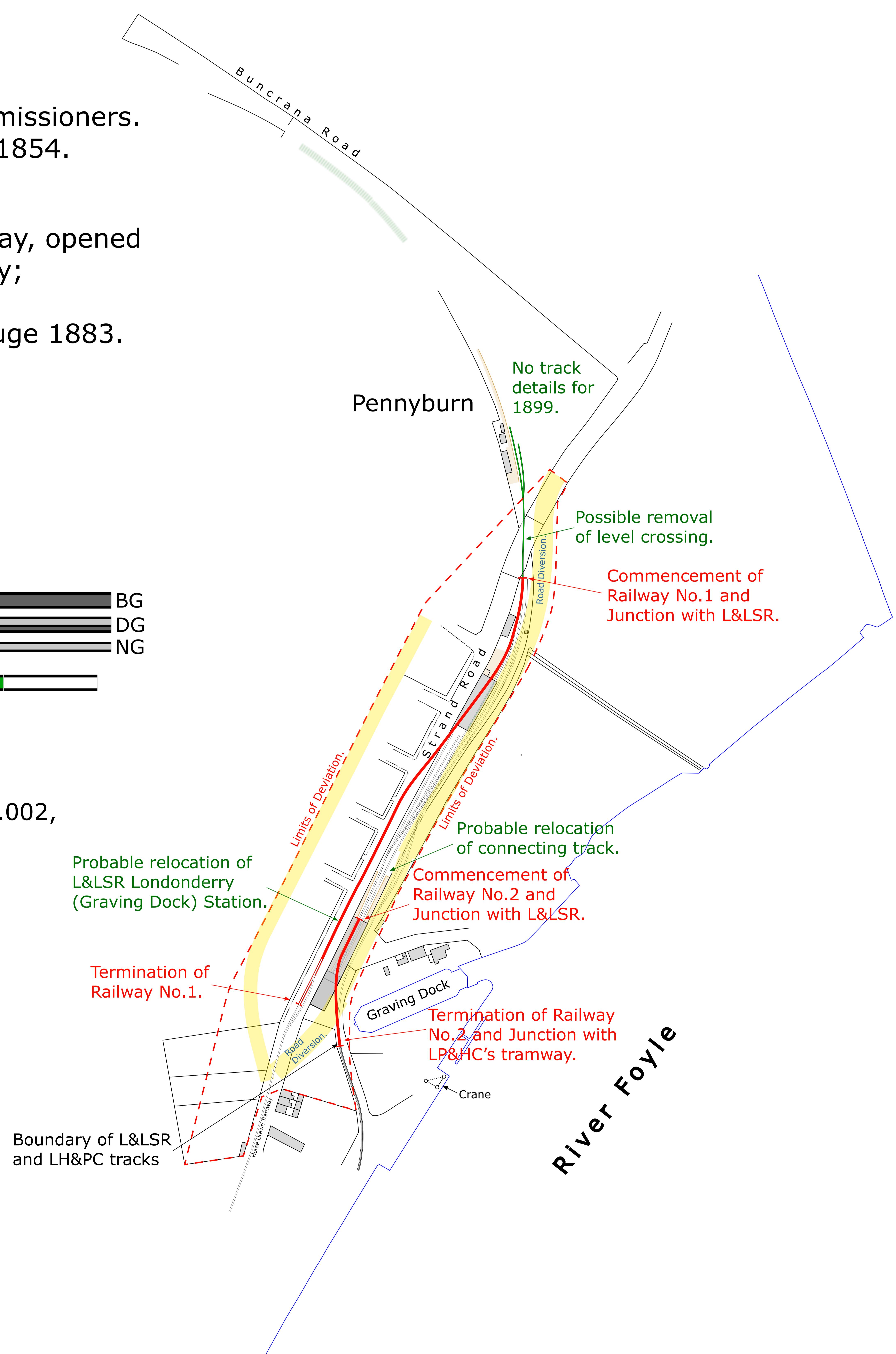
Date: 1917/18



#### Credits:

Thanks to the following for their assistance:

- British Library,
- Bodleian Library (Oxford),
- UK Parliamentary Archives



# DERRY-LONDONDERRY RAILWAYS

1904

## KEY

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— Dual gauge (1885+)

— Standard gauge (1435mm / 4' 8½")

Horse Drawn Tramway 1897-1919

Londonderry Port & Harbour Commissioners.



Midland Railway (NCC)



Great Northern Railway (Ireland)



Londonderry & Lough Swilly Railway



County Donegal Railway



© Chris Amundson 2023 Revision 5

Based on Ordnance Survey and other plans, plus photographs.

Date: 1904.

The Londonderry Sentinel, Saturday 24 May 1902.

feet 0 100 200 300 400 500  
metres 0 50 100 150 200

### Credits:

Thanks to the following for their assistance:

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- Jim McBride,
- Paul Wright.

**Note 1:**  
Dimensions quoted in The Londonderry Sentinel are:  
Distance from Foyle Road: 45 feet  
Size of depot: 54 feet long, 68 feet wide.

Internal features:

One platform on each side wall, 20 feet wide by 70 feet long.  
The area between the 2 tracks is a roadway for carting.

External features:

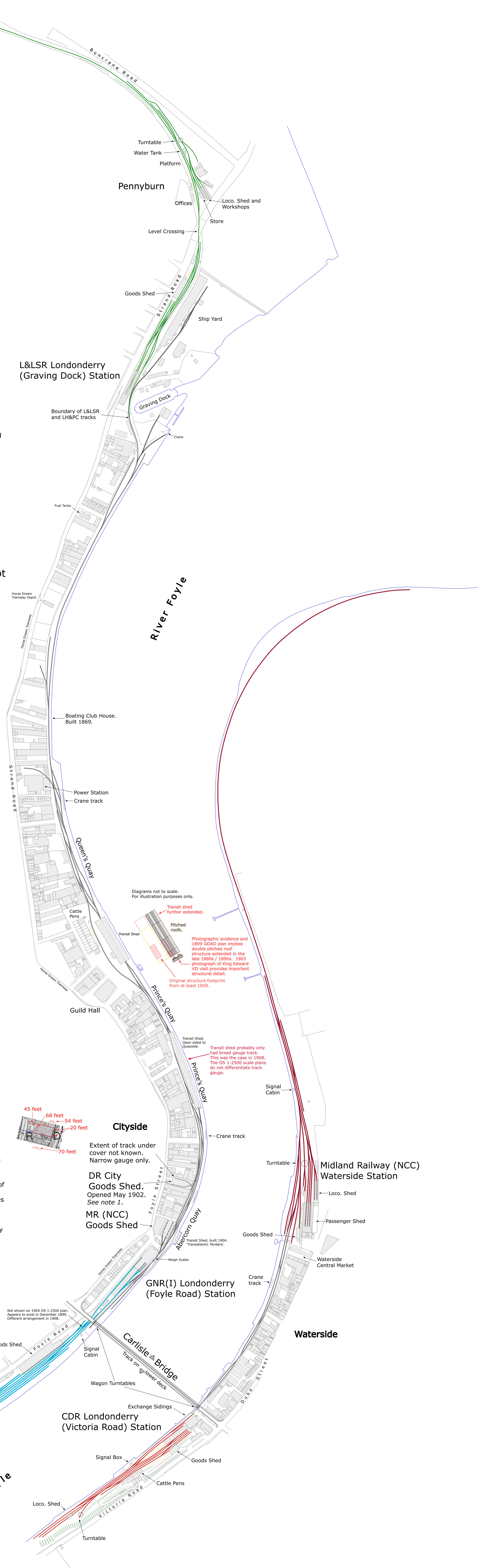
A semi-circular (barrel) roof of a single span with a wide roof light down the centre.

These dimensions are inaccurate even within the tolerances of measuring using the OS plan.

Distance from Foyle Road is roughly accurate for the purposes of the article.

The size of the depot is both misleading and incorrect. The width of the building is approximately correct. The length is totally wrong. Using the OS plan, it measures approximately 137 feet on the left side and 146 feet on the right side.

The platform dimensions are suspect. The width seems too wide after taking into account space needed for the track, track curvature and space for carts between the tracks. The length is about half that of the overall building.



# DERRY-LONDONDERRY RAILWAYS

1908

## KEY

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— Dual gauge (1885+)

— Standard gauge (1435mm / 4' 8½")

Horse Drawn Tramway 1897-1919

Londonderry Port & Harbour Commissioners.

BG  
DG  
NG

Midland Railway (NCC)

MR

Great Northern Railway (Ireland)

GNR(I)

Londonderry & Lough Swilly Railway

L&LSR

County Donegal Railway Joint Committee

CDRJC

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Based on Ordnance Survey and other plans, plus photographs.

Date: 1908 (partial coverage); rest 1904.

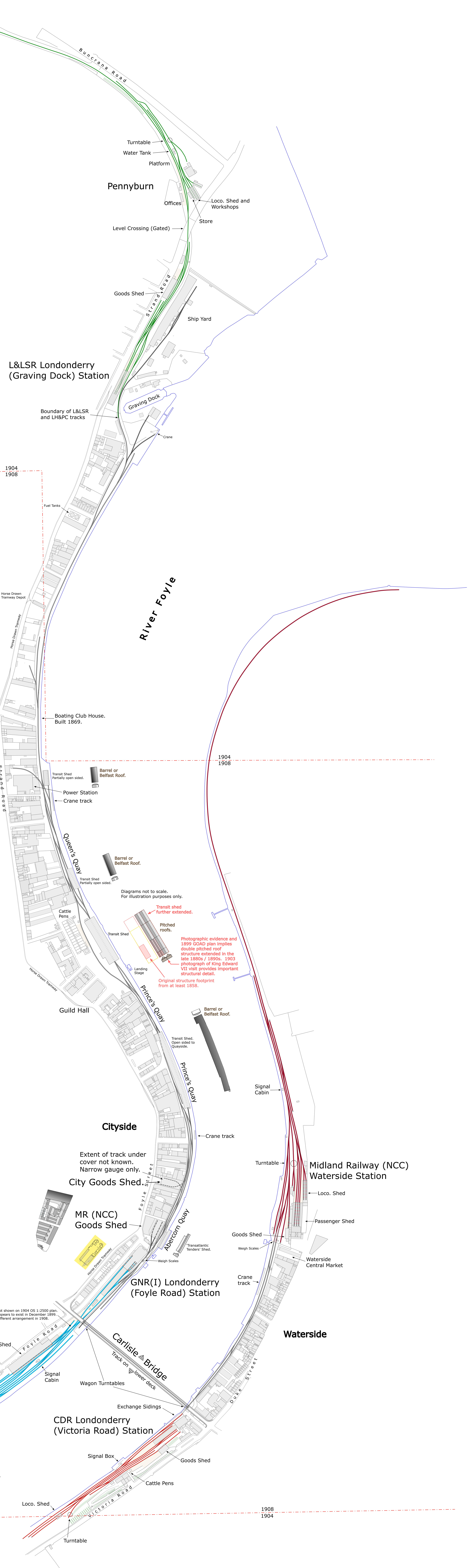
Architects drawings.

feet 0 100 200 300 400 500  
metres 0 50 100 150 200

## Credits:

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- Jim McBride,
- Paul Wright.



# DERRY-LONDONDERRY RAILWAYS

## Londonderry & Lough Swilly Railway

### 1917 Proposal (Parliamentary Session 1918). Part 1

#### KEY

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—	Narrow gauge (914mm / 3')
—	Dual gauge (1885+)
—	Standard gauge (1435mm / 4' 8½") Horse Drawn Tramway 1897-1919

Londonderry Port & Harbour Commissioners. 

Londonderry & Lough Swilly 

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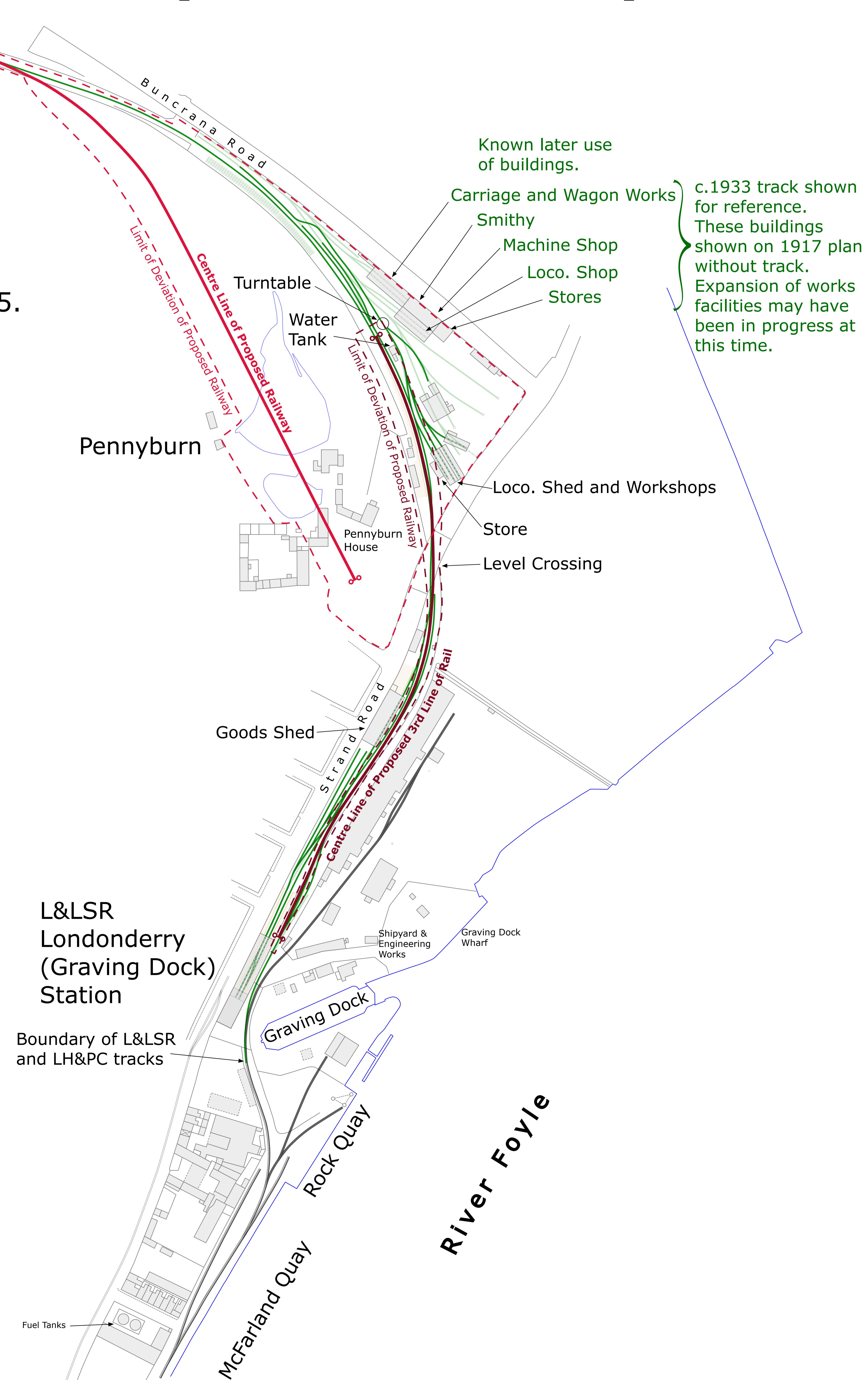
Based on HL\_PO\_PB\_3\_plan1918\_L5\_Londonderry.002, Ordnance Survey and other plans.

feet 0 100 200 300 400 500  
metres 0 50 100 150 200

#### Credits:

Thanks to the following for their assistance:

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- UK Parliamentary Archives



# DERRY-LONDONDERRY RAILWAYS

## Londonderry & Lough Swilly Railway

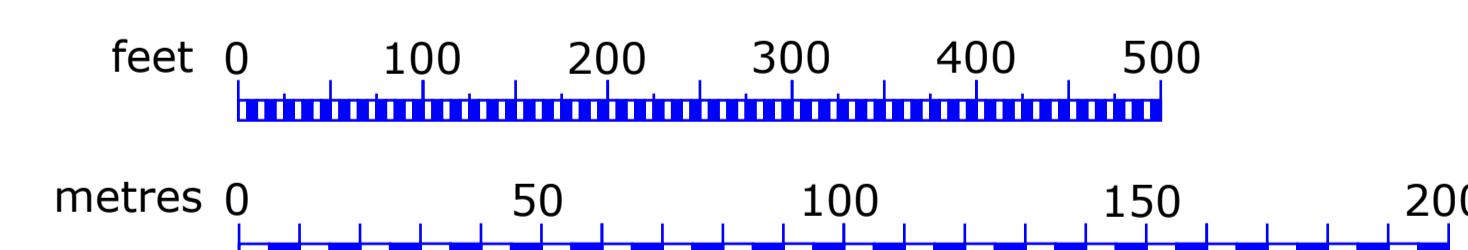
### 1917 Proposal (Parliamentary Session 1918). Part 2

#### KEY

LP&HC	Londonderry Port & Harbour Commissioners. Established by Act of Parliament, 1854. Closed 1962.
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Londonderry Port & Harbour Commissioners.	 BG  DG  NG
Londonderry & Lough Swilly Railway	 Sketch proposal

© Chris Amundson 2023 Revision 1

Based on HL\_PO\_PB\_3\_plan1918\_L5\_Londonderry.002, Ordnance Survey and other plans.  
Date: 1917 (1918 Parliamentary Session)



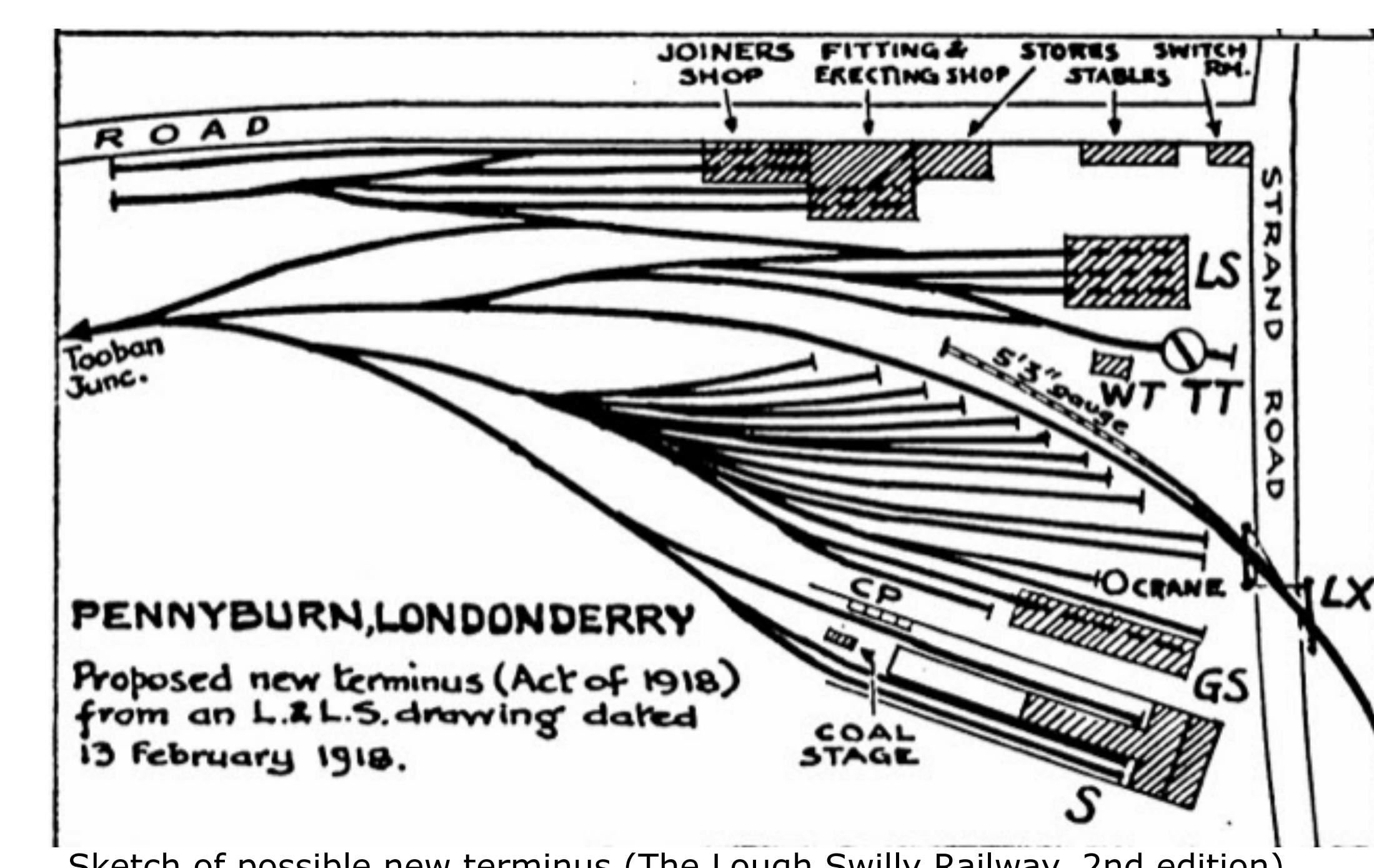
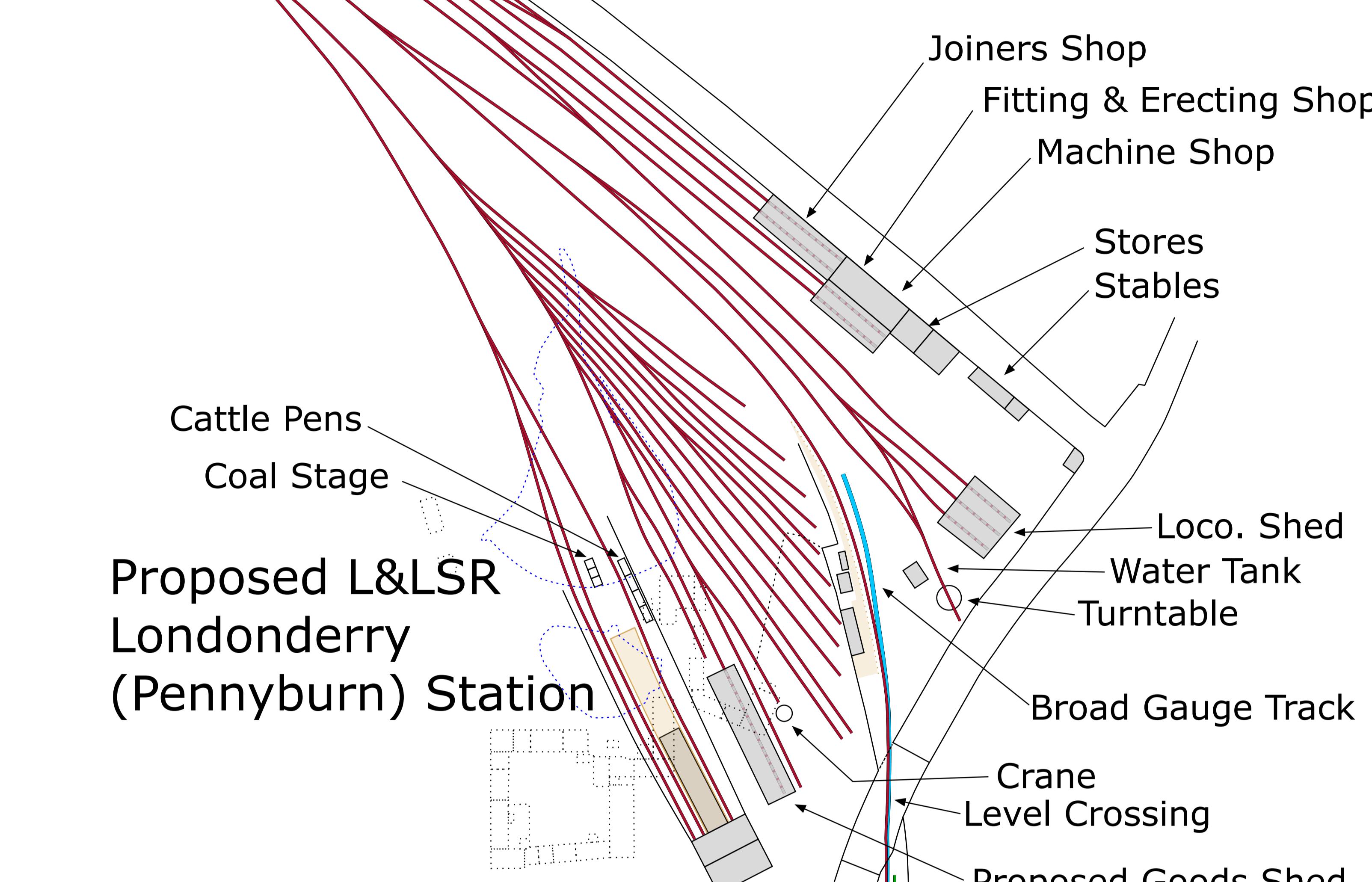
#### Credits:

Thanks to the following for their assistance:

- British Library,
- Bodleian Library (Oxford),
- UK Parliamentary Archives,
- E.M.Patterson (original author)
- Joe Begley & Steve Flanders (co-authors of revised book)

#### NOTE:

Due to the nature of Pattersons sketch, it is impossible to accurately arrange the proposed track and buildings.



# DERRY-LONDONDERRY RAILWAYS

## Londonderry & Lough Swilly Railway

1942

### KEY

LP&HC Londonderry Port & Harbour Commissioners.  
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Closed 1962.

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Londonderry Port & Harbour  
Commissioners.

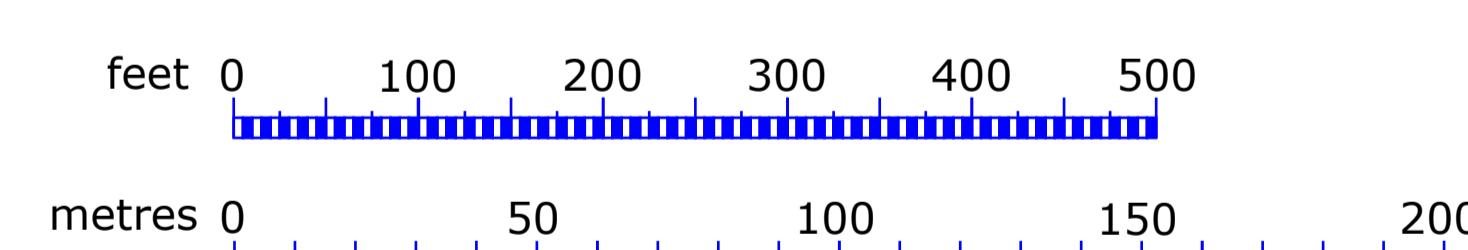


Londonderry & Lough Swilly Railway

© Chris Amundson 2023

Based on Ordnance Survey and other  
plans, plus photographs.

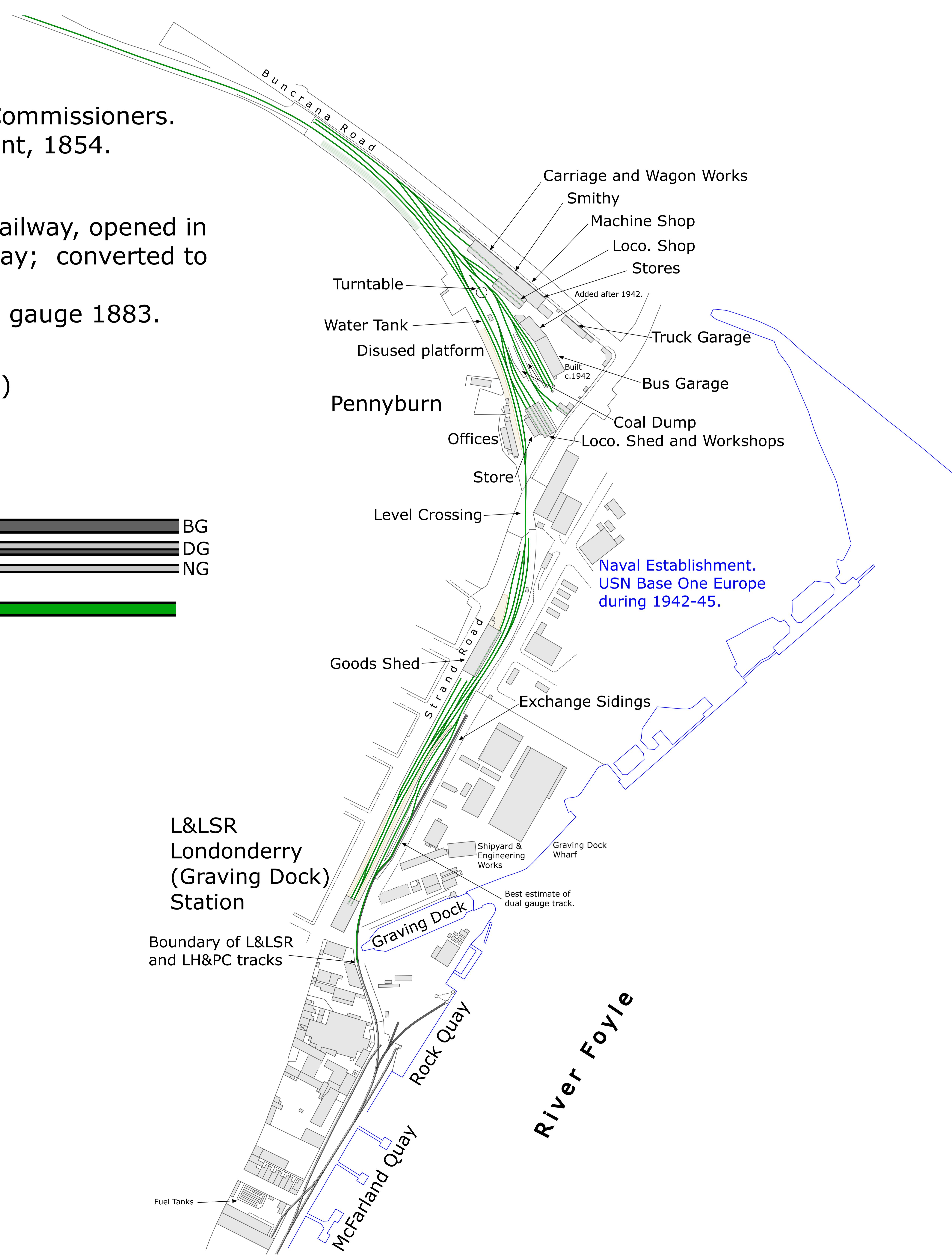
Date: 1942



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- Jim McBride,
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# DERRY-LONDONDERRY RAILWAYS

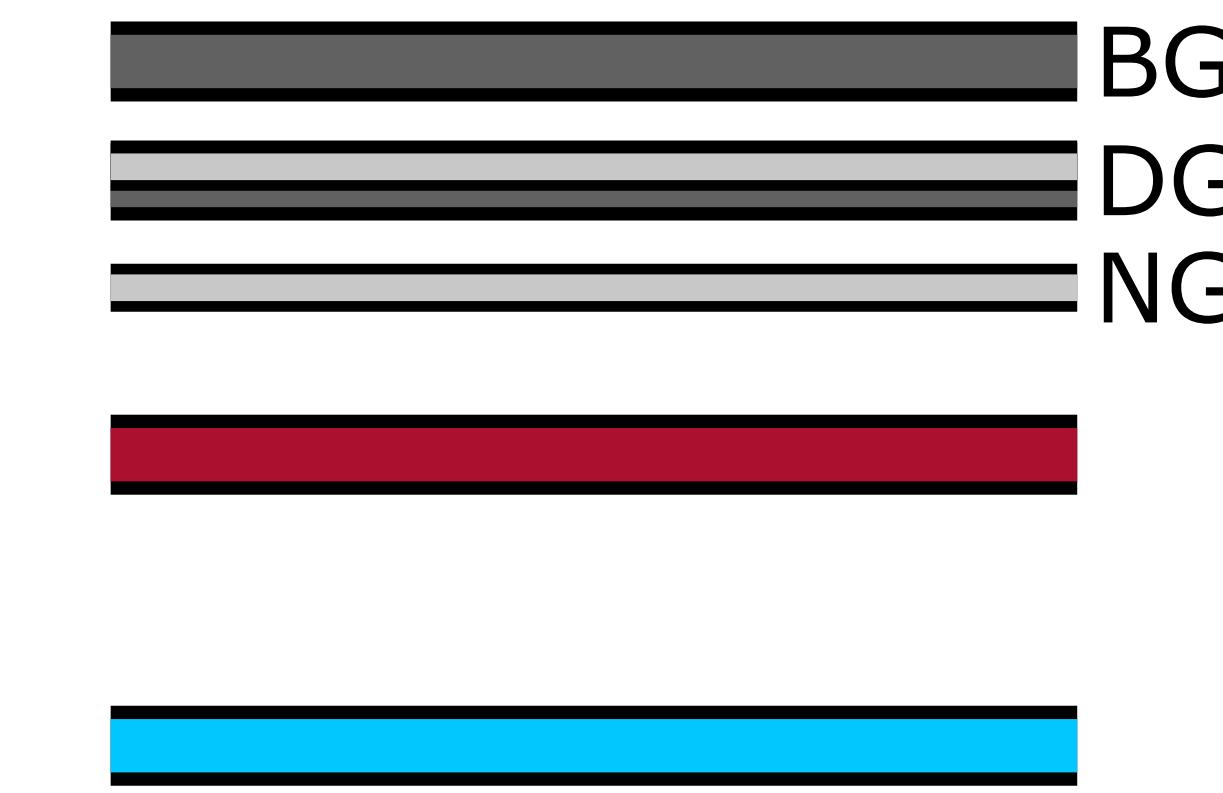
## Early 1960s

### KEY

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 ——— Dual gauge (1885+)

Londonderry Port & Harbour Commissioners.  
 Ulster Transport Authority (UTA)  
 Great Northern Railway (Ireland)



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Based on Ordnance Survey and other plans, plus photographs.

Date: Early 1960s.

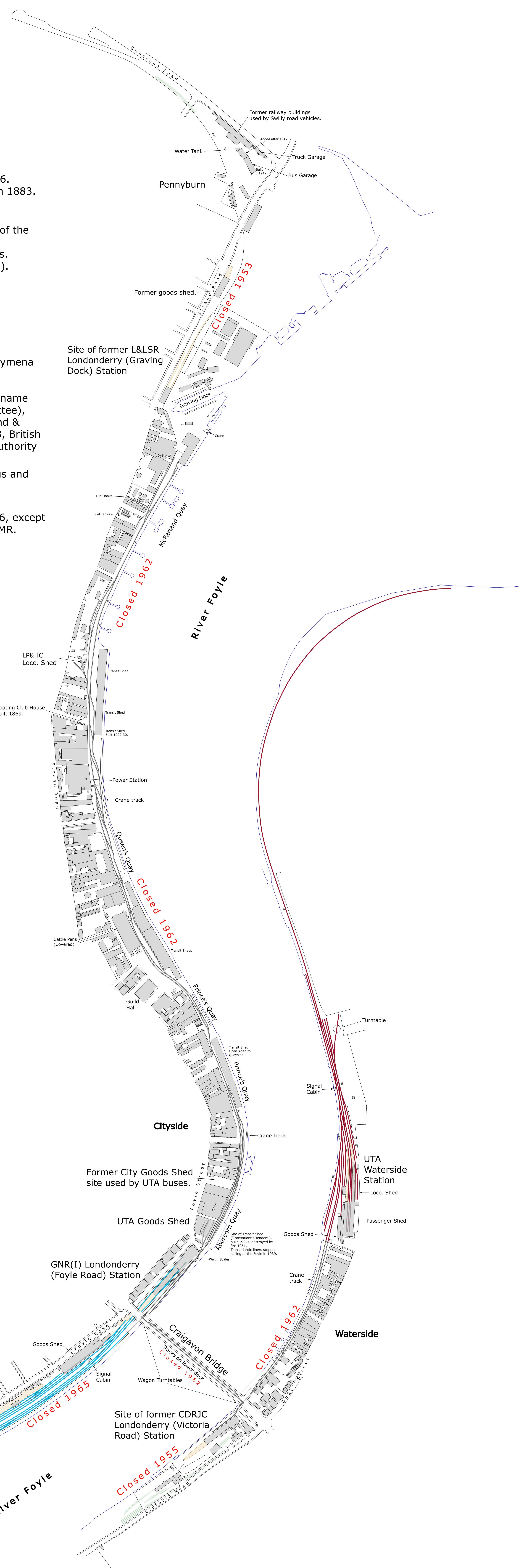
feet 0 100 200 300 400 500

metres 0 50 100 150 200

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- Jim McBride,
- Paul Wright.



# DERRY-LONDONDERRY RAILWAYS

## 1973 (Waterside)

### KEY

L&CR Londonderry & Coleraine Railway, opened in December 1852.  
Became part of the Belfast & Northern Counties Railway in 1871.

B&NCR Belfast & Northern Counties Railway, previously the Belfast & Ballymena  
MR(NCC) Railway (B&BR) until 1860.  
LMS(NCC) The B&NCR absorbed the L&CR in 1871.

BR Purchased by the Midland Railway (MR) of England in 1903. The name  
UTA was then changed to Midland Railway (Northern Counties Committee),  
NIR generally known as the NCC. Became part of the London, Midland &  
Scottish Railway (LMSR) in 1923 and after nationalisation in 1948, British  
Railways (BR). In 1949, it became part of the Ulster Transport Authority  
(UTA).

Northern Ireland Transport Holding Company is a Government owned  
body established in 1967. It took over the UTA, consisting of Northern  
Ireland Railways (NIR) and Ulsterbus. In 1973 it also took over services  
of the Belfast Corporation Transport Department, as Citybus.  
In 1996, the Translink brand name was chosen for all 3 operations.

— Broad gauge (1600mm / 5' 3")

Northern Ireland Railways (NIR) 

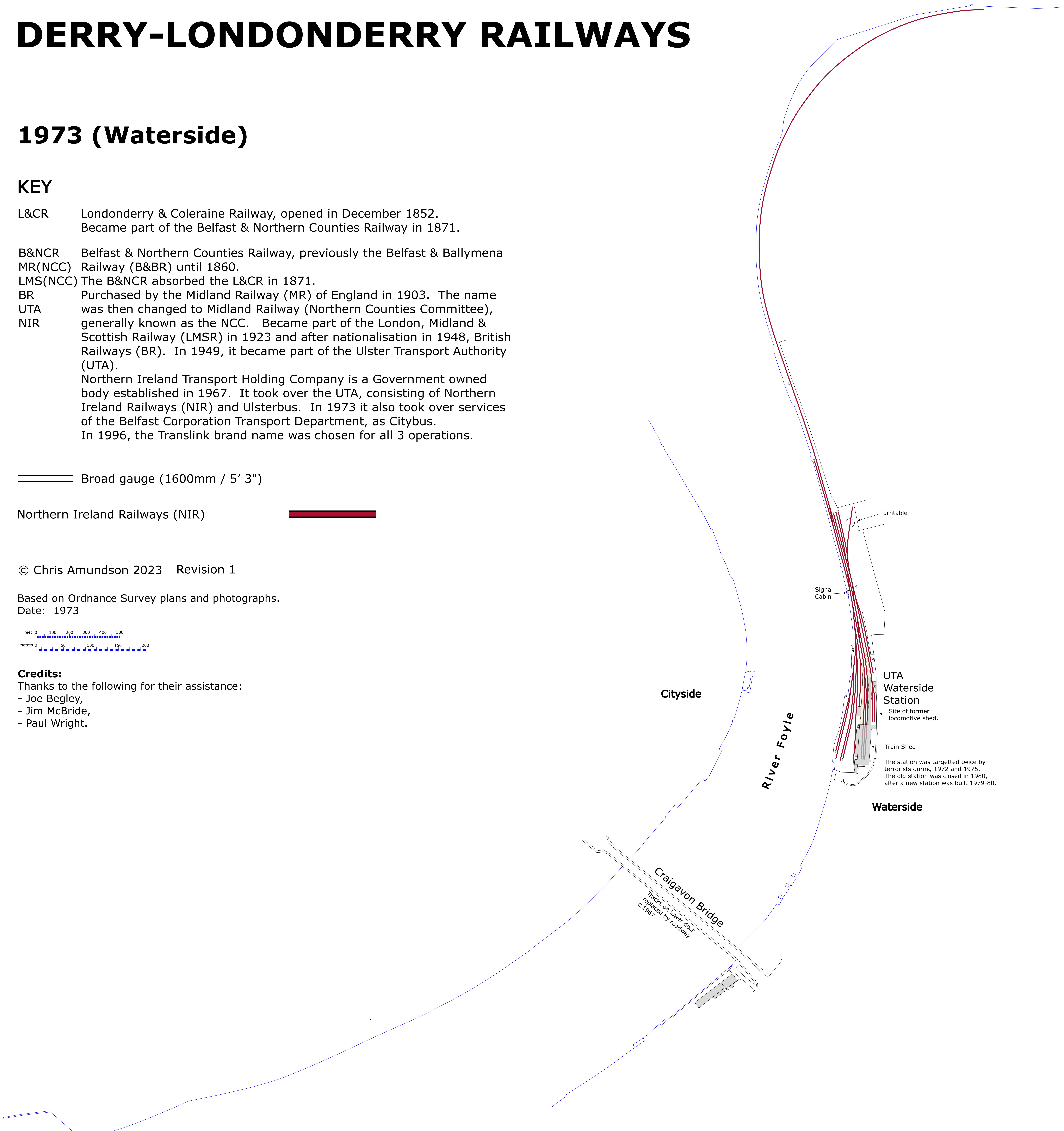
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Based on Ordnance Survey plans and photographs.  
Date: 1973

feet 0 100 200 300 400 500  
metres 0 50 100 150 200

### Credits:

Thanks to the following for their assistance:  
- Joe Begley,  
- Jim McBride,  
- Paul Wright.



# DERRY-LONDONDERRY RAILWAYS

## 1986 (Waterside)

### KEY

L&CR	Londonderry & Coleraine Railway, opened in December 1852. Became part of the Belfast & Northern Counties Railway in 1871.
B&NCR	Belfast & Northern Counties Railway, previously the Belfast & Ballymena
MR(NCC)	Railway (B&BR) until 1860.
LMS(NCC)	The B&NCR absorbed the L&CR in 1871.
BR	Purchased by the Midland Railway (MR) of England in 1903. The name
UTA	was then changed to Midland Railway (Northern Counties Committee),
NIR	generally known as the NCC. Became part of the London, Midland & Scottish Railway (LMSR) in 1923 and after nationalisation in 1948, British Railways (BR). In 1949, it became part of the Ulster Transport Authority (UTA).
	Northern Ireland Transport Holding Company is a Government owned body established in 1967. It took over the UTA, consisting of Northern Ireland Railways (NIR) and Ulsterbus. In 1973 it also took over services of the Belfast Corporation Transport Department, as Citybus. In 1996, the Translink brand name was chosen for all 3 operations.

— Broad gauge (1600mm / 5' 3")

Northern Ireland Railways (NIR)



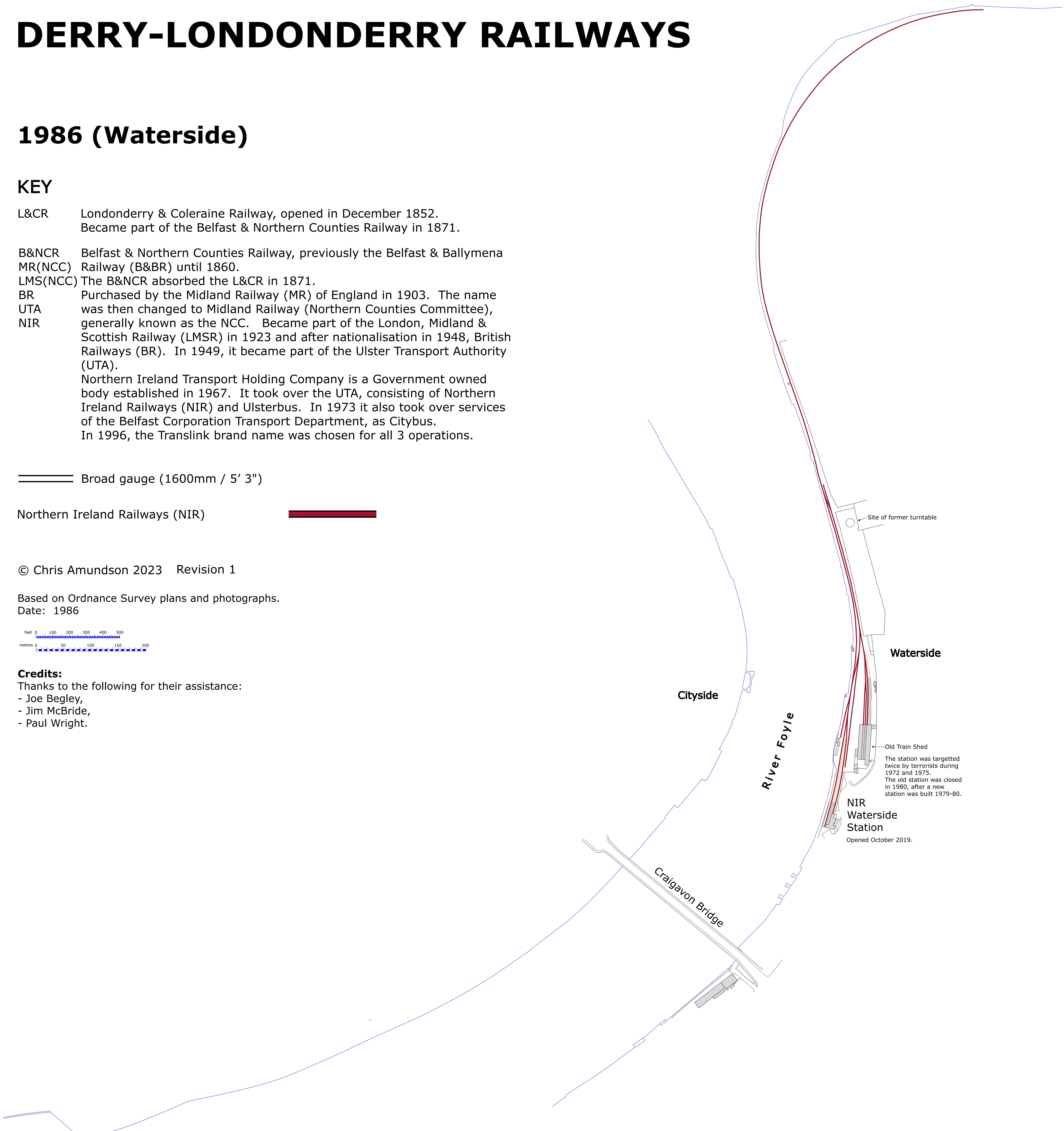
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Based on Ordnance Survey plans and photographs.  
Date: 1986

feet 0 100 200 300 400 500  
metres 0 50 100 150 200

### Credits:

Thanks to the following for their assistance:  
- Joe Begley,  
- Jim McBride,  
- Paul Wright.



# DERRY-LONDONDERRY RAILWAYS

## 2019 (Waterside)

### KEY

L&CR Londonderry & Coleraine Railway, opened in December 1852.  
Became part of the Belfast & Northern Counties Railway in 1871.

B&NCR Belfast & Northern Counties Railway, previously the Belfast & Ballymena  
MR(NCC) Railway (B&BR) until 1860.

LMS(NCC) The B&NCR absorbed the L&CR in 1871.

BR Purchased by the Midland Railway (MR) of England in 1903. The name  
UTA was then changed to Midland Railway (Northern Counties Committee),  
NIR generally known as the NCC. Became part of the London, Midland &  
Scottish Railway (LMSR) in 1923 and after nationalisation in 1948, British  
Railways (BR). In 1949, it became part of the Ulster Transport Authority  
(UTA).

Northern Ireland Transport Holding Company is a Government owned  
body established in 1967. It took over the UTA, consisting of Northern  
Ireland Railways (NIR) and Ulsterbus. In 1973 it also took over services  
of the Belfast Corporation Transport Department, as Citybus.  
In 1996, the Translink brand name was chosen for all 3 operations.

— Broad gauge (1600mm / 5' 3")

Northern Ireland Railways (NIR) 

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Based on Ordnance Survey plans, photographs and  
planning application.

Date: 2019

feet 0 100 200 300 400 500  
metres 0 50 100 150 200

### Credits:

Thanks to the following for their assistance:

- Joe Begley,
- Jim McBride,
- Paul Wright.

