

**RAILWAYS
OF
NORTH WEST
IRELAND**

An Atlas Through Time

by

Chris Amundson

INTRODUCTION

This Atlas fills a gap in the coverage of railway history in north west Ireland. Primarily aimed at coverage of the County Donegal Railway Joint Committee (CDRJC) and the Londonderry & Lough Swilly Railway (L&LSR), it nevertheless covers adjoining lines.

Of great significance in researching and drawing this atlas, was the PhD of the late Frank Sweeney:

The Londonderry & Burtonport Extension Railway 1903-47: Its Social Context and Environment. October 2004. (Department of Modern History, National University of Ireland, Maynooth.

Although concentrating on north west Donegal; as the title states, it is a social context and environment surrounding the conditions in that part of Donegal and the impact of the railway. The PhD is in two parts. Part 1 contains the most relevant information relating to railways; especially proposals during the 1890s and early 1900s.

Many other sources have been used. Especially important were the revised versions of the late Dr.E.M.Pattersons histories of the CDRJC and L&LSR:

- The County Donegal Railways, Dr.E.M.Patterson, revised by Joe Begley and Steve Flanders.

- The Lough Swilly Railway, Dr.E.M.Patterson, revised by Joe Begley and Steve Flanders.

In addition the most useful atlas was:

- Johnson's Atlas and Gazeteer of the Railways of Ireland, S.Johnson.

- The UK Parliamentary Archives.

Special thanks to Joe Begley for his help with this and other work on the railways of Donegal and neighbouring areas.

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The work is not for profit and free for anyone to use, providing the creator is properly accredited / acknowledged.

DONEGAL RAILWAYS: History: Pre-1867

KEY

- FVR Finn Valley Railway opened (*broad gauge*) 7 September 1863.
- L&LSR Londonderry & Lough Swilly Railway, opened 31 December 1863 (*broad gauge*) to Farland Point. Opened c.8/9 September 1864 to Bunrana.
- L&ER Londonderry & Enniskillen Railway, opened 19 April 1847. Leased to Dundalk & Enniskillen Railway (D&ER) in 1860. D&ER renamed Irish North Western Railway in 1862.
- D&ER Dundalk & Enniskillen Railway, opened 1860 and reached Enniskillen in 1859. Renamed: Irish North Western Railway in 1862.
- PD&OJR Portadown, Dungannon & Omaha Junction Railway, opened 1861.
- E&BR Enniskillen & Bundoran Railway, opened 1866.
- INWR Irish North Western Railway formed in 1862.
- L&CR Londonderry & Coleraine Railway, opened in December 1852; reached Coleraine in July 1853.
- LP&HC Londonderry Port & Harbour Commissioners. Established by Act of Parliament, 1854.

SYMBOLS:

- x Level Crossing (*manned*)
- x Level Crossing (*unmanned*)

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Sources:

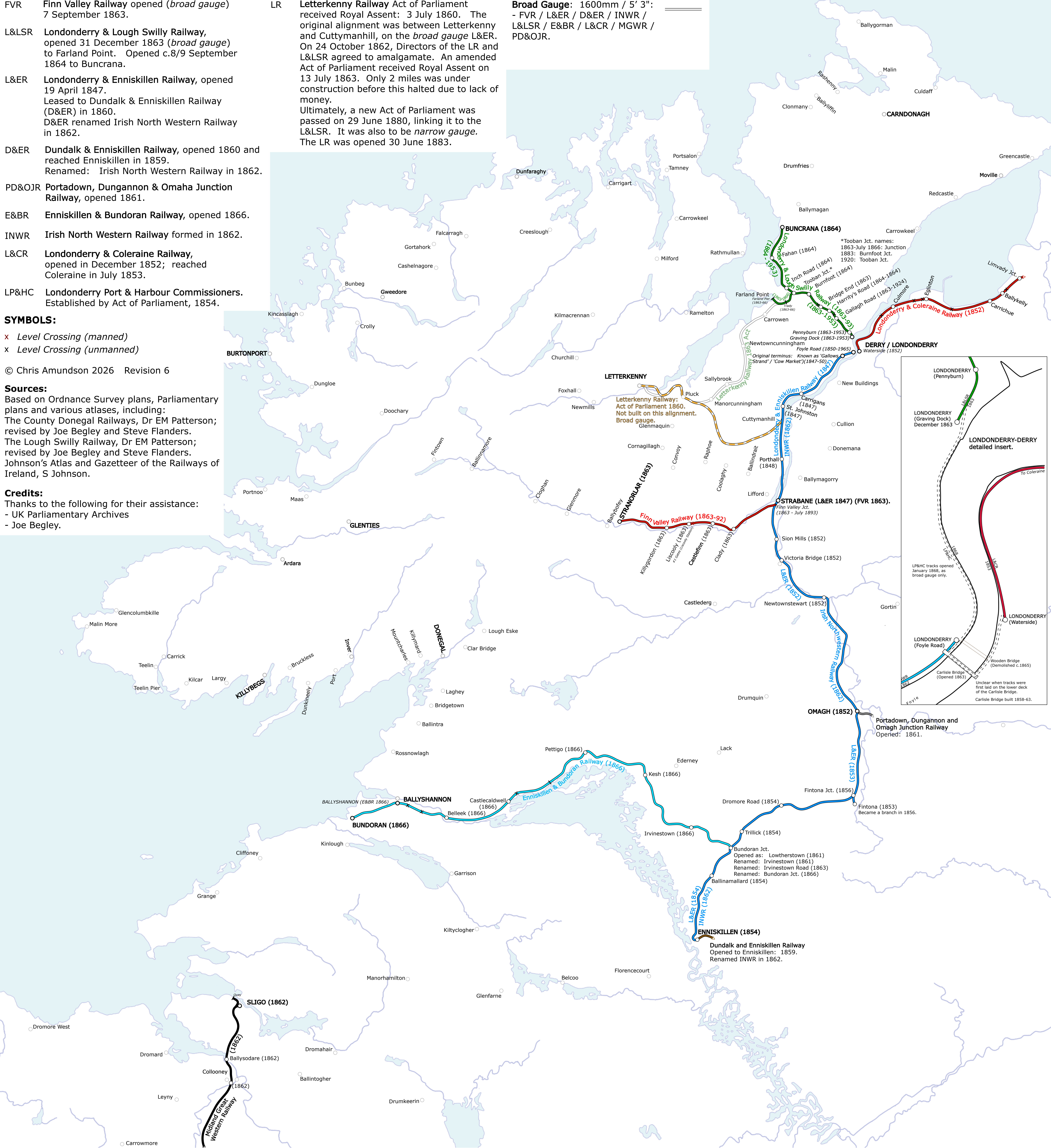
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Credits:

Thanks to the following for their assistance:
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 - Joe Begley.

GAUGES:

Broad Gauge: 1600mm / 5' 3"
 - FVR / L&ER / D&ER / INWR / L&LSR / E&BR / L&CR / MGWR / PD&OJR.



DONEGAL RAILWAYS: History: 1874-1882

KEY

- FVR Finn Valley Railway opened (*broad gauge*) on 7 September 1863.
- WDR West Donegal Railway opened (*broad gauge*) on 25 April 1882, to Druminin. It ran out of money and did not reach Donegal (Town) until 16 September 1889.
- L&LSR Londonderry & Lough Swilly Railway, opened 31 December 1863 (*broad gauge*).
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- E&BR Enniskillen & Bundoran Railway, opened 1866.
- L&CR Londonderry & Coleraine Railway, opened in December 1852; reached Coleraine in July 1853.
- B&NCR Belfast & Northern Counties Railway, formed May 1860. Absorbed the L&CR July 1871.
- LP&HC Londonderry Port & Harbour Commissioners. Established by Act of Parliament, 1854. Initially *broad gauge* tracks only.

SYMBOLS:

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- x Level Crossing (*unmanned*)

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Sources:

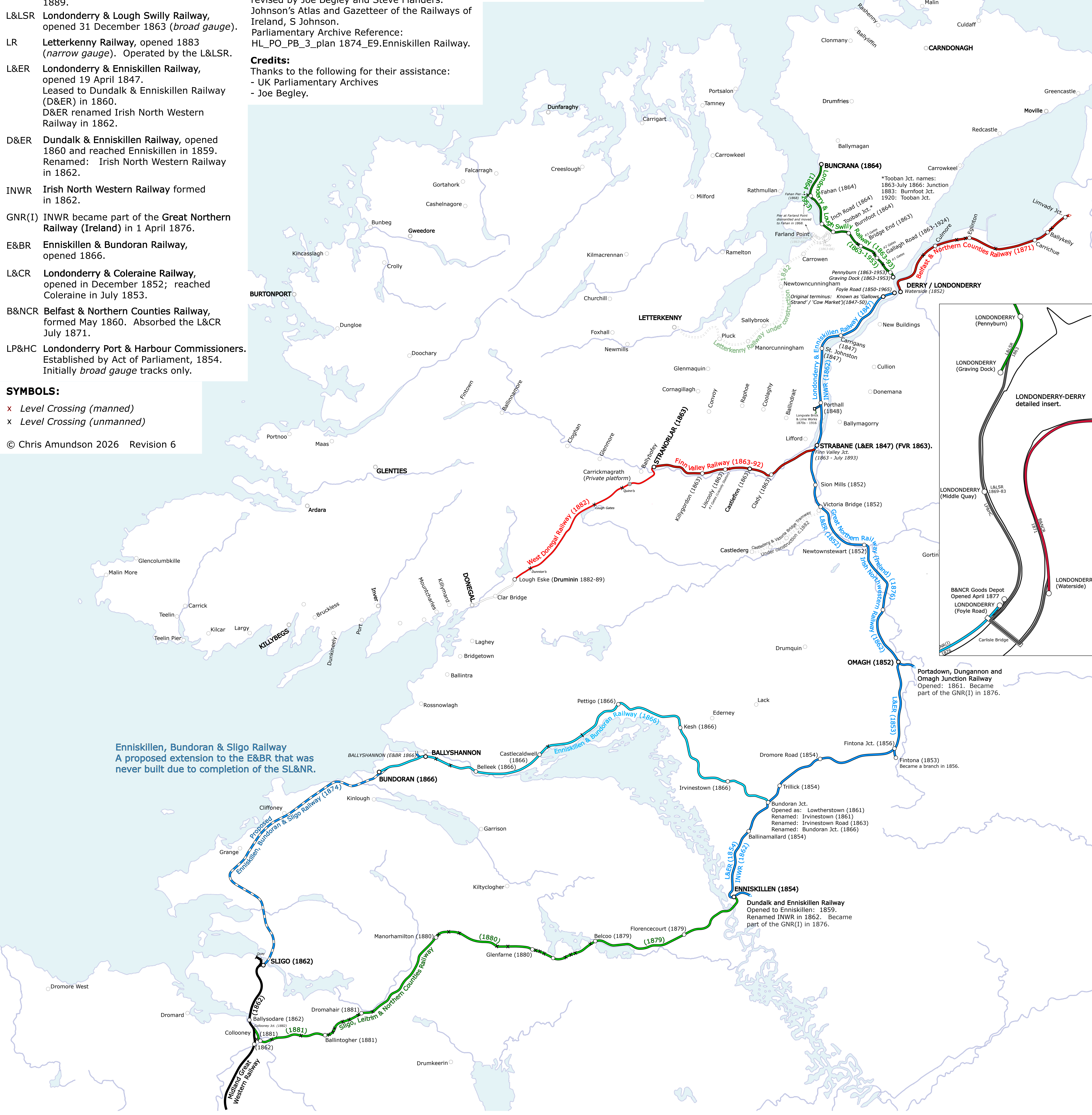
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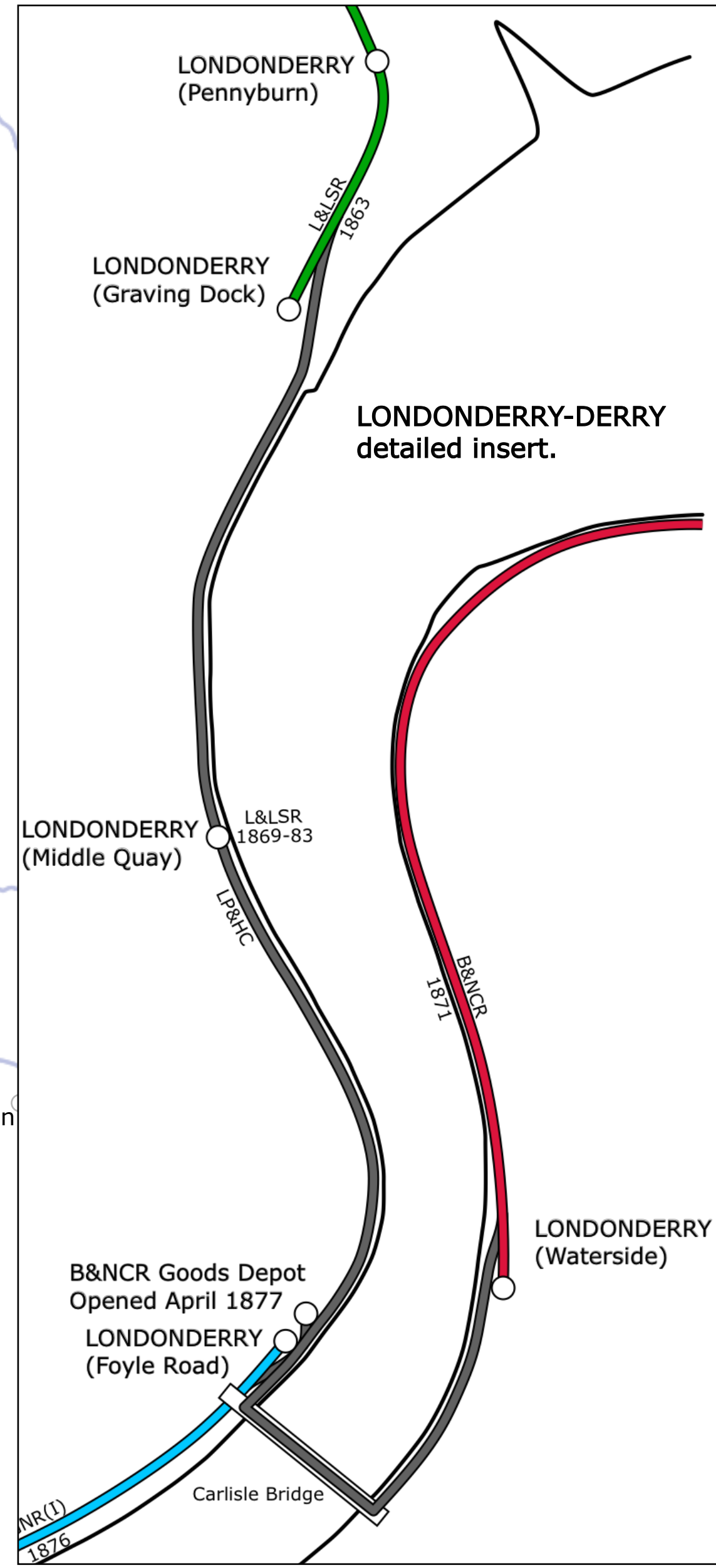
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- Narrow Gauge:** 914mm / 3':
 - WDR / LR / C&VBT.



Enniskillen, Bundoran & Sligo Railway
 A proposed extension to the E&BR that was never built due to completion of the SL&NR.



DONEGAL RAILWAYS: History: 1883

KEY

- FVR Finn Valley Railway opened (*broad gauge*) on 7 September 1863.
- WDR West Donegal Railway opened (*broad gauge*) on 25 April 1882, to Druminin. It ran out of money and did not reach Donegal (Town) until 16 September 1889.
- L&LSR Londonderry & Lough Swilly Railway, opened 31 December 1863 (*broad gauge*).
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- INWR Irish North Western Railway formed in 1862.
- GNR(I) INWR became part of the Great Northern Railway (Ireland) in 1876.
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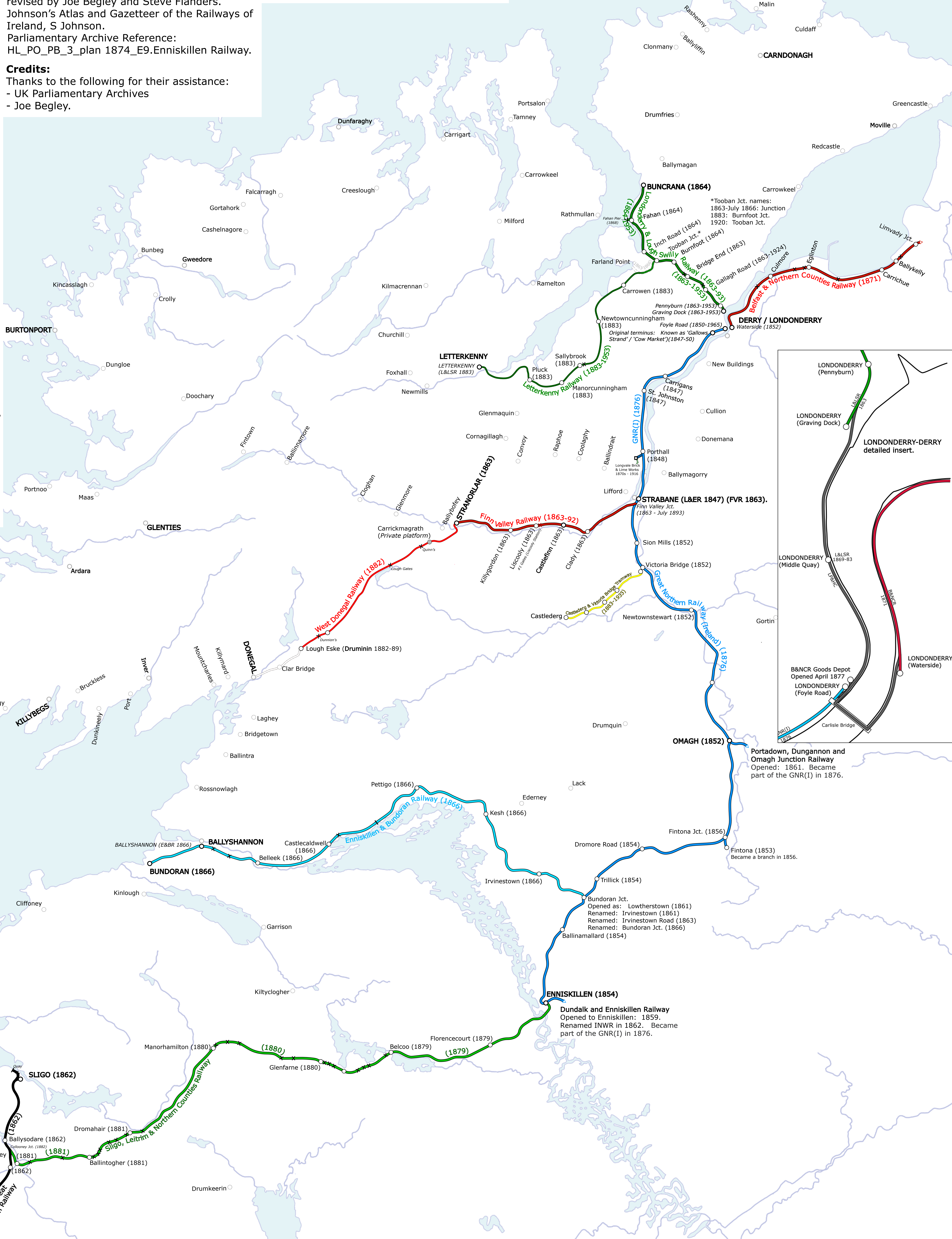
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 - WDR / LR / C&VBT.



DONEGAL RAILWAYS: Proposals: 1889

KEY

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- INWR Irish North Western Railway formed in 1862.
- GNR(I) INWR became part of the **Great Northern Railway (Ireland)** in 1876.
- E&BR Enniskillen & Bundoran Railway, opened 1866.
- L&CR Londonderry & Coleraine Railway, opened in December 1852; reached Coleraine in July 1853.
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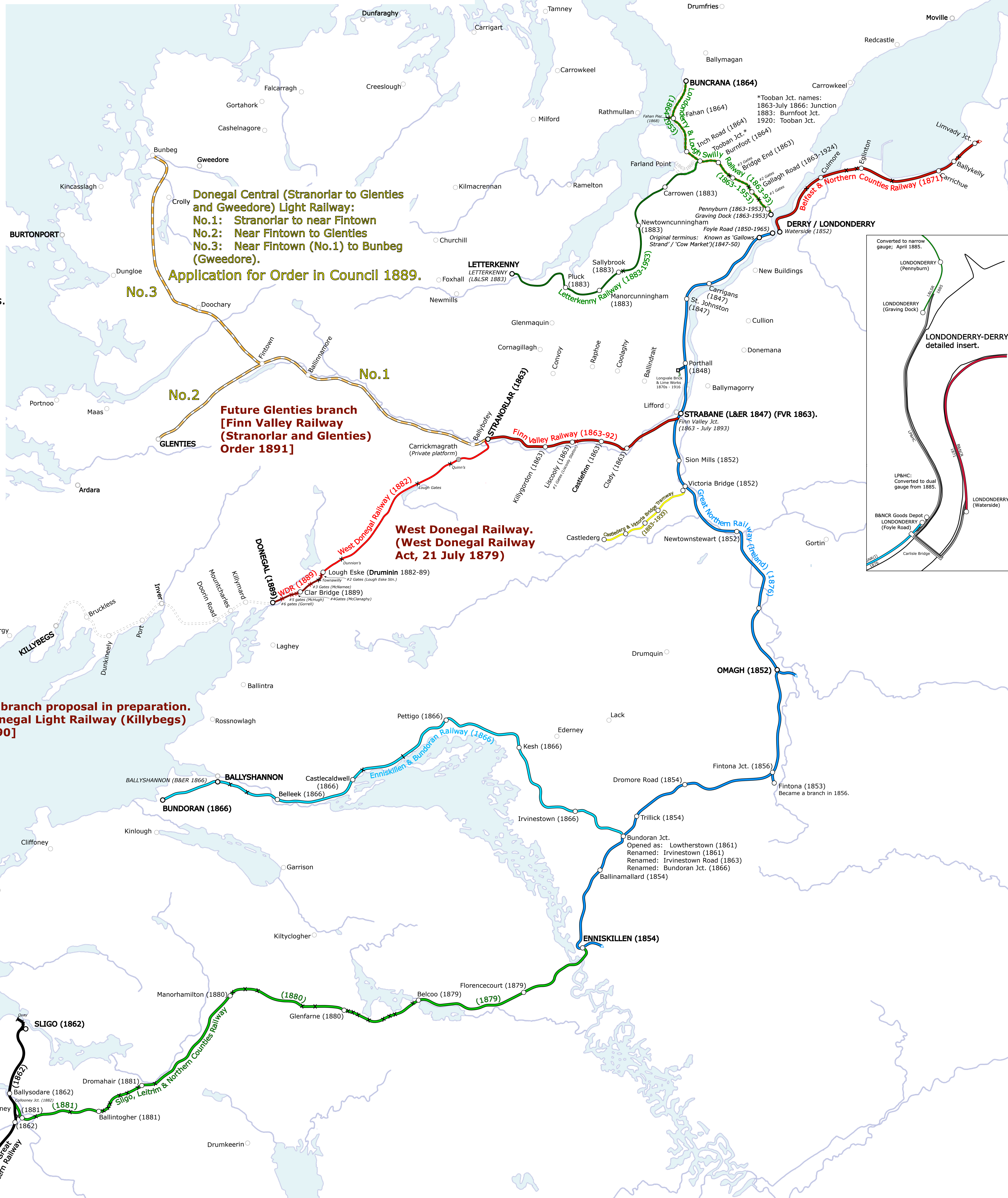
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 - Donegal Railway Heritage Museum.
 - Newspapers, including:
 - The Londonderry Sentinel, Tuesday, 24 December 1889.
 - The Donegal Independent, Saturday, 4 January 1890.
 - The Projected Light Railways; Donegal Vindicator, Saturday 4 January 1890.
 - The Donegal Independent, Saturday, 11 January 1890.

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 - WDR / LR / L&LSR / C&VBT.

CHANGE OF GAUGE:

L&LSR *broad gauge* changed to *narrow gauge*: 1885



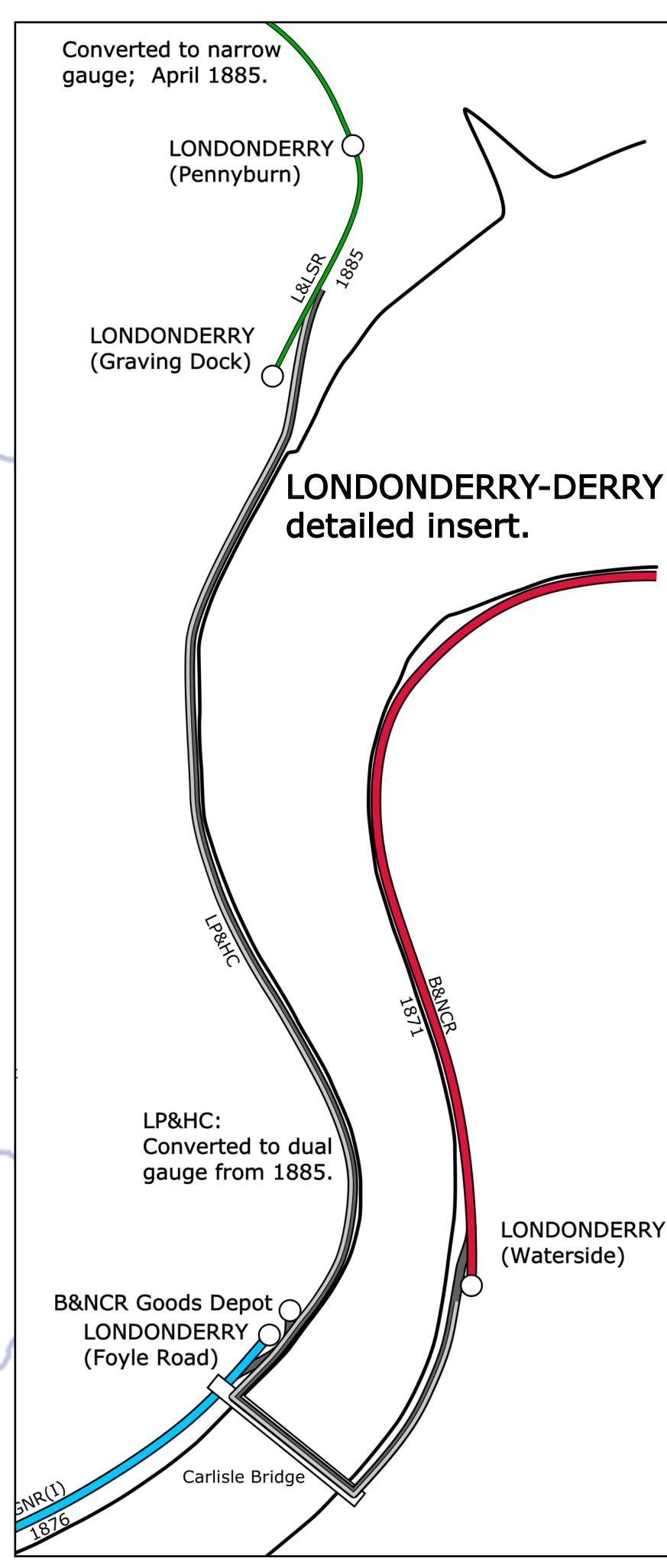
Donegal Central (Stranorlar to Glenties and Gweedore) Light Railway:
 No.1: Stranorlar to near Fintown
 No.2: Near Fintown to Glenties
 No.3: Near Fintown (No.1) to Bunbeg (Gweedore).

Application for Order in Council 1889.

Future Glenties branch [Finn Valley Railway (Stranorlar and Glenties) Order 1891]

West Donegal Railway. (West Donegal Railway Act, 21 July 1879)

Killybegs branch proposal in preparation. [West Donegal Light Railway (Killybegs) Order 1890]



DONEGAL RAILWAYS: Proposals: January 1890

KEY

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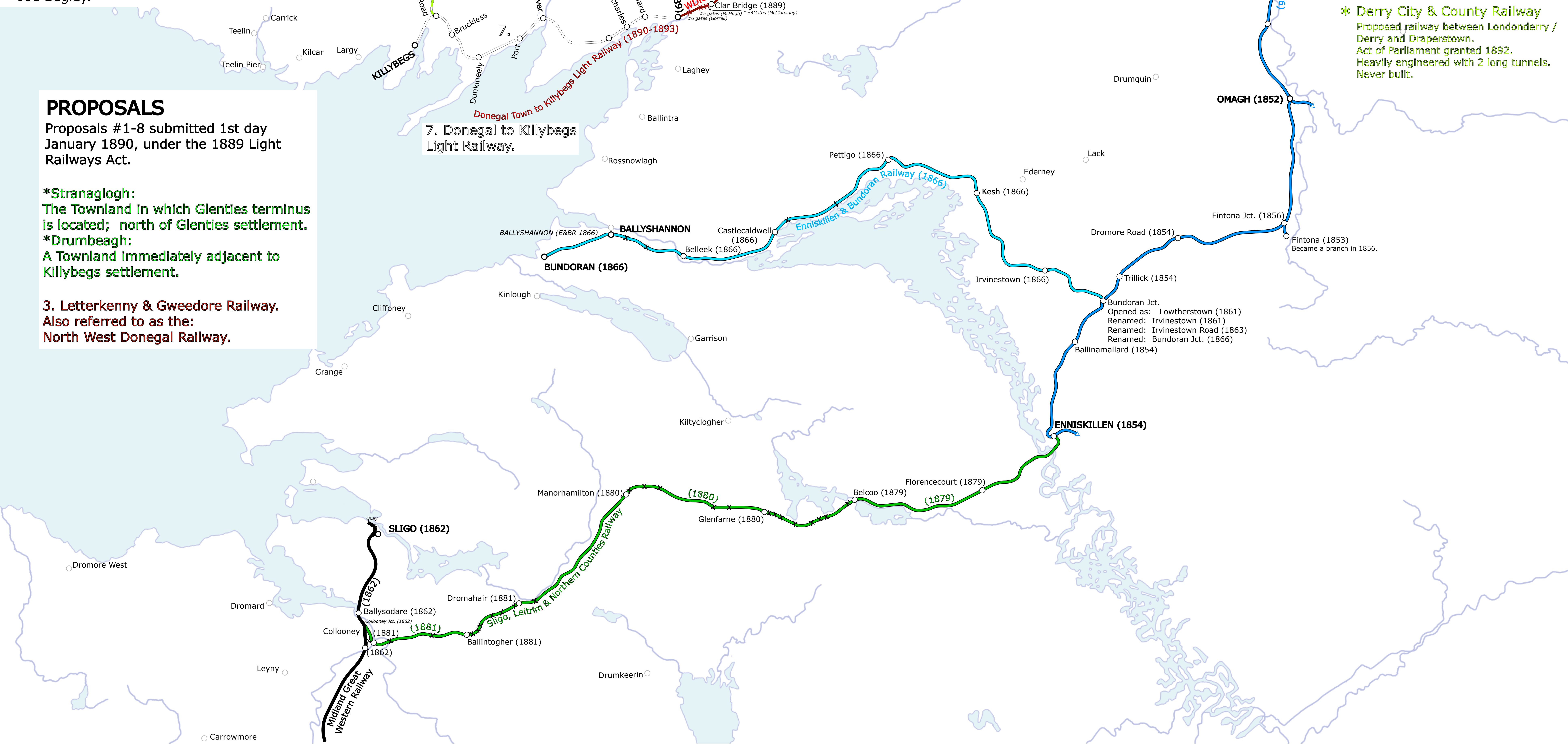
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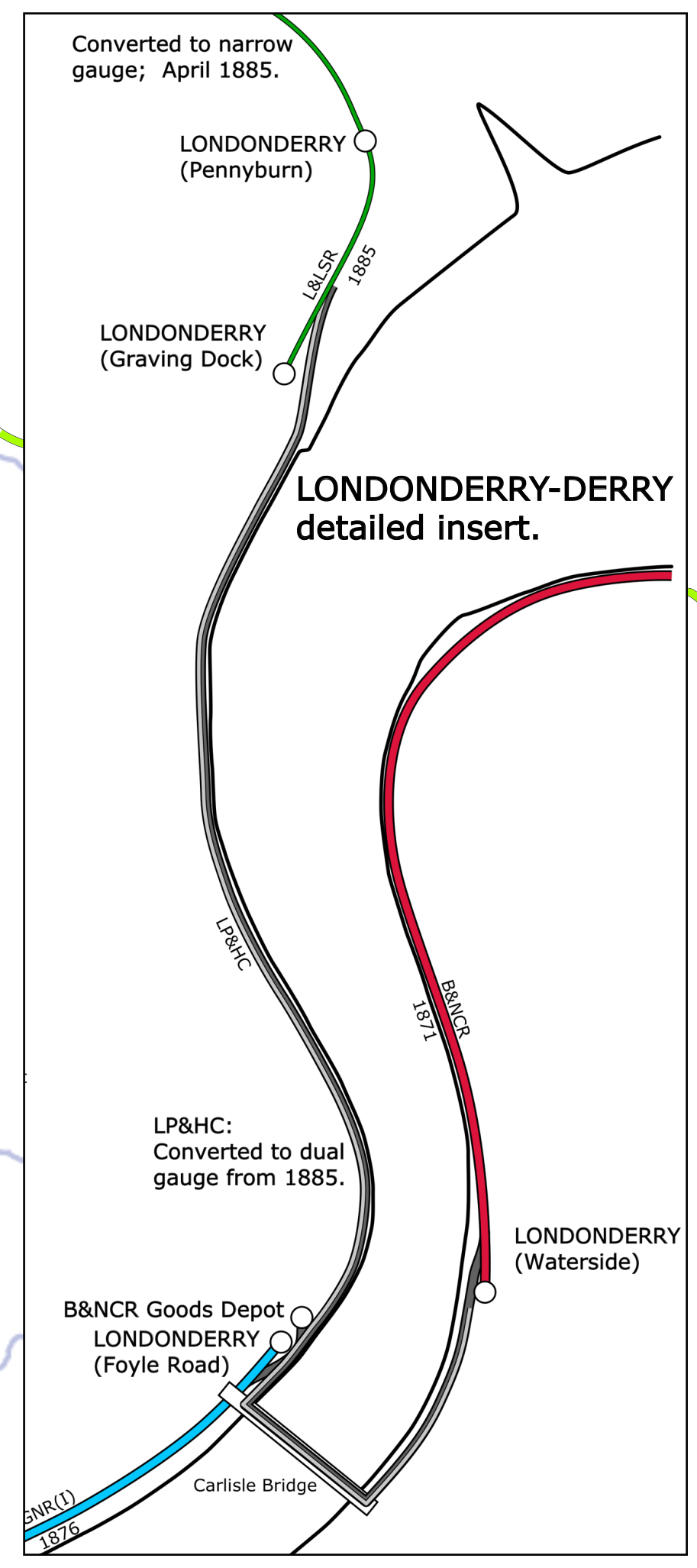
PROPOSALS
 Proposals #1-8 submitted 1st day January 1890, under the 1889 Light Railways Act.

***Stranaglogh:**
 The Townland in which Genties terminus is located; north of Genties settlement.

***Drumbeagh:**
 A Townland immediately adjacent to Killybegs settlement.

3. Letterkenny & Gweedore Railway.
 Also referred to as the:
North West Donegal Railway.

*** Derry City & County Railway**
 Proposed railway between Londonderry / Derry and Draperstown. Act of Parliament granted 1892. Heavily engineered with 2 long tunnels. Never built.



DONEGAL RAILWAYS: Proposals: March 1890

KEY

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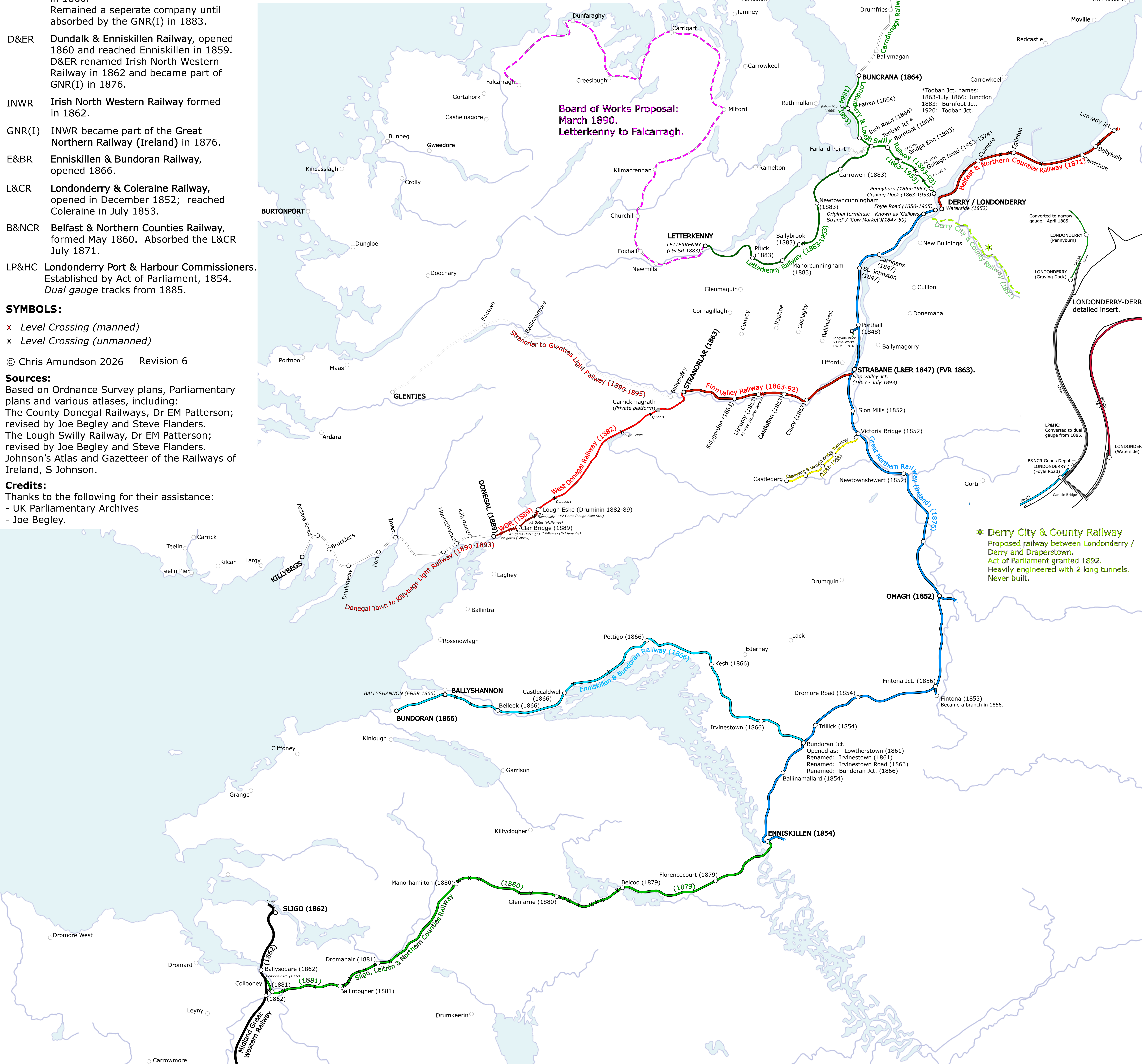
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* Derry City & County Railway
 Proposed railway between Londonderry / Derry and Draperstown.
 Act of Parliament granted 1892.
 Heavily engineered with 2 long tunnels.
 Never built.

DONEGAL RAILWAYS: Proposals: James Barton, 1896

KEY

- FVR Finn Valley Railway opened on 7 September 1863.
- WDR West Donegal Railway opened on 25 April 1882, to Druminin. It ran out of money and did not reach Donegal (Town) until 16 September 1889.
- DR Donegal Railway established in 27 June 1892; merging the West Donegal Railway (WDR) and the Finn Valley Railway (FVR).
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- LP&HC Londonderry Port & Harbour Commissioners. Established by Act of Parliament, 1854. *Dual gauge* tracks from 1885.

- Symbols:**
- x Level Crossing (manned)
 - x Level Crossing (unmanned)

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Credits:
Many thanks for great assistance:
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Narrow Gauge: 914mm / 3':
- WDR / DR / CDRJC / S&LR / L&LSR / L&BER.

Former FVR *broad gauge* changed to *narrow gauge*: 13-15 July 1894.

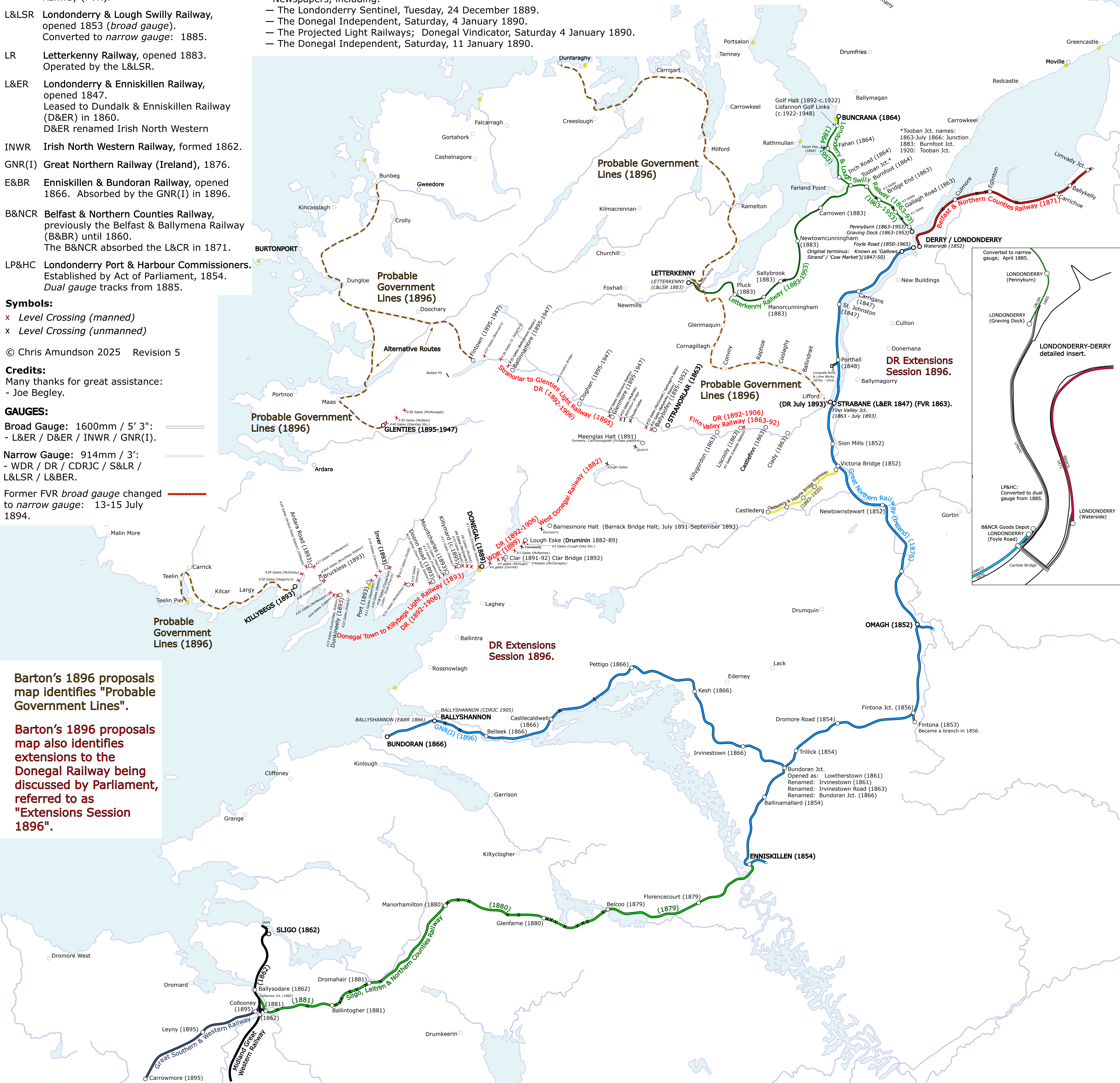
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1896 Statement of the Directors of the DR Co. in support of extending the Glenties and Killybegs Lines.
1896 James Barton reported to the Directors of the DR Co.

1896 James Barton report recommendations.

1896 James Barton map: Fishery Piers.



Barton's 1896 proposals map identifies "Probable Government Lines".

Barton's 1896 proposals map also identifies extensions to the Donegal Railway being discussed by Parliament, referred to as "Extensions Session 1896".

DONEGAL RAILWAYS: History, 1900

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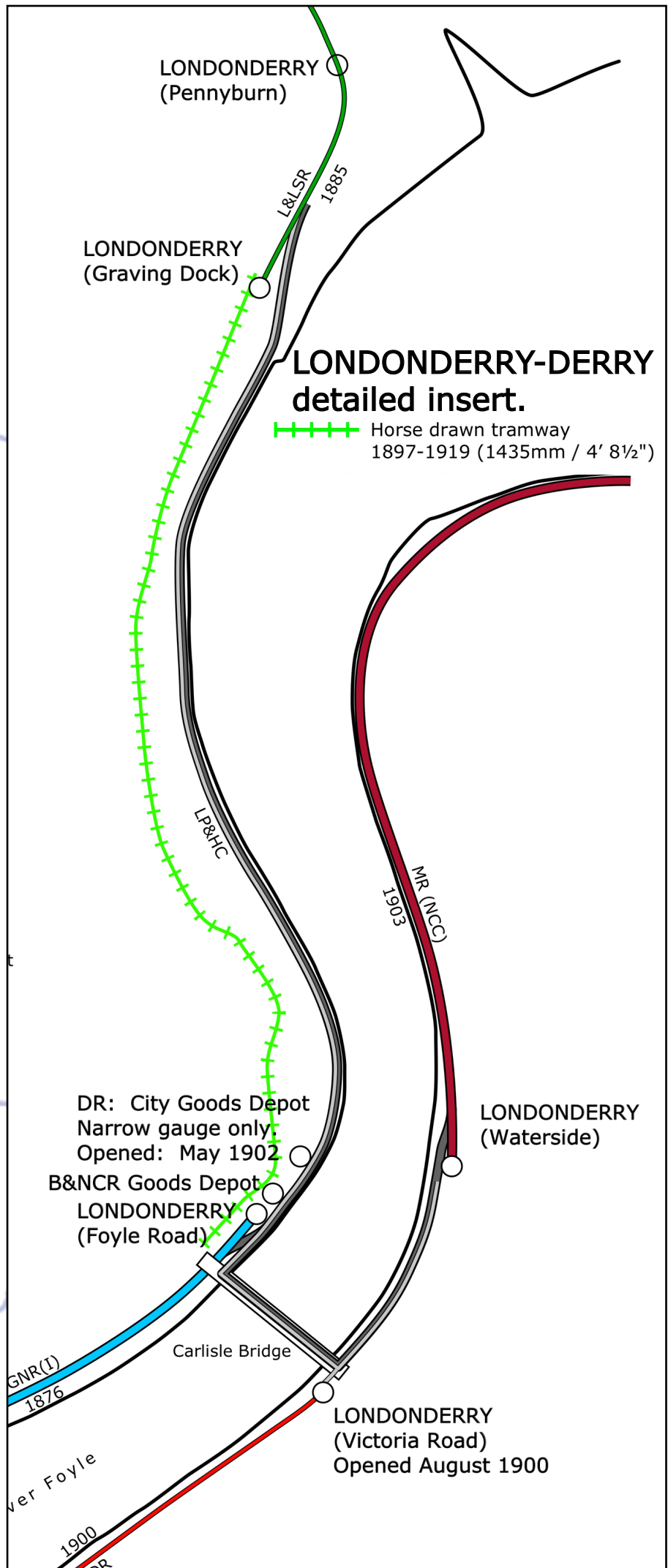
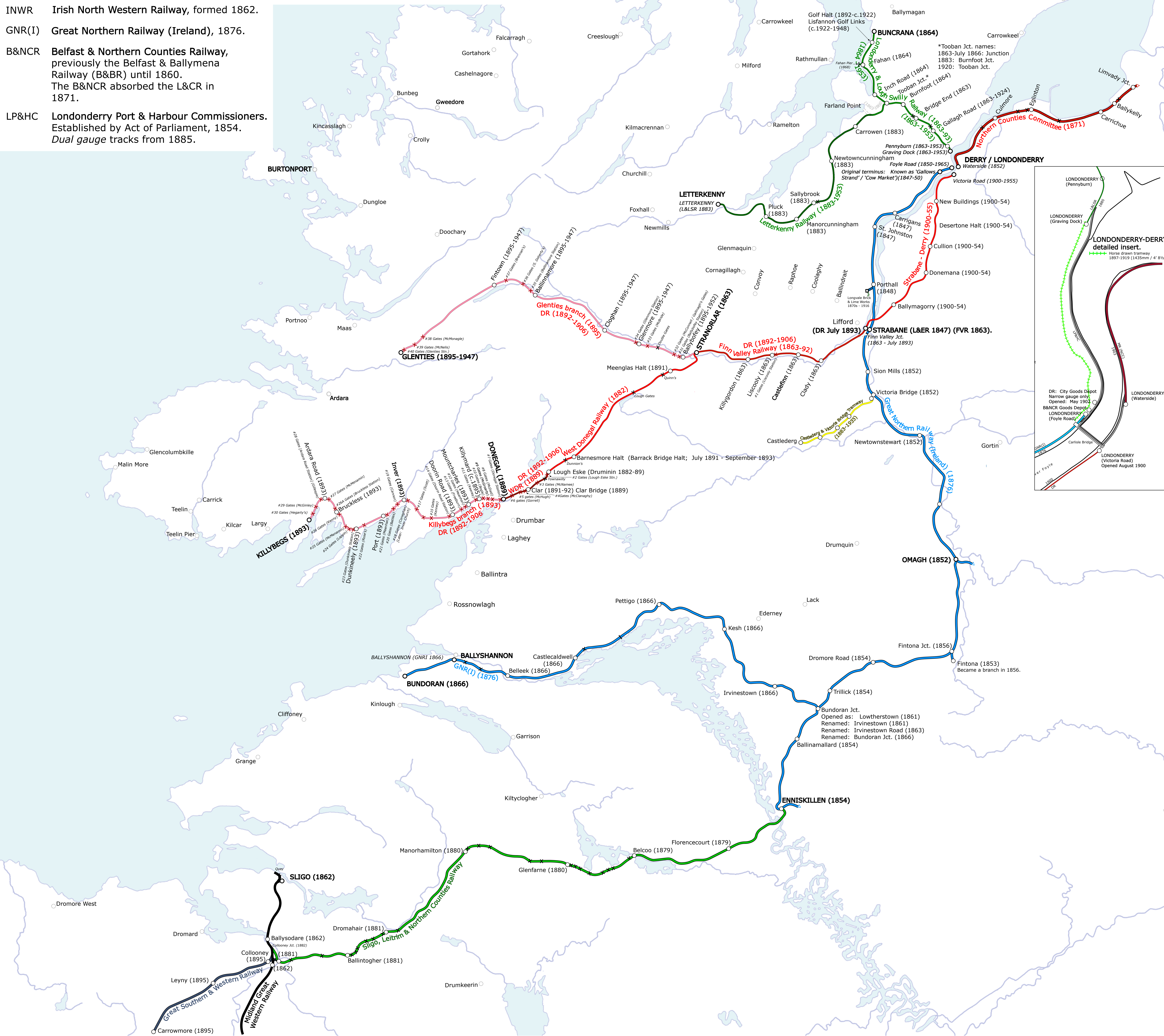
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DONEGAL RAILWAYS: History: 1901-1905

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- LR** Letterkenny Railway, opened 1883. Operated by the L&LSR.
- CR** Carndongh Railway, opened 1901. Operated by the L&LSR.
- L&BER** Letterkenny & Burtonport Extension Railway, 1903. Operated by the L&LSR.
- LP&HC** Londonderry Port & Harbour Commissioners. Established by Act of Parliament, 1854. *Dual gauge* tracks from 1885.

- L&ER** Londonderry & Enniskillen Railway, opened 1847. Leased to Dundalk & Enniskillen Railway (D&ER) in 1860. D&ER renamed Irish North Western
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- GNR(I)** Great Northern Railway (Ireland), 1876.
- MR (NCC)** 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 1 July 1903. The name was then changed to **Midland Railway (Northern Counties Committee)**, generally known as the NCC.

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- Broad Gauge: 1600mm / 5' 3":**
 - L&ER / D&ER / INWR / GNR(I).
- Narrow Gauge: 914mm / 3':**
 - WDR / DR / CDRJC / S&LR / L&LSR / L&BER.

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- x** Level Crossing (*unmanned*)

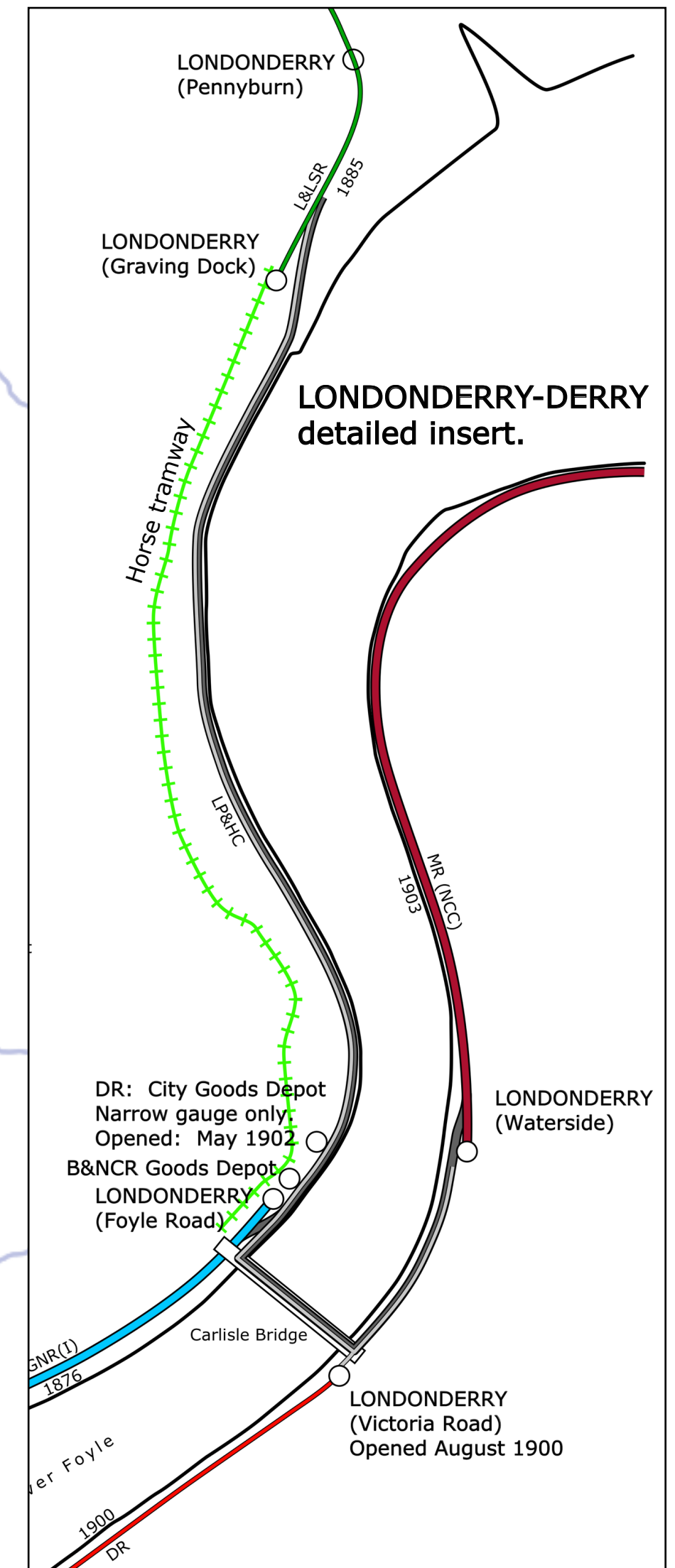
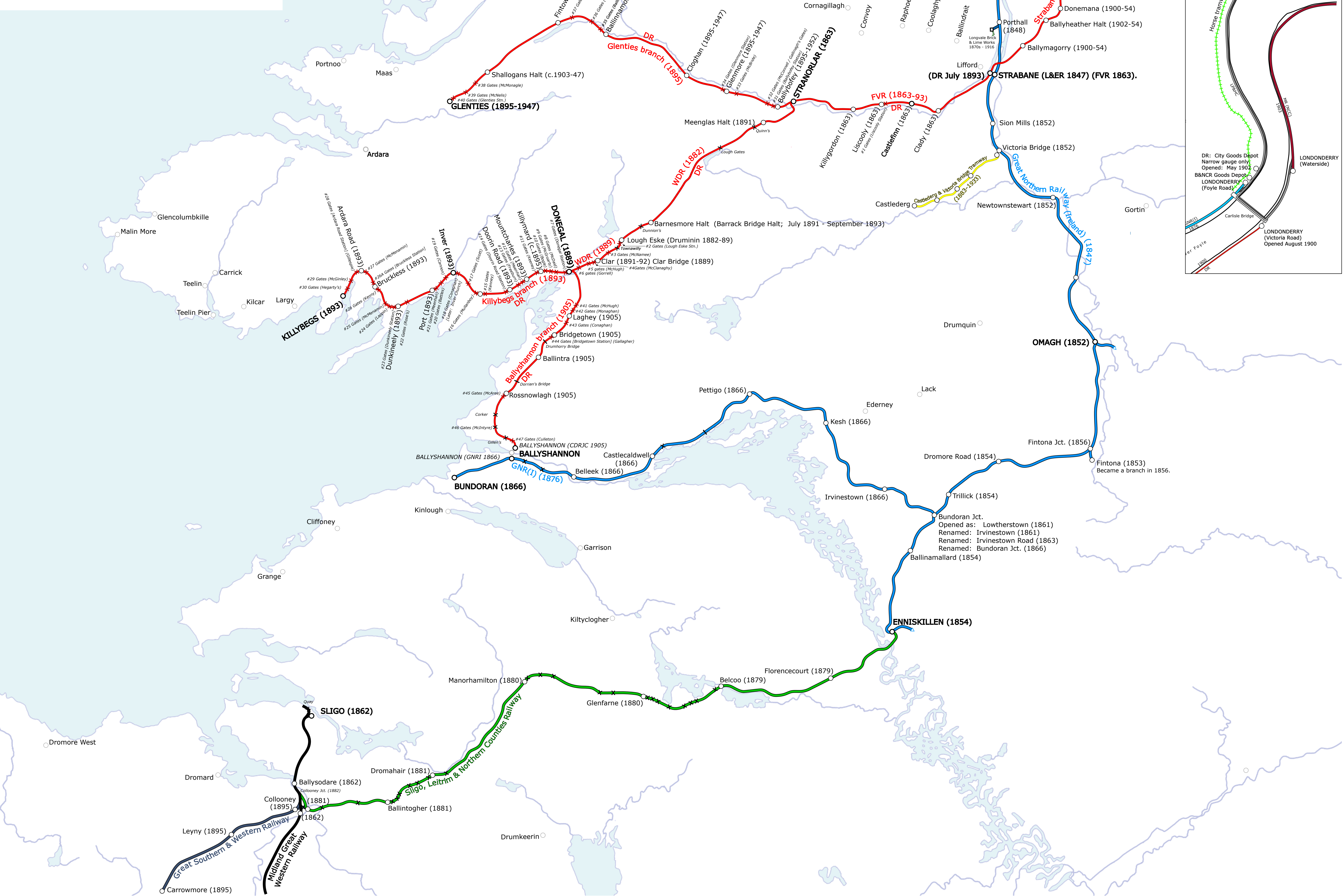
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Sources:

Based on Ordnance Survey plans, Parliamentary plans and various atlases, including: The County Donegal Railways, Dr EM Patterson; revised by Joe Begley and Steve Flanders. The Lough Swilly Railway, Dr EM Patterson; revised by Joe Begley and Steve Flanders. Johnson's Atlas and Gazetteer of the Railways of Ireland, S Johnson.

Credits:

Thanks to the following for their assistance:
 - UK Parliamentary Archives
 - Joe Begley.



DONEGAL RAILWAYS: History: 1906-1913

- KEY**
- 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.
 - L&LSR Londonderry & Lough Swilly Railway, opened 1853 (*broad gauge*). Converted to *narrow gauge*: 1885.
 - LR Letterkenny Railway, opened 1883. Operated by the L&LSR.
 - CR Carndough Railway, opened 1903. Operated by the L&LSR.
 - L&BER Letterkenny & Burtonport Extension Railway (Ireland), 1903. Operated by the L&LSR.
 - LP&HC Londonderry Port & Harbour Commissioners. Established by Act of Parliament, 1854. *Dual gauge* tracks from 1885.
- GAUGES:**
- Broad Gauge: 1600mm / 5' 3": - L&ER / D&ER / INWR / GNR(I).
 - Narrow Gauge: 914mm / 3': - WDR / DR / CDRJC / S&LR / L&LSR / L&BER.
- MR (NCC) 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.

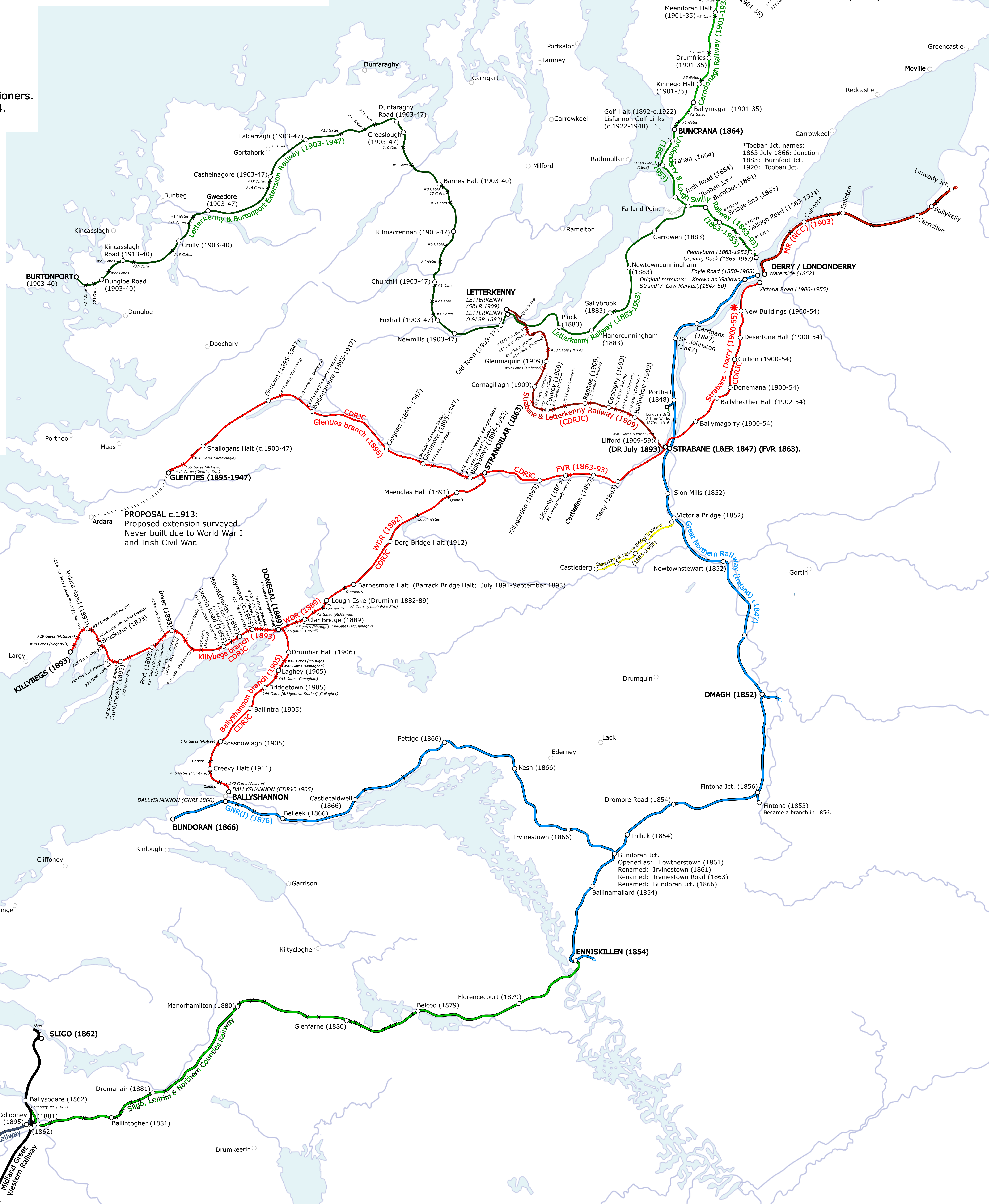
Symbols:

- x Level Crossing (*manned*)
- x Level Crossing (*unmanned*)
- * Strabane - Derry / Londonderry. May 1906: Operated by CDRJC. Owned wholly by the Midland Railway (of England); then the LMSR.

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Sources:
Based on Ordnance Survey plans, Parliamentary plans and various atlases, including:
The County Donegal Railways, Dr EM Patterson; revised by Joe Begley and Steve Flanders.
The Lough Swilly Railway, Dr EM Patterson; revised by Joe Begley and Steve Flanders.
Johnson's Atlas and Gazetteer of the Railways of Ireland, S Johnson.

Credits:
Thanks to the following for their assistance:
- Joe Begley.



DONEGAL RAILWAYS: History: 1922-23

KEY

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.

L&LSR Londonderry & Lough Swilly Railway, opened 1853 (*broad gauge*).
 Converted to *narrow gauge*: 1885.

LR Letterkenny Railway, opened 1883.
 Operated by the L&LSR.

CR Carndough Railway, opened 1903.
 Operated by the L&LSR.

L&BER Letterkenny & Burtonport Extension Railway (Ireland), 1903.
 Operated by the L&LSR.

LP&HC Londonderry Port & Harbour Commissioners. Established by Act of Parliament, 1854.
Dual gauge tracks from 1885.

Symbols:

- x Level Crossing (*manned*)
- x Level Crossing (*unmanned*)

* Strabane - Derry / Londonderry.
 May 1906: Operated by CDRJC.
 Owned wholly by the Midland Railway (of England); then the LMSR.

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Sources:

Based on Ordnance Survey plans, Parliamentary plans and various atlases, including: The County Donegal Railways, Dr EM Patterson; revised by Joe Begley and Steve Flanders. The Lough Swilly Railway, Dr EM Patterson; revised by Joe Begley and Steve Flanders. Johnson's Atlas and Gazetteer of the Railways of Ireland, S Johnson. The Letterkenny & Burtonport Extension Railway 1903-47: Its Social Context and Environment. Frank Sweeney, Thesis for the Degree of PhD. Department of Modern History National University of Ireland, Maynooth. October 2004.

Credits:

Thanks to the following for their assistance:
 - Joe Begley.

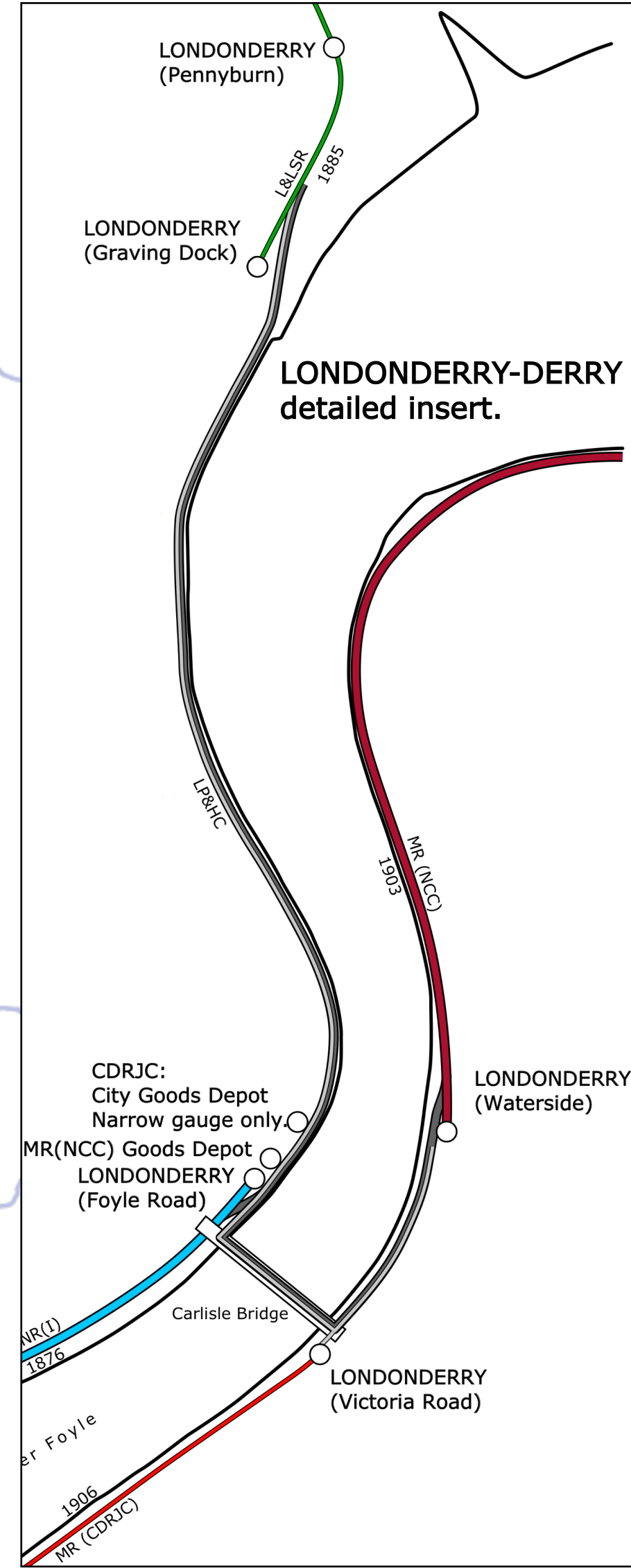
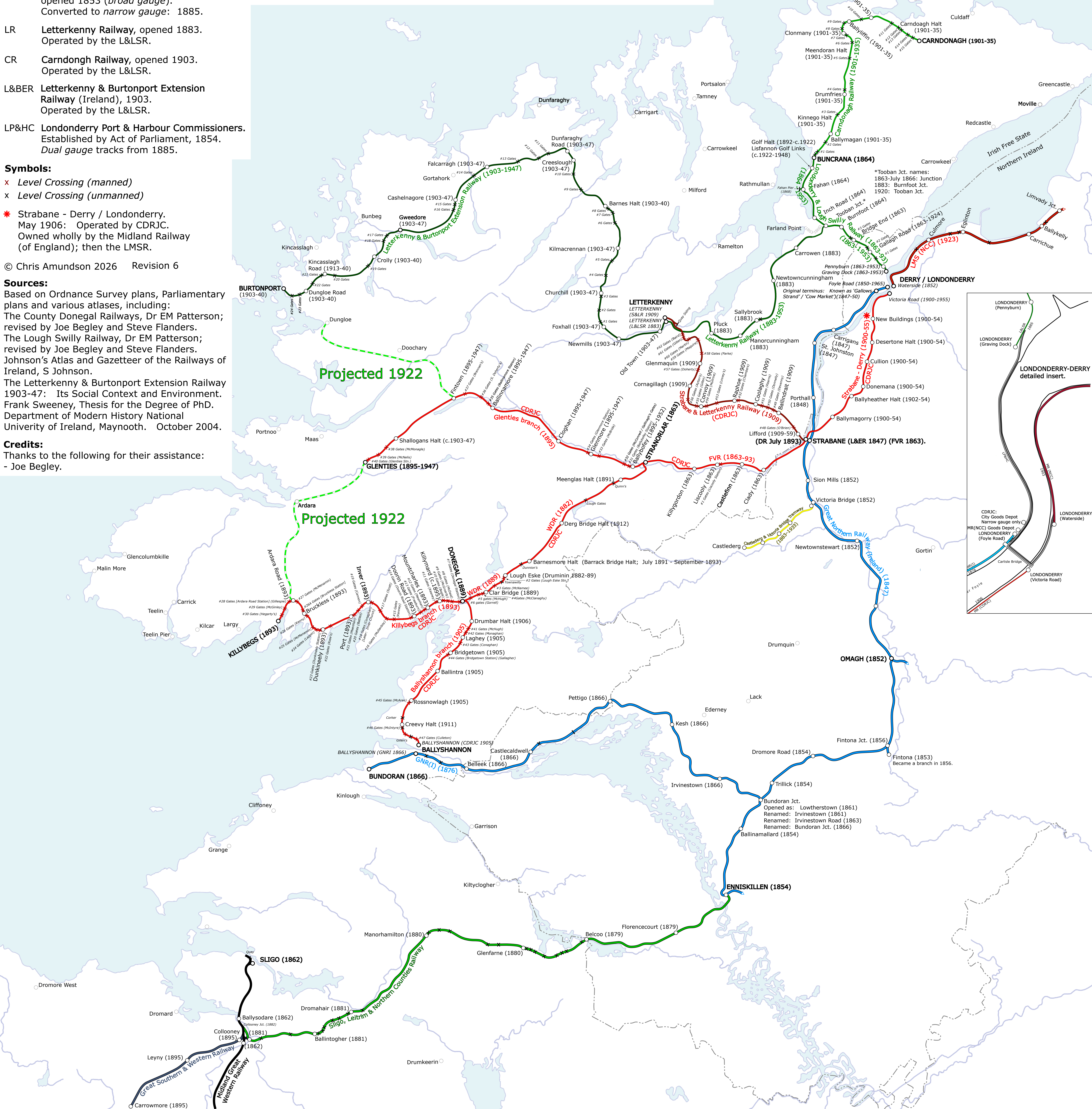
GNR(I) Great Northern Railway (Ireland), 1876.

LMS (NCC) London, Midland & Scottish Railway (LMSR):
 Midland Railway (Northern Counties Committee), generally known as the NCC.
 Became part of the LMSR at Grouping on 1 January 1923.

GAUGES:

Broad Gauge: 1600mm / 5' 3":
 - L&ER / D&ER / INWR / GNR(I) / NCC.

Narrow Gauge: 914mm / 3':
 - WDR / DR / CDRJC / S&LR / L&LSR / L&BER.



DONEGAL RAILWAYS: History: 1928-1933

KEY

- 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.
- L&LSR** Londonderry & Lough Swilly Railway, opened 1853 (*broad gauge*). Converted to *narrow gauge*: 1885.
- LR** Letterkenny Railway, opened 1883. Operated by the L&LSR.
- CR** Carndough Railway, opened 1903. Operated by the L&LSR.
- L&BER** Letterkenny & Burtonport Extension Railway (Ireland), 1903. Operated by the L&LSR.
- LP&HC** Londonderry Port & Harbour Commissioners. Established by Act of Parliament, 1854. *Dual gauge* tracks from 1885.
- GSR** Great Southern Railways Company. Established by the Railways Act 1924: Railways (Great Southern) Preliminary Amalgamation Scheme, 12 November 1924.

Symbols:

- X** Level Crossing (*manned*)
- x** Level Crossing (*unmanned*)
- *** Strabane - Derry / Londonderry. May 1906: Operated by CDRJC. Owned wholly by the Midland Railway (of England); then the LMSR.

Railcar Stops:

- I** Stopping Places
- R** Railcar Stops

The CDRJC Secretary and Traffic Manager, Henry Forbes, developed a 'stop anywhere' policy for railcars in the 1930s. Passengers could call on railcars to stop in a similar manner to road buses. Ultimately, this caused problems with punctuality on busy days. Henry Forbes successor, B.L. Curran, sought to control this with the introduction of designated railcar stopping places in 1944. These were in addition to normal station / halt stops. The CDRJC published leaflets in 1944, 1950 and 1956 listing railcar stops.

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Credits:
Thanks to the following for their assistance:
- Joe Begley.

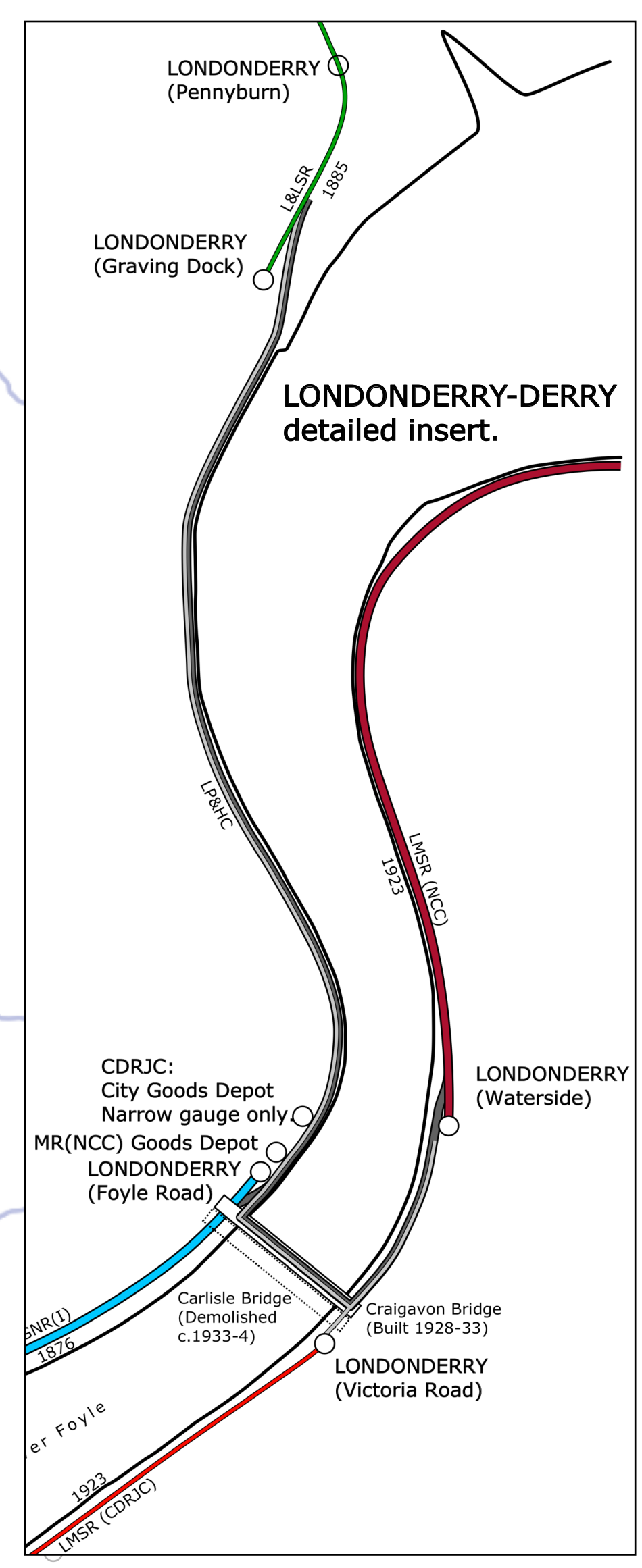
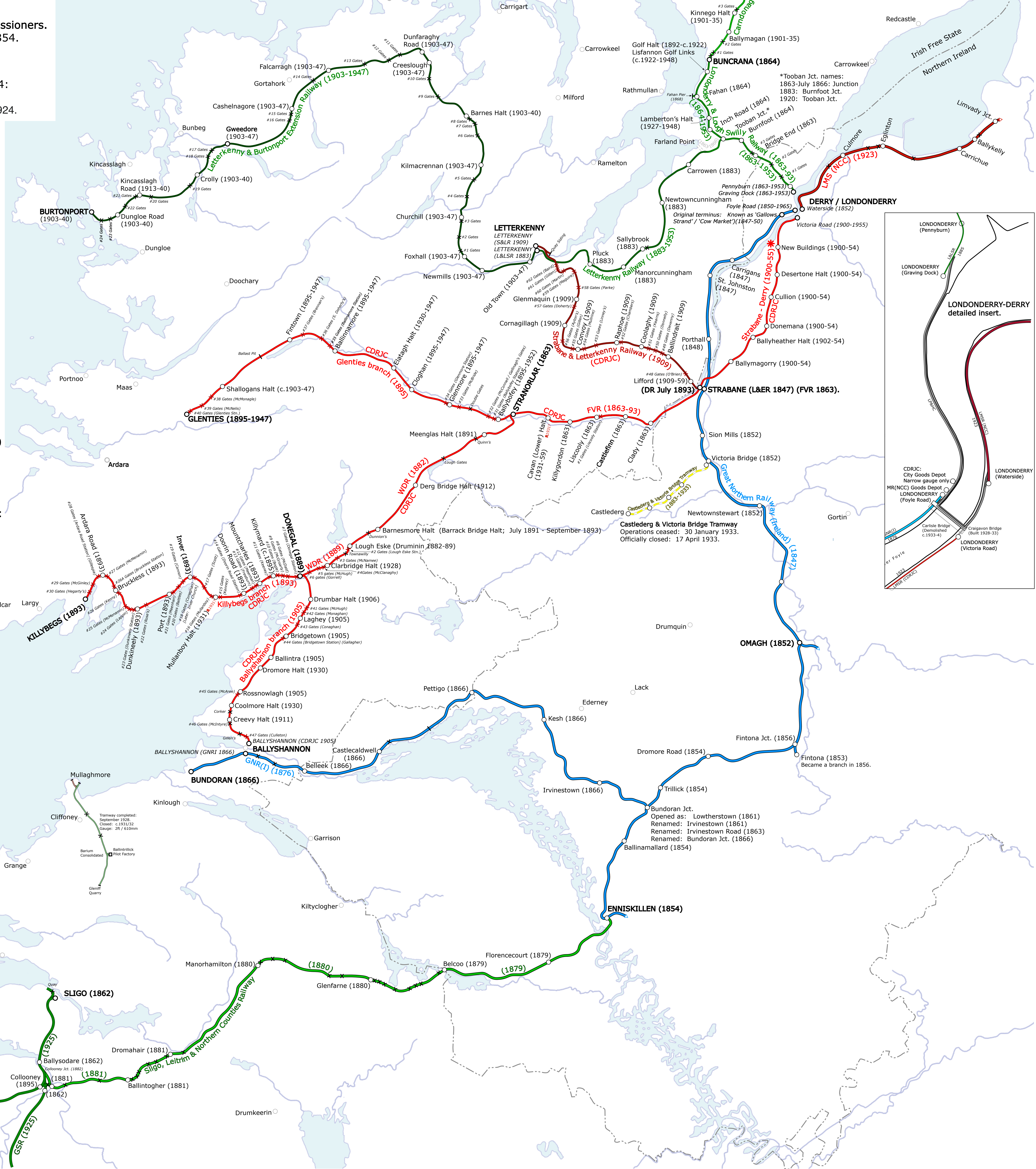
- GNR(I)** Great Northern Railway (Ireland), 1876.
- LMS (NCC)** London, Midland & Scottish Railway (LMSR): Midland Railway (Northern Counties Committee), generally known as the NCC. Became part of the LMSR at Grouping on 1 January 1923.

Sources:

Based on Ordnance Survey plans, Parliamentary plans and various atlases, including: The County Donegal Railways, Dr EM Patterson; revised by Joe Begley and Steve Flanders. The Lough Swilly Railway, Dr EM Patterson; revised by Joe Begley and Steve Flanders. Johnson's Atlas and Gazetteer of the Railways of Ireland, S Johnson.

GAUGES:

- Broad Gauge: 1600mm / 5' 3":**
 - L&ER / D&ER / INWR / GNR(I) / NCC.
- Narrow Gauge: 914mm / 3':**
 - WDR / DR / CDRJC / S&LR / L&LSR / L&BER.



DONEGAL RAILWAYS: History: 1934-35

KEY

- 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.
- L&LSR** Londonderry & Lough Swilly Railway, opened 1853 (*broad gauge*). Converted to *narrow gauge*: 1885.
- LR** Letterkenny Railway, opened 1883. Operated by the L&LSR.
- CR** Carndonagh Railway, opened 1903. Operated by the L&LSR.
- L&BER** Letterkenny & Burtonport Extension Railway (Ireland), 1903. Operated by the L&LSR.
- LP&HC** Londonderry Port & Harbour Commissioners. Established by Act of Parliament, 1854. *Dual gauge* tracks from 1885.
- GSR** Great Southern Railways Company. Established by the Railways Act 1924: Railways (Great Southern) Preliminary Amalgamation Scheme, 12 November 1924.

Symbols:

- X** Level Crossing (*manned*)
- x** Level Crossing (*unmanned*)

- *** Strabane - Derry / Londonderry. May 1906: Operated by CDRJC. Owned wholly by the Midland Railway (of England); then the LMSR.

Railcar Stops:

- I** Stopping Places
- R** Railcar Stops

The CDRJC Secretary and Traffic Manager, Henry Forbes, developed a 'stop anywhere' policy for railcars in the 1930s. Passengers could call on railcars to stop in a similar manner to road buses. Ultimately, this caused problems with punctuality on busy days. Henry Forbes successor, B.L. Curran, sought to control this with the introduction of designated railcar stopping places in 1944. These were in addition to normal station / halt stops. The CDRJC published leaflets in 1944, 1950 and 1956 listing railcar stops.

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Credits:

Thanks to the following for their assistance:
- Joe Begley.

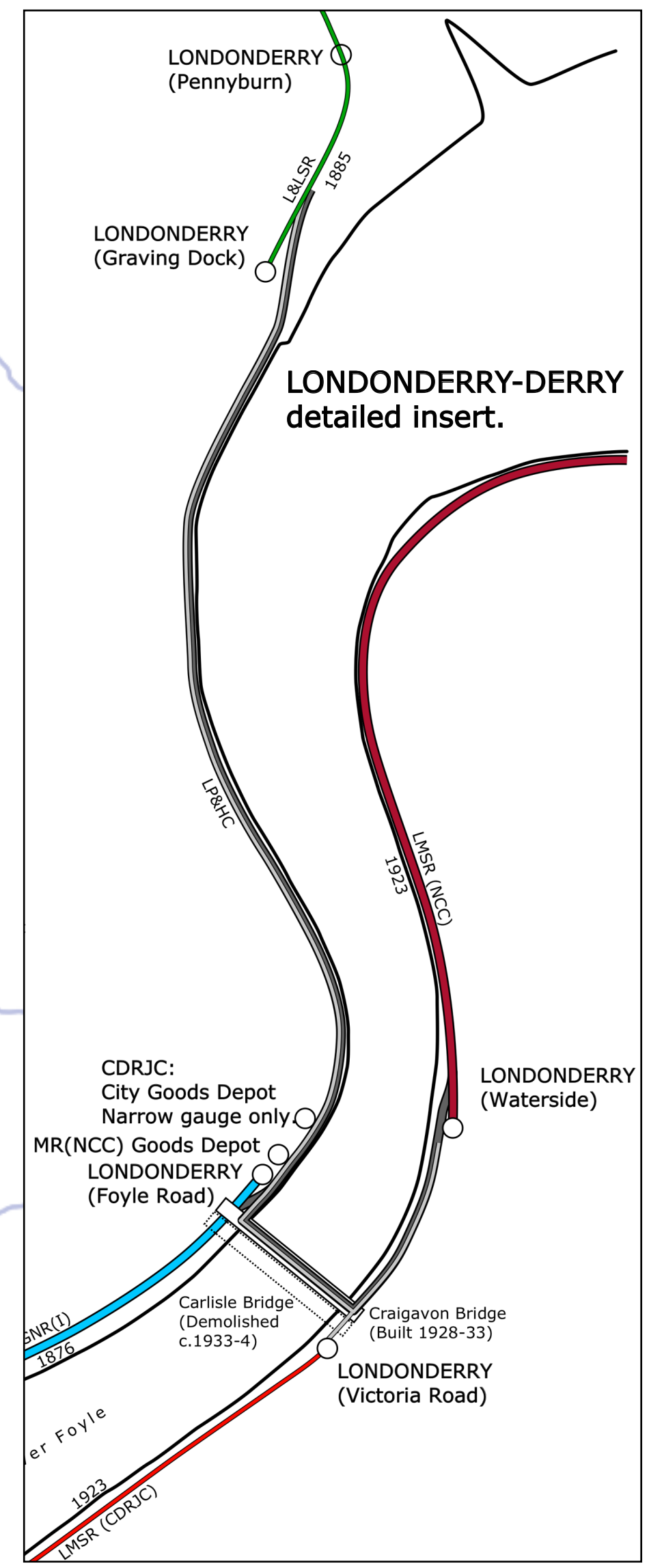
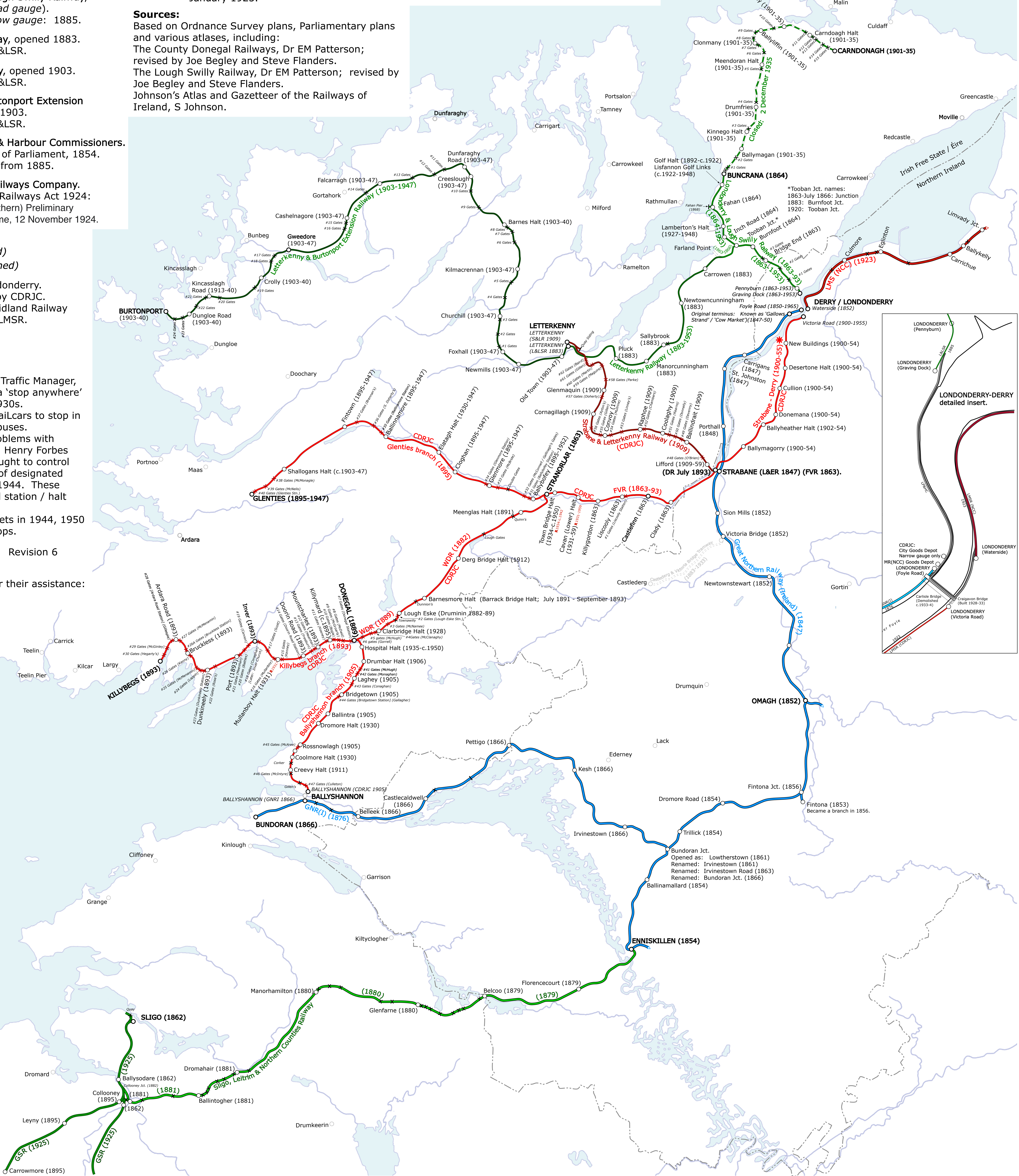
- GNR(I)** Great Northern Railway (Ireland), 1876.
- LMS (NCC)** London, Midland & Scottish Railway (LMSR): Midland Railway (Northern Counties Committee), generally known as the NCC. Became part of the LMSR at Grouping on 1 January 1923.

Sources:

Based on Ordnance Survey plans, Parliamentary plans and various atlases, including:
The County Donegal Railways, Dr EM Patterson; revised by Joe Begley and Steve Flanders.
The Lough Swilly Railway, Dr EM Patterson; revised by Joe Begley and Steve Flanders.
Johnson's Atlas and Gazetteer of the Railways of Ireland, S Johnson.

GAUGES:

- Broad Gauge: 1600mm / 5' 3":**
- L&ER / D&ER / INWR / GNR(I) / NCC.
- Narrow Gauge: 914mm / 3':**
- WDR / DR / CDRJC / S&LR / L&LSR / L&BER.



DONEGAL RAILWAYS: History 1936-1939

KEY

- 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.
- L&LSR** Londonderry & Lough Swilly Railway, opened 1853 (*broad gauge*). Converted to *narrow gauge*: 1885.
- LR** Letterkenny Railway, opened 1883. Operated by the L&LSR.
- CR** Carndough Railway, opened 1903. Operated by the L&LSR.
- L&BER** Letterkenny & Burtonport Extension Railway (Ireland), 1903. Operated by the L&LSR.
- LP&HC** Londonderry Port & Harbour Commissioners. Established by Act of Parliament, 1854. *Dual gauge* tracks from 1885.
- GSR** Great Southern Railways Company. Established by the Railways Act 1924: Railways (Great Southern) Preliminary Amalgamation Scheme, 12 November 1924.

Symbols:

- X** Level Crossing (*manned*)
- x** Level Crossing (*unmanned*)

- *** Strabane - Derry / Londonderry. May 1906: Operated by CDRJC. Owned wholly by the Midland Railway (of England); then the LMSR.

Railcar Stops:

- I** Stopping Places
- R** Railcar Stops

The CDRJC Secretary and Traffic Manager, Henry Forbes, developed a 'stop anywhere' policy for railcars in the 1930s. Passengers could call on railcars to stop in a similar manner to road buses. Ultimately, this caused problems with punctuality on busy days. Henry Forbes successor, B.L. Curran, sought to control this with the introduction of designated railcar stopping places in 1944. These were in addition to normal station / halt stops. The CDRJC published leaflets in 1944, 1950 and 1956 listing railcar stops.

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Credits:

Thanks to the following for their assistance:
- Joe Begley.

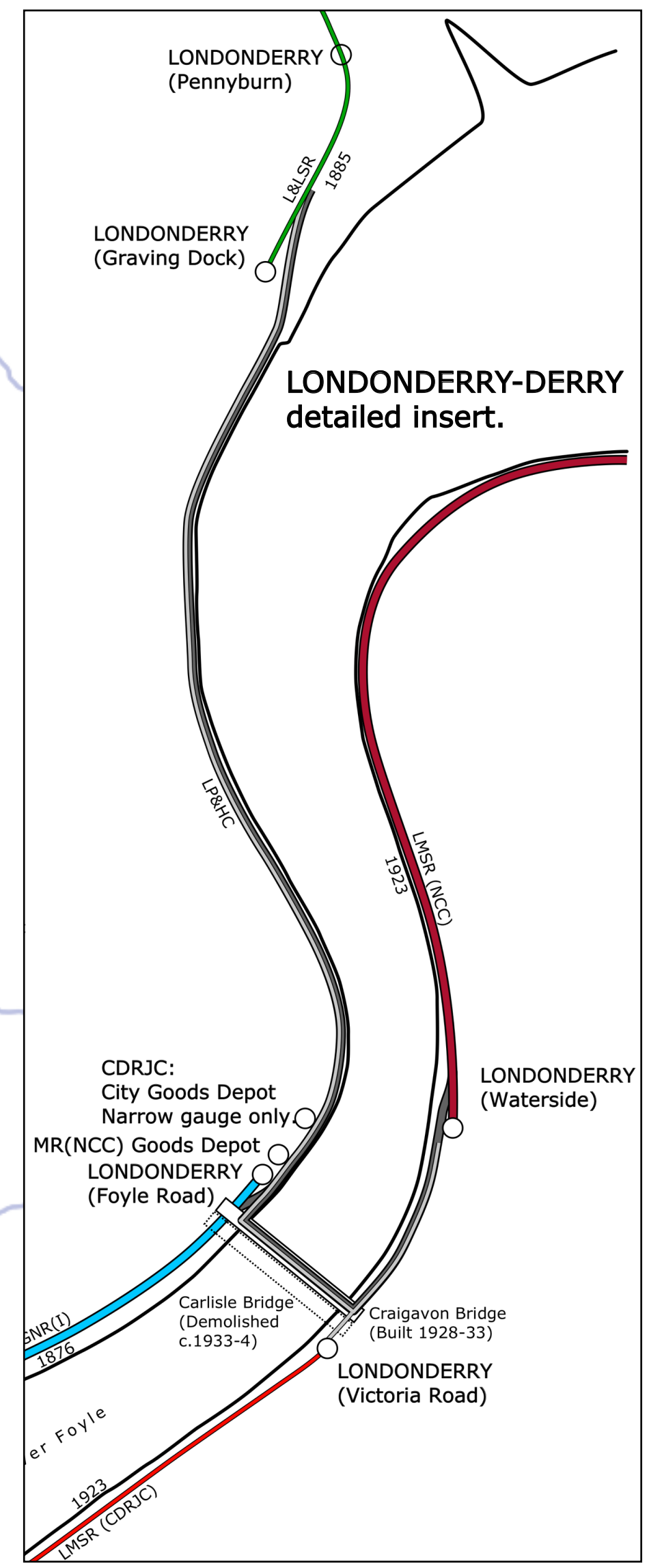
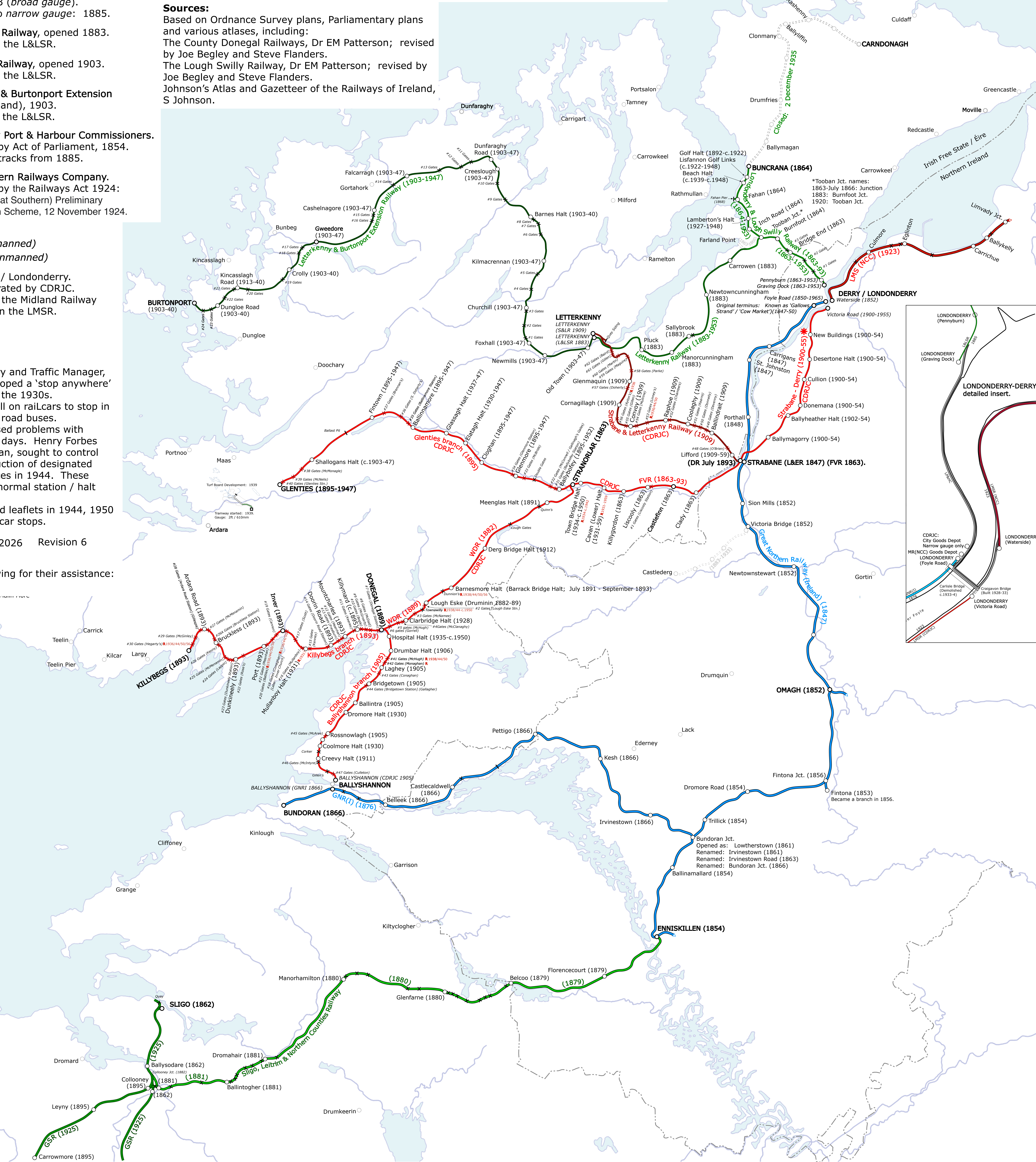
- GNR(I)** Great Northern Railway (Ireland), 1876.
- LMS (NCC)** London, Midland & Scottish Railway (LMSR): Midland Railway (Northern Counties Committee), generally known as the NCC. Became part of the LMSR at Grouping on 1 January 1923.

Sources:

Based on Ordnance Survey plans, Parliamentary plans and various atlases, including:
The County Donegal Railways, Dr EM Patterson; revised by Joe Begley and Steve Flanders.
The Lough Swilly Railway, Dr EM Patterson; revised by Joe Begley and Steve Flanders.
Johnson's Atlas and Gazetteer of the Railways of Ireland, S Johnson.

GAUGES:

- Broad Gauge: 1600mm / 5' 3":**
- L&ER / D&ER / INWR / GNR(I) / NCC.
- Narrow Gauge: 914mm / 3':**
- WDR / DR / CDRJC / S&LR / L&LSR / L&BER.



DONEGAL RAILWAYS: History 1948-1950

KEY

- 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.
- L&LSR** Londonderry & Lough Swilly Railway, opened 1853 (*broad gauge*). Converted to *narrow gauge*: 1885.
- LR** Letterkenny Railway, opened 1883. Operated by the L&LSR.
- GNR(I)** Great Northern Railway (Ireland), 1876.
- LP&HC** Londonderry Port & Harbour Commissioners. Established by Act of Parliament, 1854. Closed 1962.
- GSR** Great Southern Railways Company.
- CIE** Córas Iompair Éireann. Established by the Railways Act 1944: CIE came into existence: 1 January 1945.

UTA Ulster Transport Authority (UTA). 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).

Sources: Based on Ordnance Survey plans, Parliamentary plans and various atlases, including: The County Donegal Railways, Dr EM Patterson; revised by Joe Begley and Steve Flanders.

Statutory Order.

L&BER: July 1940
Occasional goods trains ran through to Burtonport.

L&BER: January 1941-June 1947
The line was kept open as a result of wartime circumstances. It was finally closed in June 1947.

L&BER: August-December 1940
Burtonport to Gweedore section lifted.

CDRJC: Glenties branch.
Closed to passenger traffic 31 December 1947.

CDRJC: Glenties branch.
Last goods train 19 December 1949 to Cloghan.

CDRJC: Glenties branch.
Closed to all traffic 10/12 March 1952.

GAUGES:

Broad Gauge: 1600mm / 5' 3":
- L&ER / D&ER / INWR / GNR(I).

Narrow Gauge: 914mm / 3':
- WDR / DR / CDRJC / S&LR / L&LSR / L&BER.

Symbols:

- x Level Crossing (manned)
- x Level Crossing (unmanned)

* Strabane - Derry / Londonderry. May 1906: Operated by CDRJC. Owned wholly by the Midland Railway (of England); then the LMSR.

Railcar Stops:

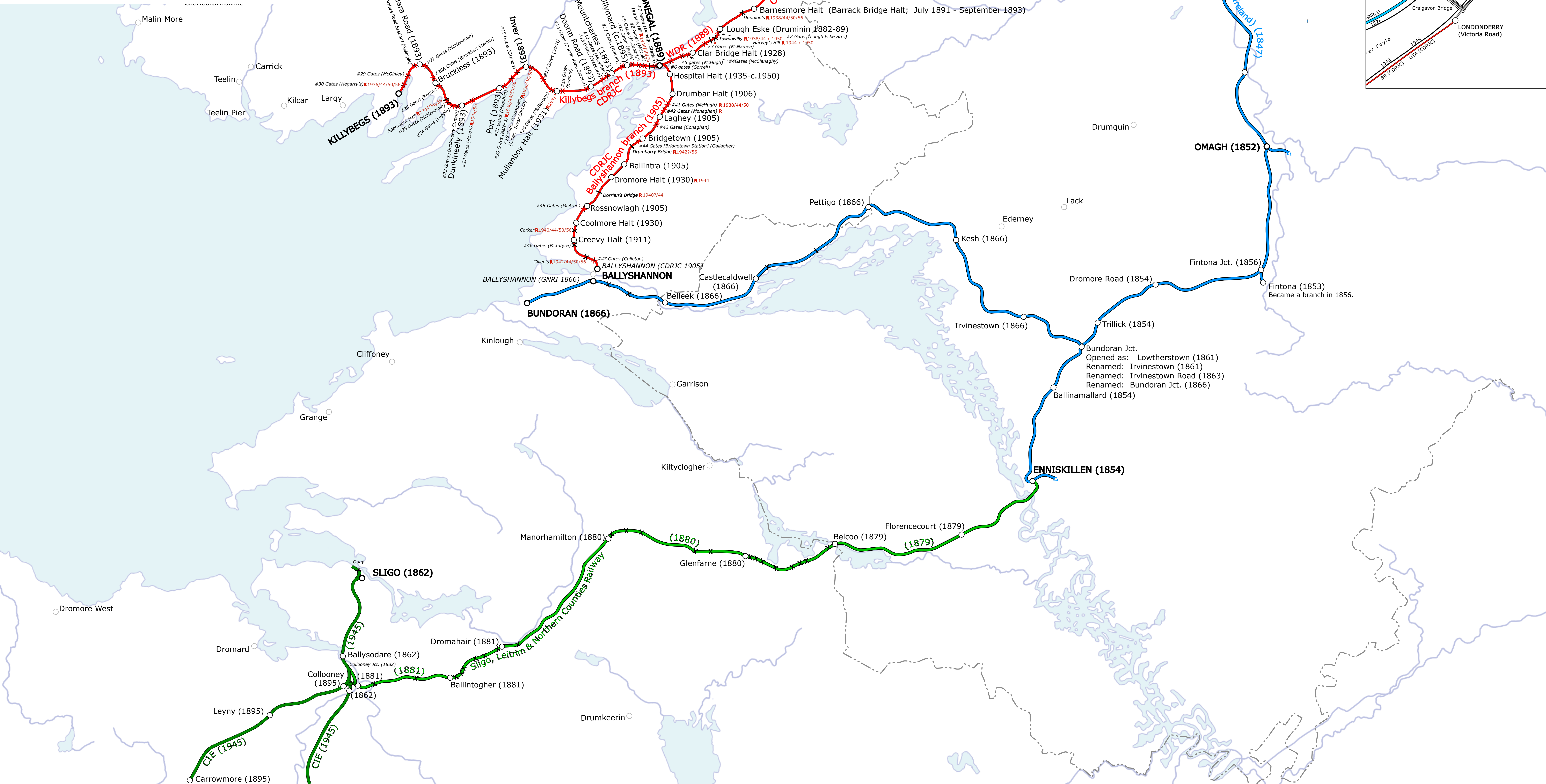
- I Stopping Places
- R Railcar Stops

The CDRJC Secretary and Traffic Manager, Henry Forbes, developed a 'stop anywhere' policy for railcars in the 1930s. Passengers could call on railcars to stop in a similar manner to road buses. Ultimately, this caused problems with punctuality on busy days. Henry Forbes successor, B.L. Curran, sought to control this with the introduction of designated railcar stopping places in 1944. These were in addition to normal station / halt stops. The CDRJC published leaflets in 1944, 1950 and 1956 listing railcar stops.

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Credits:

Thanks to the following for their assistance:
- Joe Begley.



DONEGAL RAILWAYS: History 1951-1952

KEY

- 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.
- L&LSR** Londonderry & Lough Swilly Railway, opened 1853 (*broad gauge*). Converted to *narrow gauge*: 1885.
- LR** Letterkenny Railway, opened 1883. Operated by the L&LSR.
- GNR(I)** Great Northern Railway (Ireland), 1876.
- LP&HC** Londonderry Port & Harbour Commissioners. Established by Act of Parliament, 1854. Closed 1962.
- GSR** Great Southern Railways Company.
- CIE** Córas Iompair Éireann. Established by the Railways Act 1944: CIE came into existence: 1 January 1945.

UTA Ulster Transport Authority (UTA). The LMS (NCC) became part of British Railways (BR) after nationalisation in 1948. In 1949, it became part of the Ulster Transport Authority (UTA).

Sources: Based on Ordnance Survey plans, Parliamentary plans and various atlases, including: The County Donegal Railways, Dr EM Patterson; revised by Joe Begley and Steve Flanders.

GAUGES:

- Broad Gauge: 1600mm / 5' 3":**
 - L&ER / D&ER / INWR / GNR(I).
- Narrow Gauge: 914mm / 3':**
 - WDR / DR / CDRJC / S&LR / L&LSR / L&BER.

- Symbols:**
- x** Level Crossing (manned)
 - x** Level Crossing (unmanned)

***** Strabane - Derry / Londonderry. May 1906: Operated by CDRJC. Owned wholly by the Midland Railway (of England); then the LMSR.

Railcar Stops:

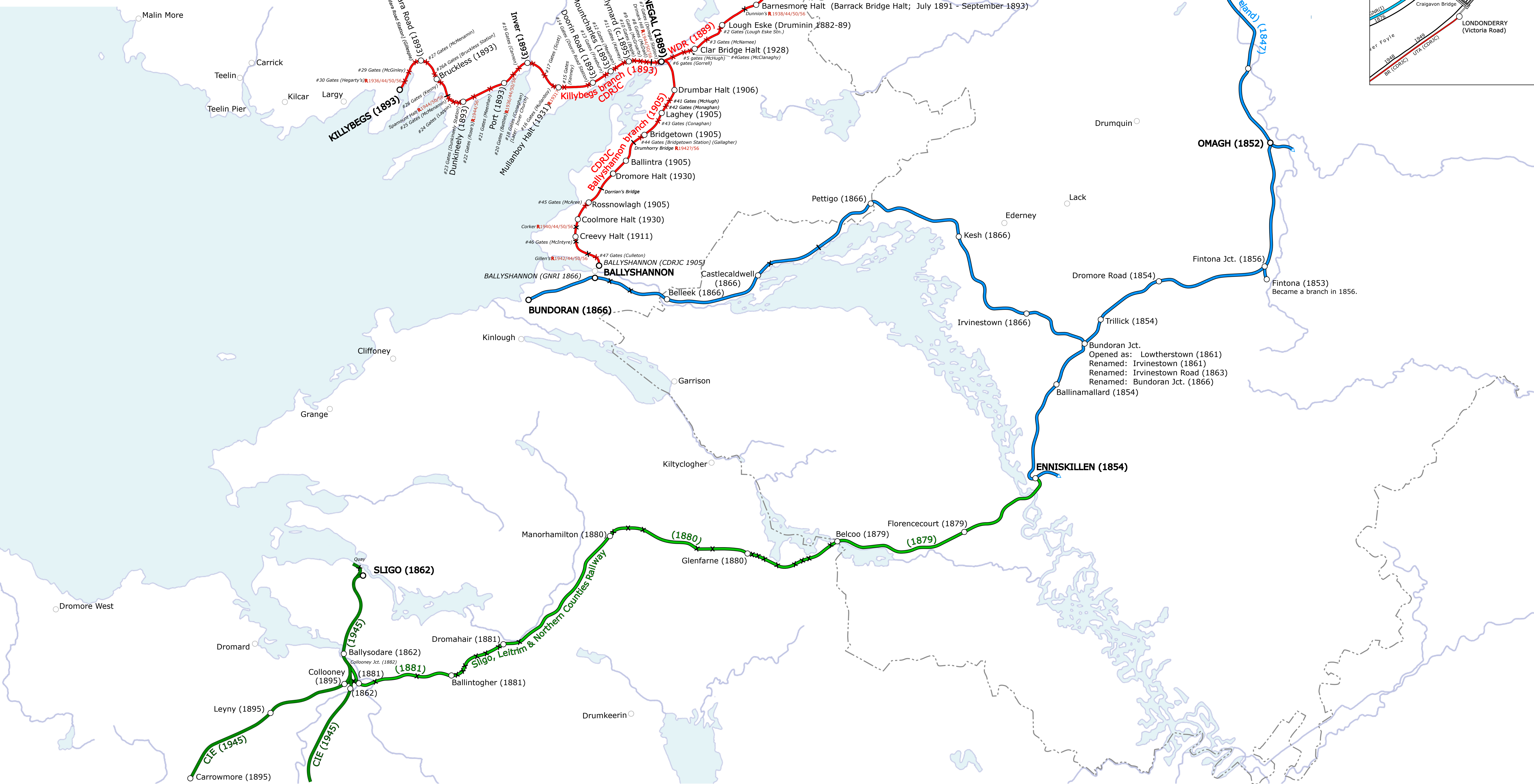
- |** Stopping Places
- R** Railcar Stops

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Credits:

Thanks to the following for their assistance:
- Joe Begley.



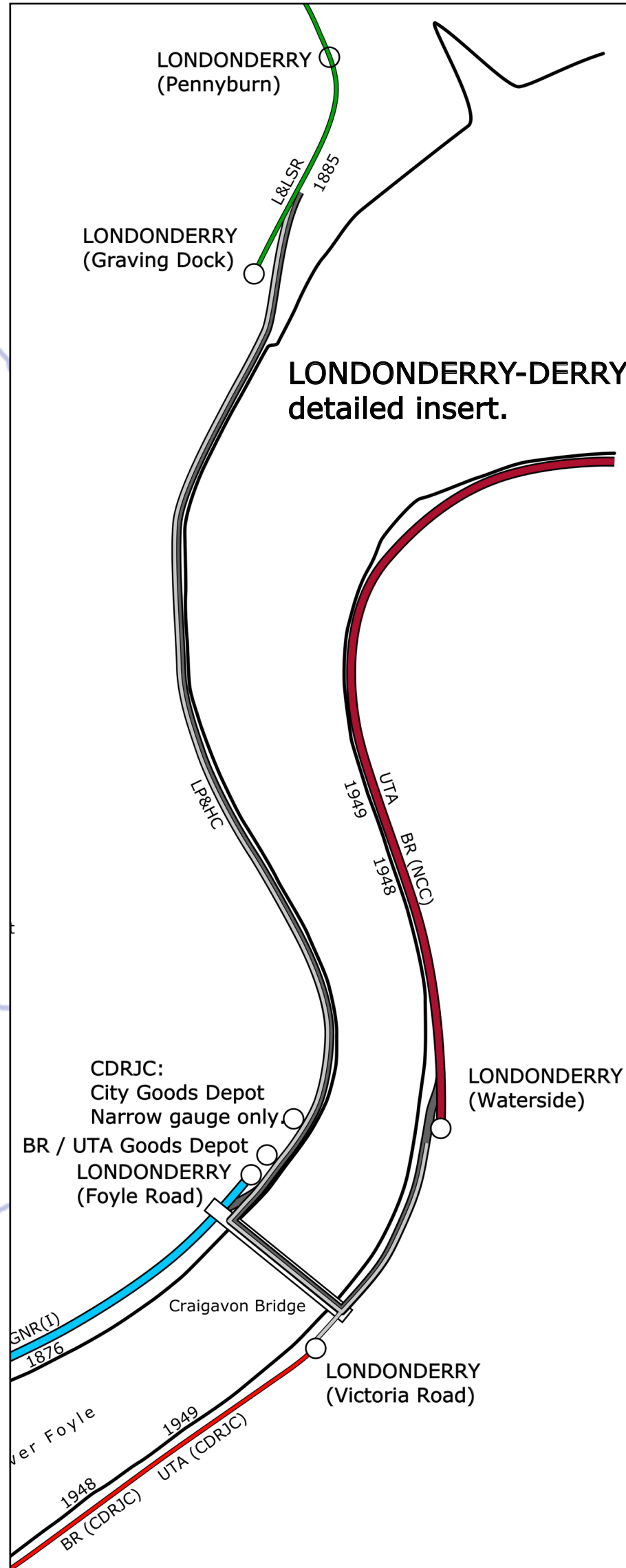
L&BER: January 1941-June 1947
The line was kept open as a result of wartime circumstances. It was finally closed in June 1947.

L&BER: August-December 1940
Burtonport to Gweedore section lifted.

CDRJC: Glenties branch.
Closed to passenger traffic
31 December 1947.

CDRJC: Glenties branch.
Closed to all traffic
10/12 March 1952.

CDRJC: Glenties branch.
Last goods train
19 December 1949 to Cloghan.



DONEGAL RAILWAYS: History 1953

KEY

- 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.
- L&LSR** Londonderry & Lough Swilly Railway, opened 1853 (*broad gauge*). Converted to *narrow gauge*: 1885.
- LR** Letterkenny Railway, opened 1883. Operated by the L&LSR.
- LP&HC** Londonderry Port & Harbour Commissioners. Established by Act of Parliament, 1854. Closed 1962.
- GSR** Great Southern Railways Company.
- CIE** Córas Iompair Éireann. Established by the Railways Act 1944: CIE came into existence: 1 January 1945.

- UTA** Ulster Transport Authority (UTA). The LMS (NCC) became part of British Railways (BR) after nationalisation in 1948. In 1949, it became part of the Ulster Transport Authority (UTA).
- GNR(I)** Great Northern Railway (Ireland), 1876.
- GNRB** Great Northern Railway Board. Commenced operations 1 September 1953.

Sources:
Based on Ordnance Survey plans, Parliamentary plans and various atlases, including:
The County Donegal Railways, Dr EM Patterson; revised by Joe Begley and Steve Flanders.

GAUGES:

- Broad Gauge:** 1600mm / 5' 3":
- L&ER / D&ER / INWR / GNR(I).
- Narrow Gauge:** 914mm / 3':
- WDR / DR / CDRJC / S&LR / L&LSR / L&BER.

Symbols:

- x** Level Crossing (*manned*)
- x** Level Crossing (*unmanned*)

- *** Strabane - Derry / Londonderry. May 1906: Operated by CDRJC. Owned wholly by the Midland Railway (of England); then the LMSR.

Railcar Stops:

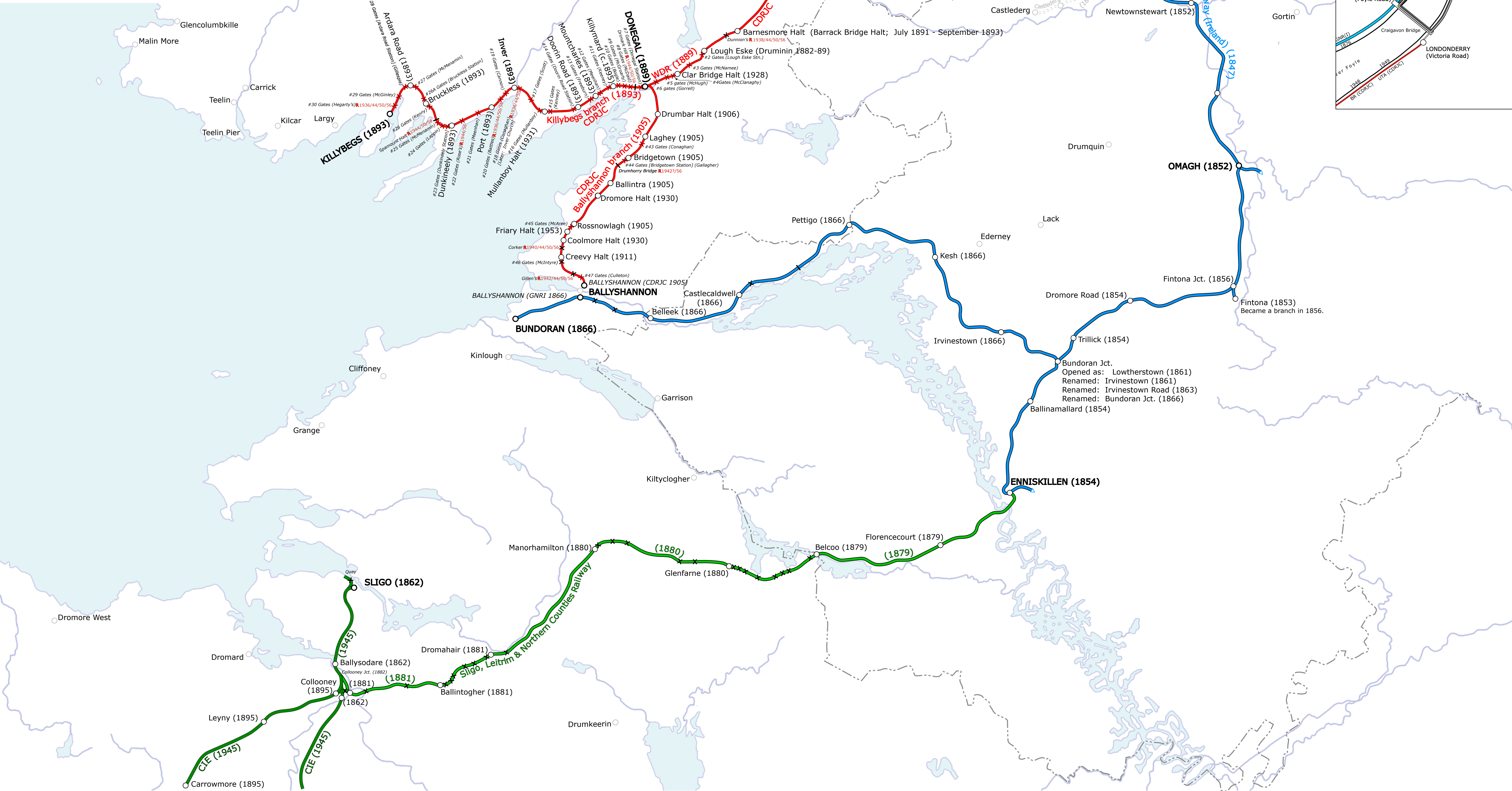
- I** Stopping Places
- R** Railcar Stops

The CDRJC Secretary and Traffic Manager, Henry Forbes, developed a 'stop anywhere' policy for railcars in the 1930s. Passengers could call on railcars to stop in a similar manner to road buses. Ultimately, this caused problems with punctuality on busy days. Henry Forbes successor, B.L. Curran, sought to control this with the introduction of designated railcar stopping places in 1944. These were in addition to normal station / halt stops. The CDRJC published leaflets in 1944, 1950 and 1956 listing railcar stops.

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Credits:

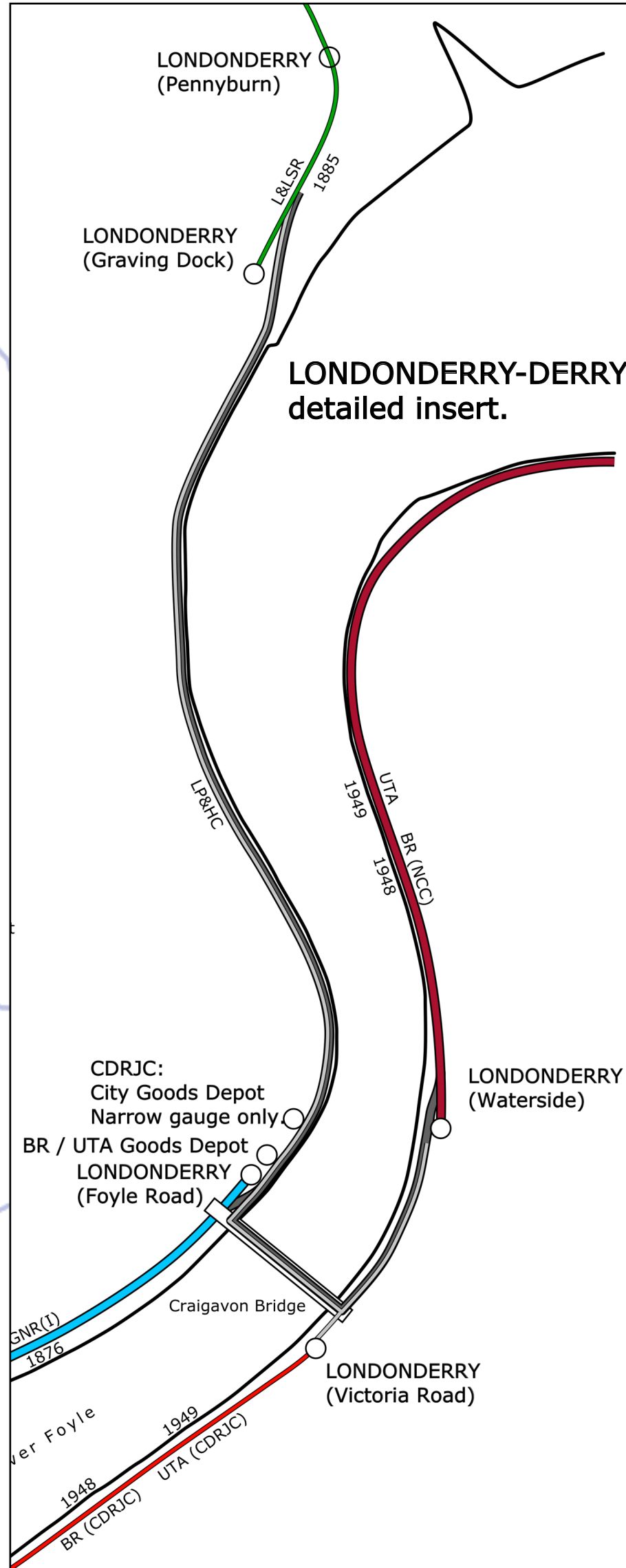
Thanks to the following for their assistance:
- Joe Begley.



L&BER: January 1941-June 1947
The line was kept open as a result of wartime circumstances. It was finally closed in June 1947.

L&LSR: Closed 8 August 1953.

CDRJC: Glenties branch. Closed to all traffic 10/12 March 1952.



DONEGAL RAILWAYS: History 1954-1955

KEY

- 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.
- L&LSR** Londonderry & Lough Swilly Railway
- LR** Letterkenny Railway
- LP&HC** Londonderry Port & Harbour Commissioners. Established by Act of Parliament, 1854. Closed 1962.
- GSR** Great Southern Railways Company.
- CIE** Córas Iompair Éireann. Established by the Railways Act 1944: CIE came into existence: 1 January 1945.

- UTA** Ulster Transport Authority (UTA). The LMS (NCC) became part of British Railways (BR) after nationalisation in 1948. In 1949, it became part of the Ulster Transport Authority (UTA).
- GNR(I)** Great Northern Railway (Ireland), 1876.
- GNRB** Great Northern Railway Board. Commenced operations 1 September 1953.

Sources:
Based on Ordnance Survey plans, Parliamentary plans and various atlases, including:
The County Donegal Railways, Dr EM Patterson; revised by Joe Begley and Steve Flanders.

GAUGES:

- Broad Gauge: 1600mm / 5' 3":**
 - L&ER / D&ER / INWR / GNR(I).
- Narrow Gauge: 914mm / 3':**
 - WDR / DR / CDRJC / S&LR / L&LSR / L&BER.

Symbols:

- x** Level Crossing (manned)
- x** Level Crossing (unmanned)

*** Strabane - Derry / Londonderry.**
May 1906: Operated by CDRJC. Owned wholly by the Midland Railway (of England); then the LMSR.

Railcar Stops:

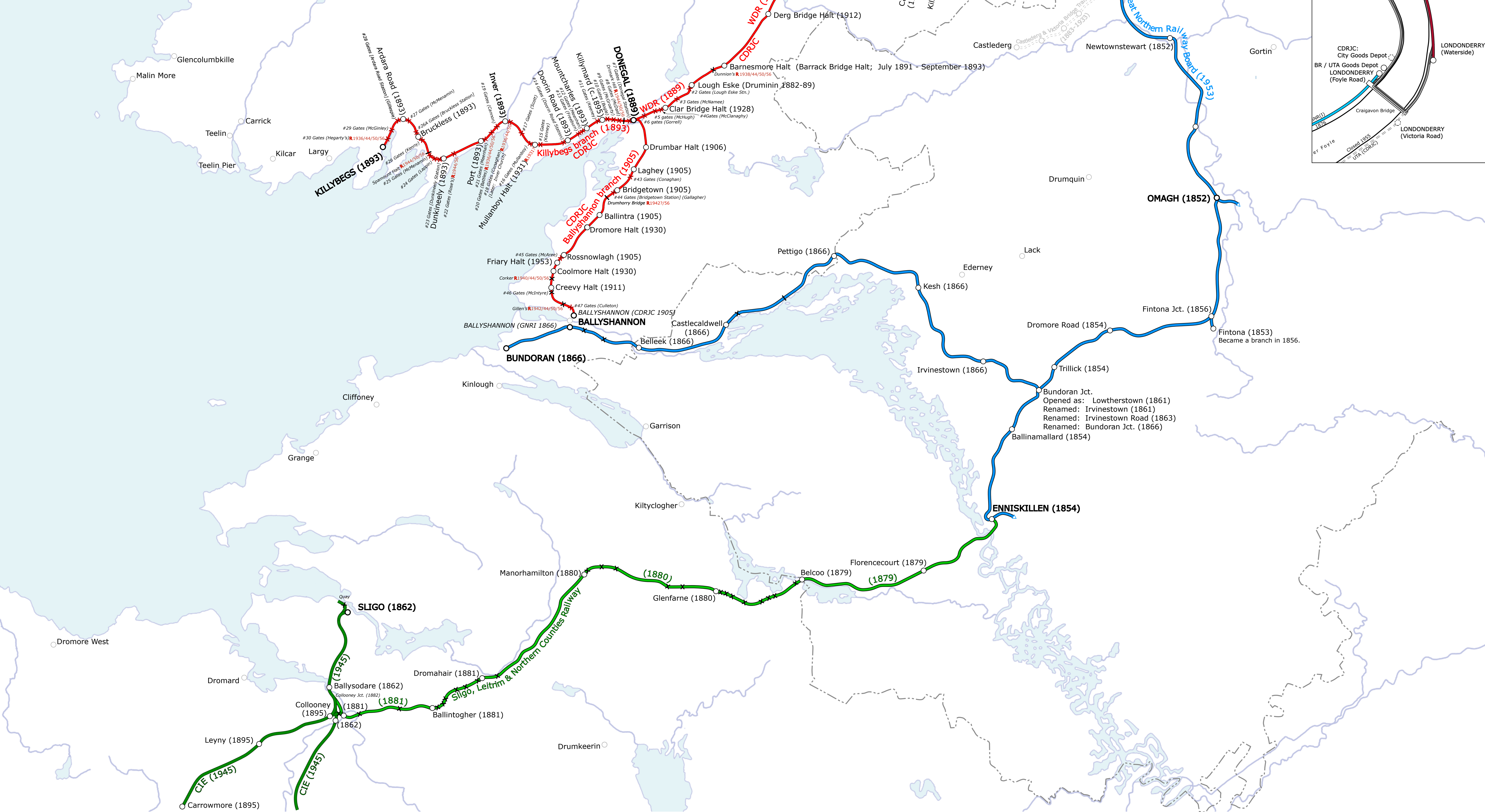
- I** Stopping Places
- R** Railcar Stops

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Credits:

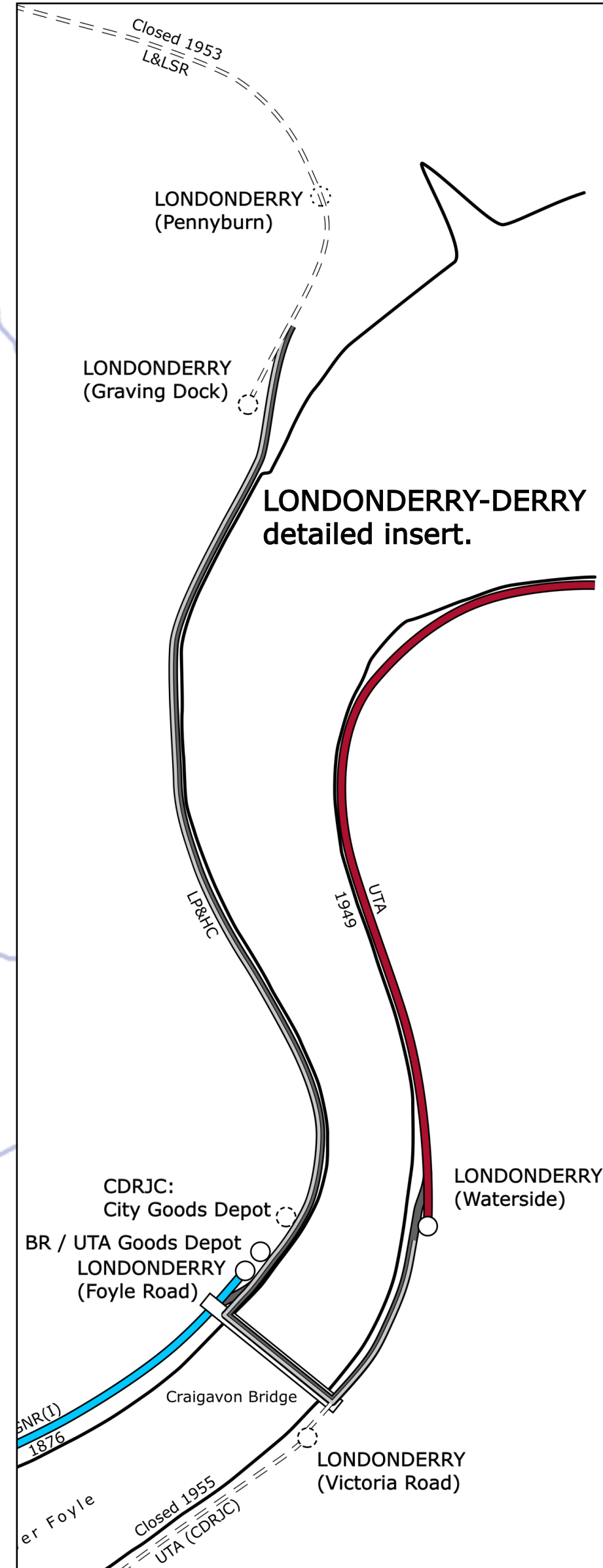
Thanks to the following for their assistance:
- Joe Begley.



L&BER: January 1941-June 1947
The line was kept open as a result of wartime circumstances. It was finally closed in June 1947.

CDRJC: Glenties branch.
Closed to all traffic 10/12 March 1952.

Strabane-Derry:
Closed to all traffic: 31 December 1954. Last train: 30 June 1955.



DONEGAL RAILWAYS: History 1957-1958

KEY

- 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.
- L&LSR** Londonderry & Lough Swilly Railway
- LR** Letterkenny Railway
- LP&HC** Londonderry Port & Harbour Commissioners. Established by Act of Parliament, 1854. Closed 1962.
- GSR** Great Southern Railways Company.
- CIE** Córas Iompair Éireann
Established by the Railways Act 1944: CIE came into existence: 1 January 1945.

- UTA** Ulster Transport Authority (UTA). The LMS (NCC) became part of British Railways (BR) after nationalisation in 1948. In 1949, it became part of the Ulster Transport Authority (UTA).
- GNR(I)** Great Northern Railway (Ireland), 1876.
- GNRB** Great Northern Railway Board
Commenced operations 1 September 1953. The Great Northern Railway Act and the Transport Act (N.I.) were passed in Dublin and Belfast respectively during July 1958 and the GNRB ceased to exist at midnight on 30th September of that year.

Sources:
Based on Ordnance Survey plans, Parliamentary plans and various atlases, including:
The County Donegal Railways, Dr EM Patterson; revised by Joe Begley and Steve Flanders.

GAUGES:

- Broad Gauge: 1600mm / 5' 3":**
- L&ER / D&ER / INWR / GNR(I).
- Narrow Gauge: 914mm / 3':**
- WDR / DR / CDRJC / S&LR / L&LSR / L&BER.

Symbols:

- x** Level Crossing (manned)
- x** Level Crossing (unmanned)

Railcar Stops:

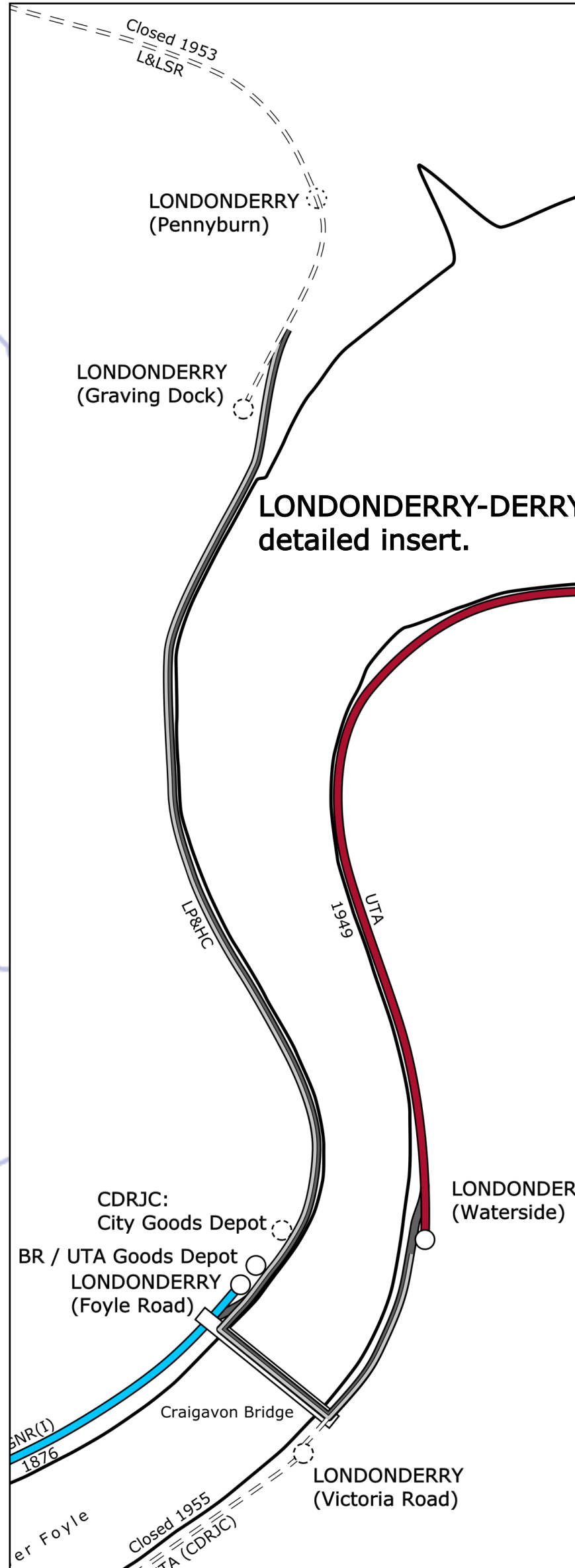
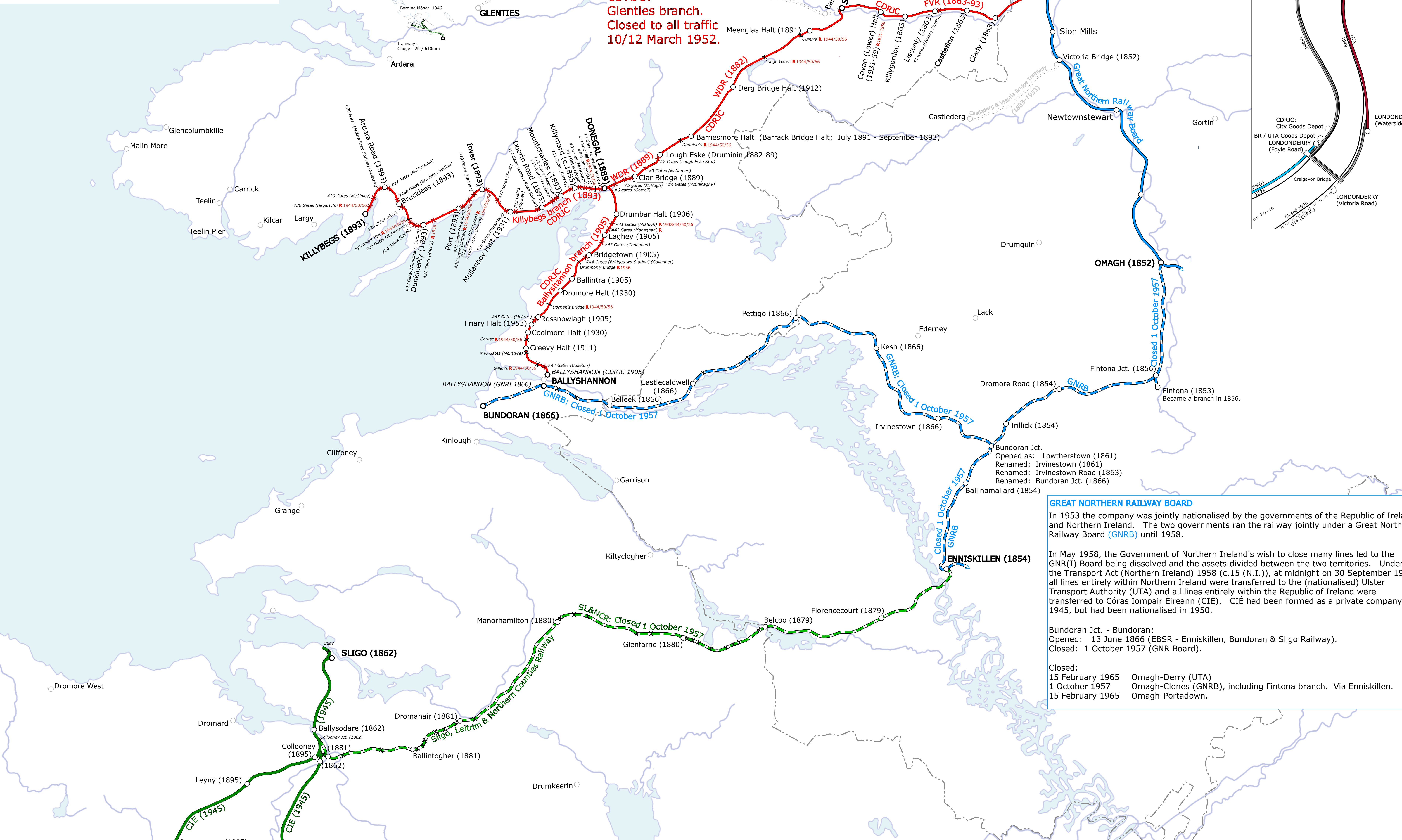
- |** Stopping Places
- R** Railcar Stops

The CDRJC Secretary and Traffic Manager, Henry Forbes, developed a 'stop anywhere' policy for railcars in the 1930s. Passengers could call on railcars to stop in a similar manner to road buses. Ultimately, this caused problems with punctuality on busy days. Henry Forbes successor, B.L. Curran, sought to control this with the introduction of designated railcar stopping places in 1944. These were in addition to normal station / halt stops. The CDRJC published leaflets in 1944, 1950 and 1956 listing railcar stops.

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Credits:

Thanks to the following for their assistance:
- Joe Begley.



GREAT NORTHERN RAILWAY BOARD
In 1953 the company was jointly nationalised by the governments of the Republic of Ireland and Northern Ireland. The two governments ran the railway jointly under a Great Northern Railway Board (GNRB) until 1958.

In May 1958, the Government of Northern Ireland's wish to close many lines led to the GNR(I) Board being dissolved and the assets divided between the two territories. Under the Transport Act (Northern Ireland) 1958 (c.15 (N.I.)), at midnight on 30 September 1958, all lines entirely within Northern Ireland were transferred to the (nationalised) Ulster Transport Authority (UTA) and all lines entirely within the Republic of Ireland were transferred to Córas Iompair Éireann (CIÉ). CIÉ had been formed as a private company in 1945, but had been nationalised in 1950.

Bundoran Jct. - Bundoran:
Opened: 13 June 1866 (EBSR - Enniskillen, Bundoran & Sligo Railway).
Closed: 1 October 1957 (GNR Board).

Closed:
15 February 1965 Omagh-Derry (UTA)
1 October 1957 Omagh-Clones (GNRB), including Fintona branch. Via Enniskillen.
15 February 1965 Omagh-Portadown.

DONEGAL RAILWAYS: History 1959

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 - WDR / DR / CDRJC / S&LR / L&LSR / L&BER.

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Railcar Stops:

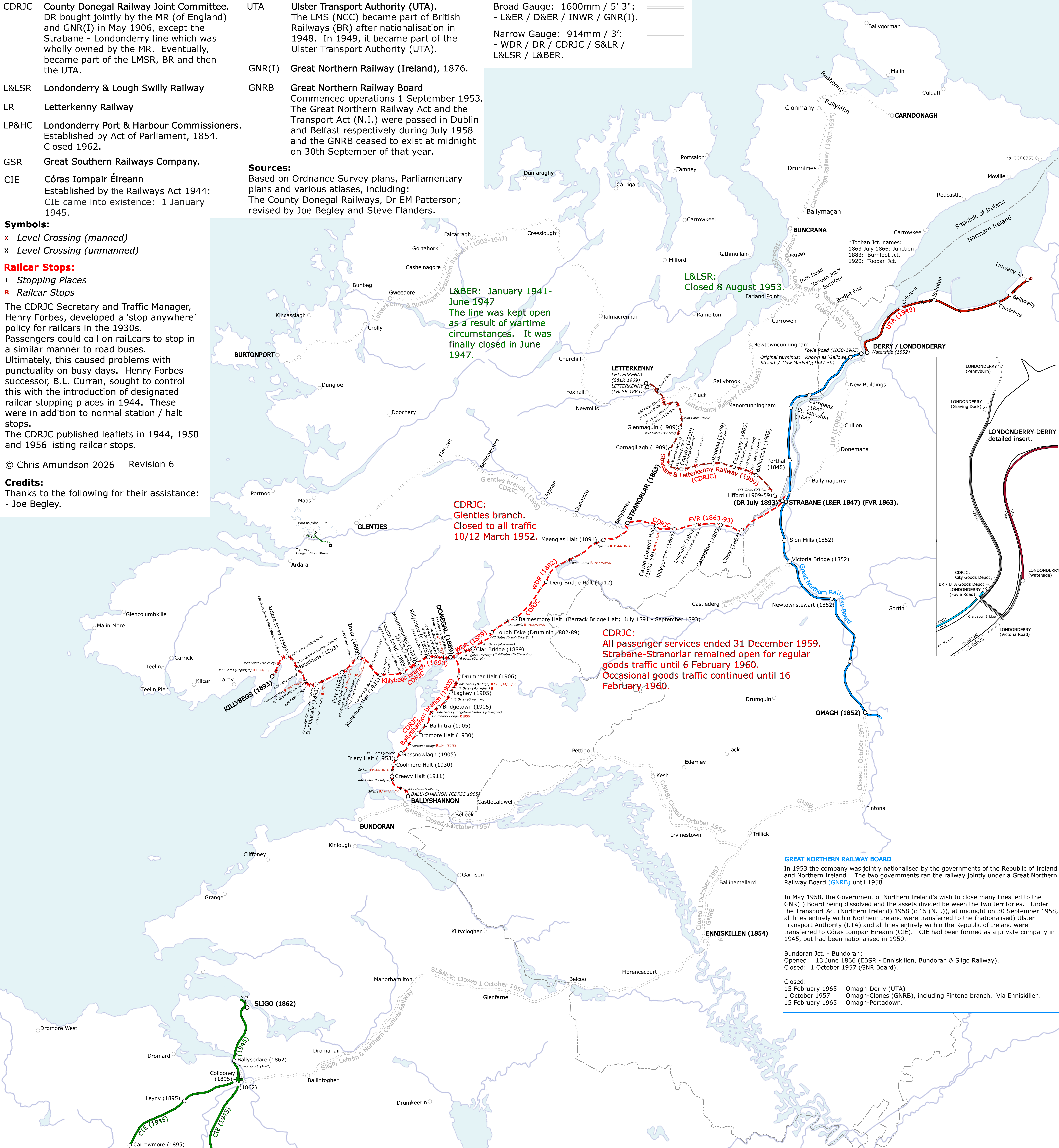
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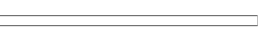


DONEGAL RAILWAYS: History 1960

KEY

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- L&LSR Londonderry & Lough Swilly Railway
- LR Letterkenny Railway
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GAUGES:

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- UTA, GNRB, CIE.
- Narrow Gauge: 914mm / 3': 
- CDRJC / S&LR.

Symbols:

- x Level Crossing (manned)
- x Level Crossing (unmanned)

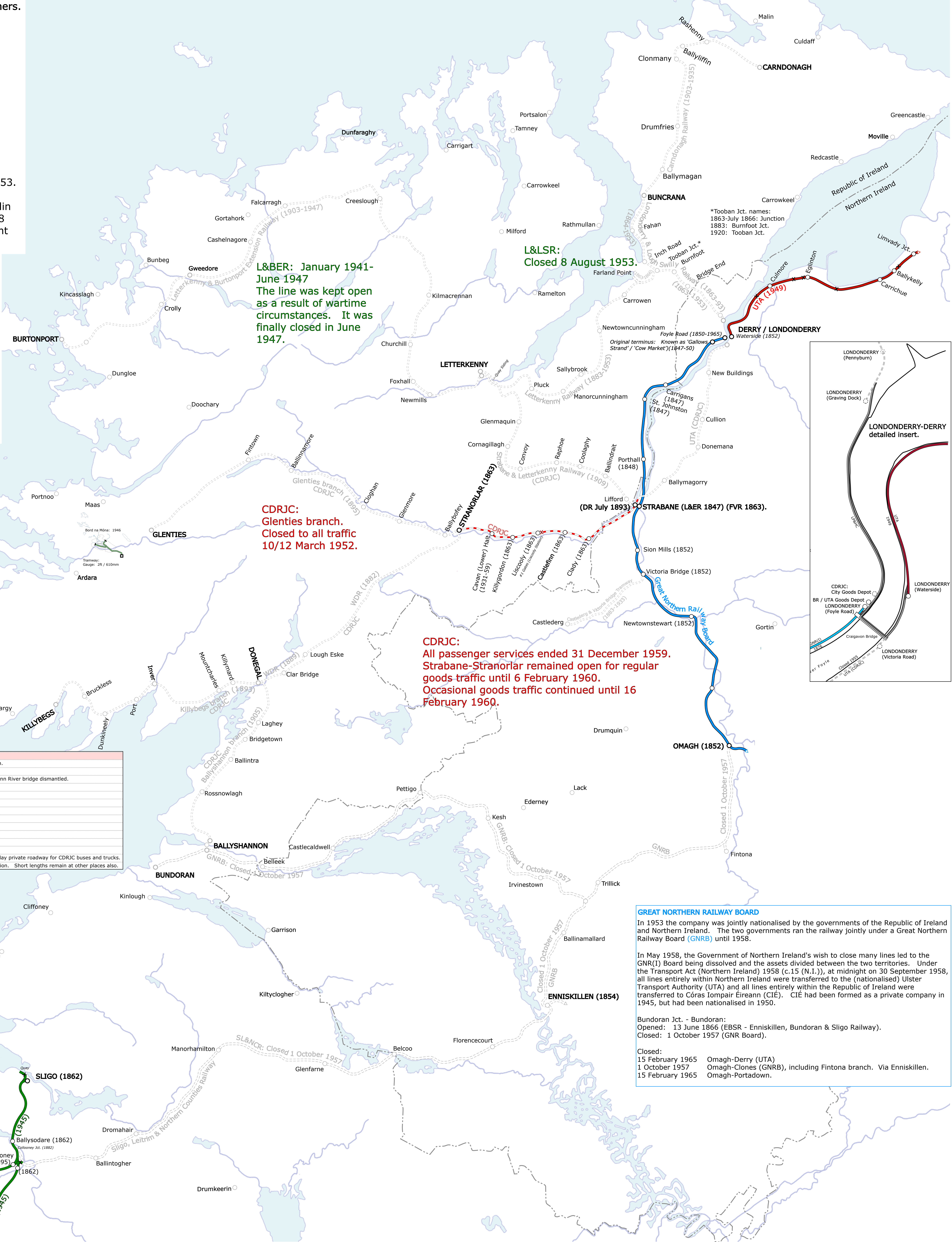
Sources:

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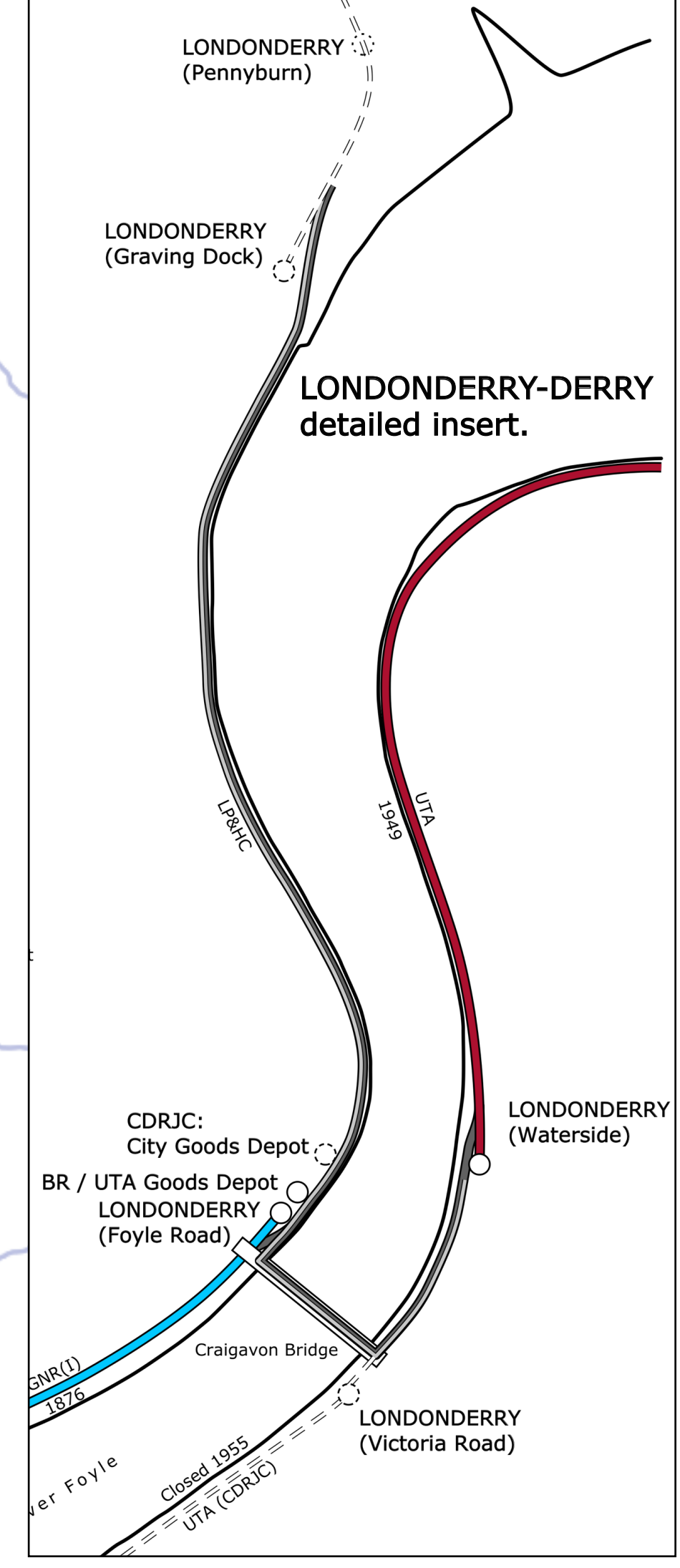


L&LSR: January 1941-June 1947
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L&LSR: Closed 8 August 1953.

CDRJC: Glenties branch. Closed to all traffic 10/12 March 1952.

CDRJC: All passenger services ended 31 December 1959. Strabane-Stranorlar remained open for regular goods traffic until 6 February 1960. Occasional goods traffic continued until 16 February 1960.



C.D.R.J.C.: Track Lifting			
1953	Glenties	Ballybofey	Track lifting began.
By October 1954	Glenties	Ballybofey	
August 1955	Ballybofey	Stranorlar	Last sections of Finn River bridge dismantled.
November-December 1955	Derry	Strabane	by contractor
1956-early 1957	River Branch	Letterkenny	
January 1960	Strabane	Lifford	
End March-mid June 1960	Ballyshannon	Donegal Town	railcars 12
June-8 September 1960	Killybegs	Donegal Town	railcars 12, 16
4 July-August 1960	Donegal Town	Stranorlar	loco 4
By end August 1960	Raphoe	Letterkenny	loco 11
August 1960	Raphoe	Lifford	"Phoenix"
July-August 1960	Stranorlar	Strabane	loco 4 / railcar 10
1-25 January 1960	Lifford	Strabane	Trackbed used to lay private roadway for CDRJC buses and trucks.
Track still in situ at Strabane and Stranorlar stations until stock removed after auction. Short lengths remain at other places also.			


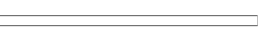
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1 October 1957 Omagh-Clones (GNRB), including Fintona branch. Via Enniskillen.
15 February 1965 Omagh-Portadown.

DONEGAL RAILWAYS: History 1963-1965

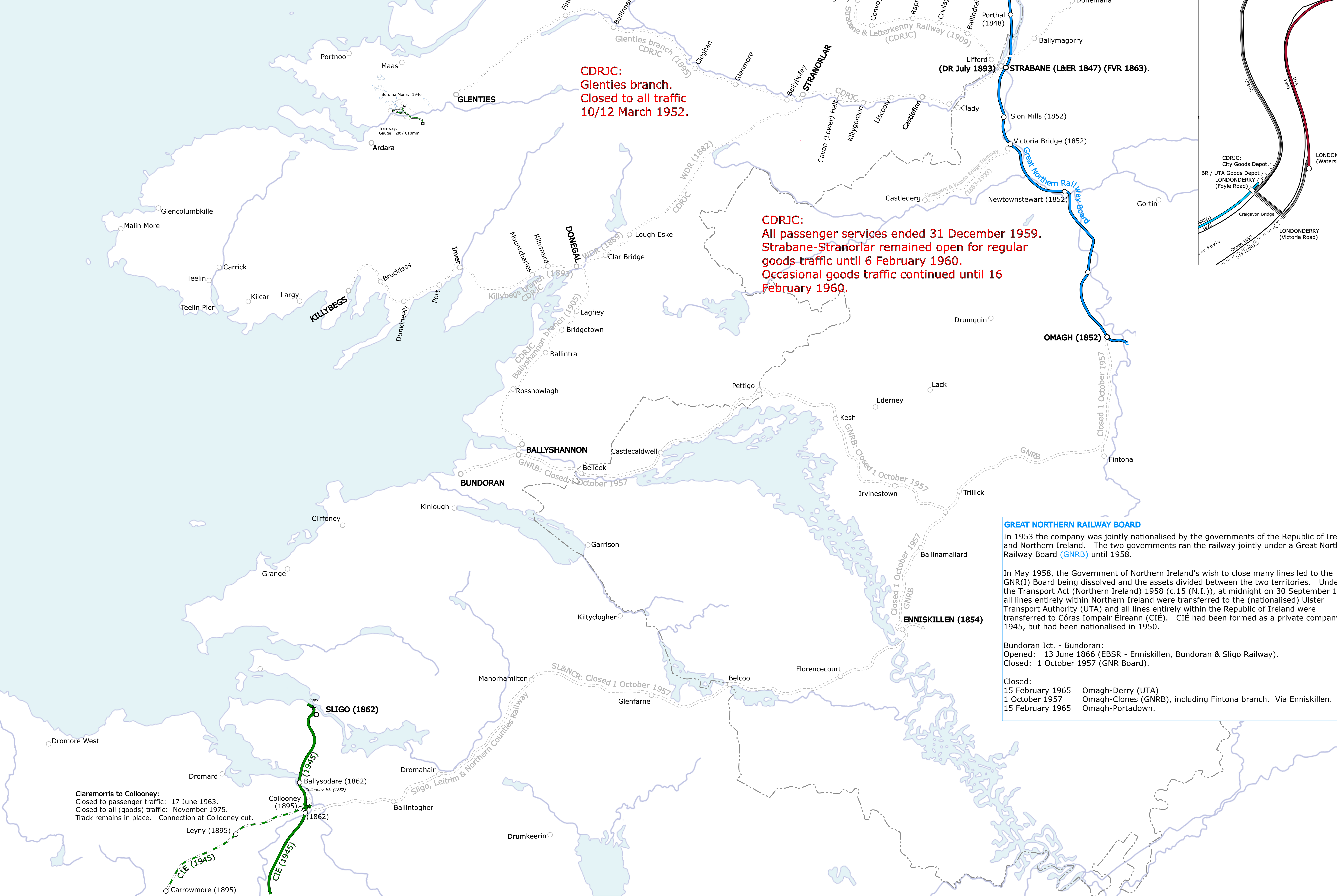
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Symbols:
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Sources:
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CDRJC: All passenger services ended 31 December 1959. Strabane-Stranorlar remained open for regular goods traffic until 6 February 1960. Occasional goods traffic continued until 16 February 1960.

*Tooban Jct. names:
 1863-July 1866: Junction
 1883: Burnfoot Jct.
 1920: Tooban Jct.



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Closed:
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 1 October 1957 Omagh-Clones (GNRB), including Fintona branch. Via Enniskillen.
 15 February 1965 Omagh-Portadown.

Claremorris to Collooney:
 Closed to passenger traffic: 17 June 1963.
 Closed to all (goods) traffic: November 1975.
 Track remains in place. Connection at Collooney cut.
 Leyny (1895)
 CIE (1945)