

# **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 Gazetteer 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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DONEGAL RAILWAYS: History: Pre-1867

KEY

- FVR

Finn Valley Railway opened (*broad gauge*) 7 September 1863.

LR

Letterkenny Railway Act of Parliament received Royal Assent: 3 July 1860. The original alignment was between Letterkenny and Cuttymanhill, on the *broad gauge* L&ER. On 24 October 1862, Directors of the LR and L&LSR agreed to amalgamate. An amended Act of Parliament received Royal Assent on 13 July 1863. Only 2 miles was under construction before this halted due to lack of money. Ultimately, a new Act of Parliament was passed on 29 June 1880, linking it to the L&LSR. It was also to be *narrow gauge*. The LR was opened 30 June 1883.
- L&LSR

Londonderry & Lough Swilly Railway, opened 31 December 1863 (*broad gauge*) to Farland Point. Opened c.8/9 September 1864 to Buncrana.
- 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*)

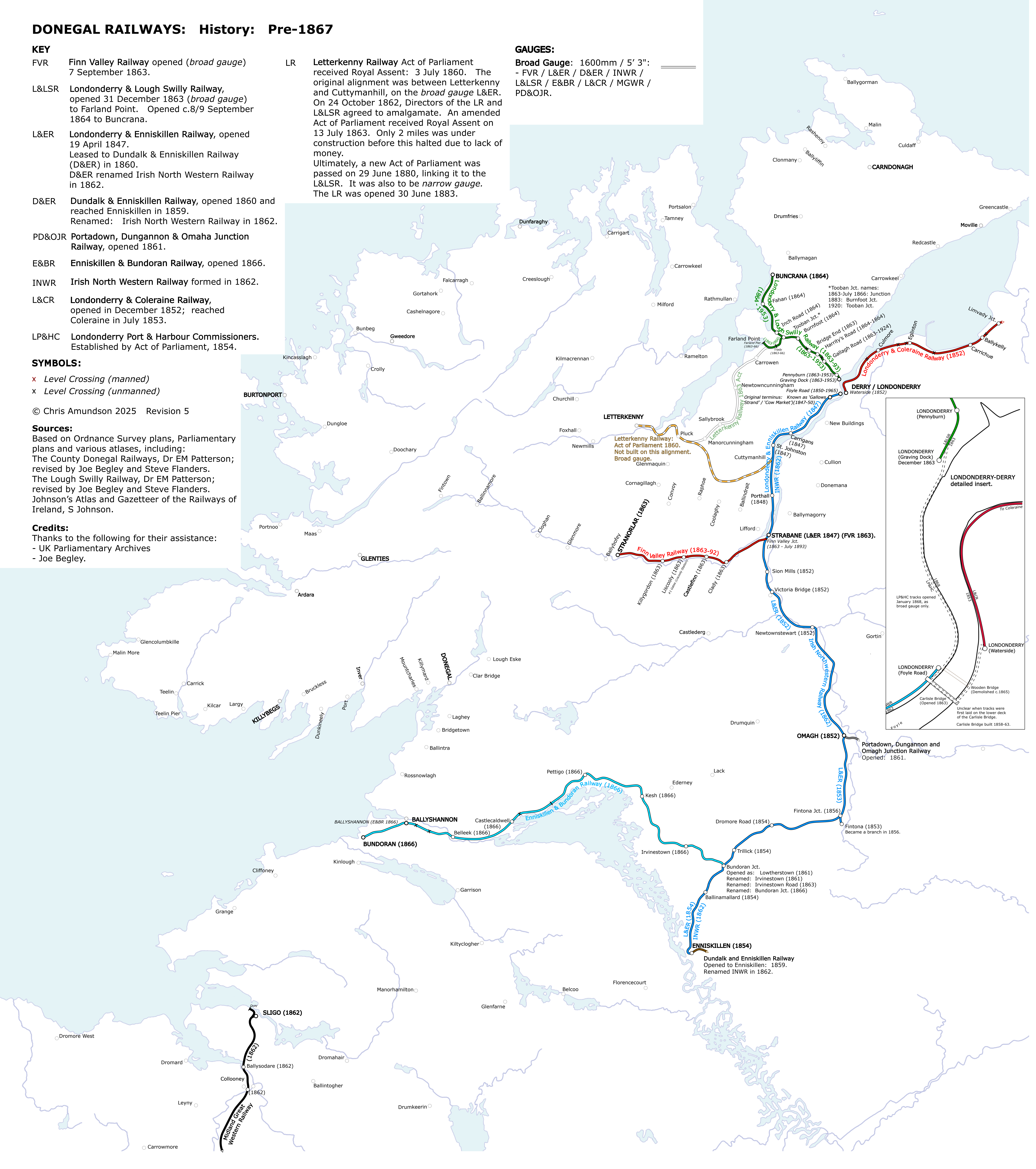
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**Sources:**  
Based on Ordnance Survey plans, Parliamentary plans and various atlases, including:  
The County Donegal Railways, Dr EM Patterson; revised by Joe Begley and Steve Flanders.  
The Lough Swilly Railway, Dr EM Patterson; revised by Joe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

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*).
- LR

Letterkenny Railway, opened 1883 (*narrow gauge*). Operated by the L&LSR.
- 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.
- INWR

Irish North Western Railway formed in 1862.
- GNR(I)

INWR became part of the Great Northern Railway (Ireland) in 1 April 1876.
- 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:

- x Level Crossing (*manned*)
- 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. Parliamentary Archive Reference: HL\_PO\_PB\_3\_plan 1874\_E9.Enniskillen Railway.

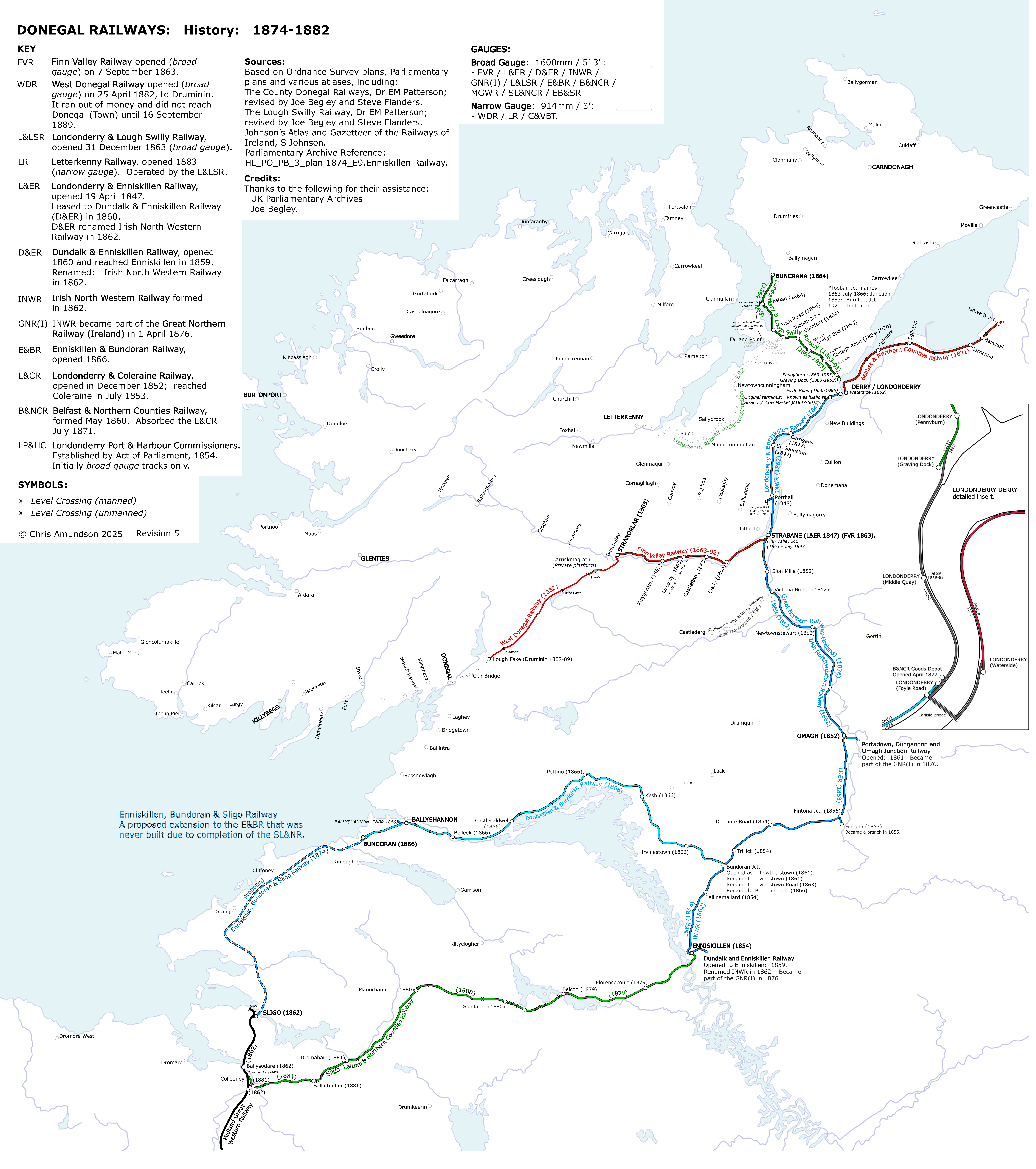
Credits:

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GAUGES:

**Broad Gauge:** 1600mm / 5' 3":  
- FVR / L&ER / D&ER / INWR / GNR(I) / L&LSR / E&BR / B&NCR / MGWR / SL&NCR / EB&SR

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





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*).
- LR

Letterkenny Railway, opened 1883 (*narrow gauge*). Operated by the L&LSR.
- 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. Remained a seperate company until absorbed by the GNR(I) in 1883.
- D&ER

Dundalk & Enniskillen Railway, opened 1860 and reached Enniskillen in 1859. Renamed: Irish North Western Railway in 1862.
- 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.
- 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:
- ×

Level Crossing (*manned*)
- ×

Level Crossing (*unmanned*)

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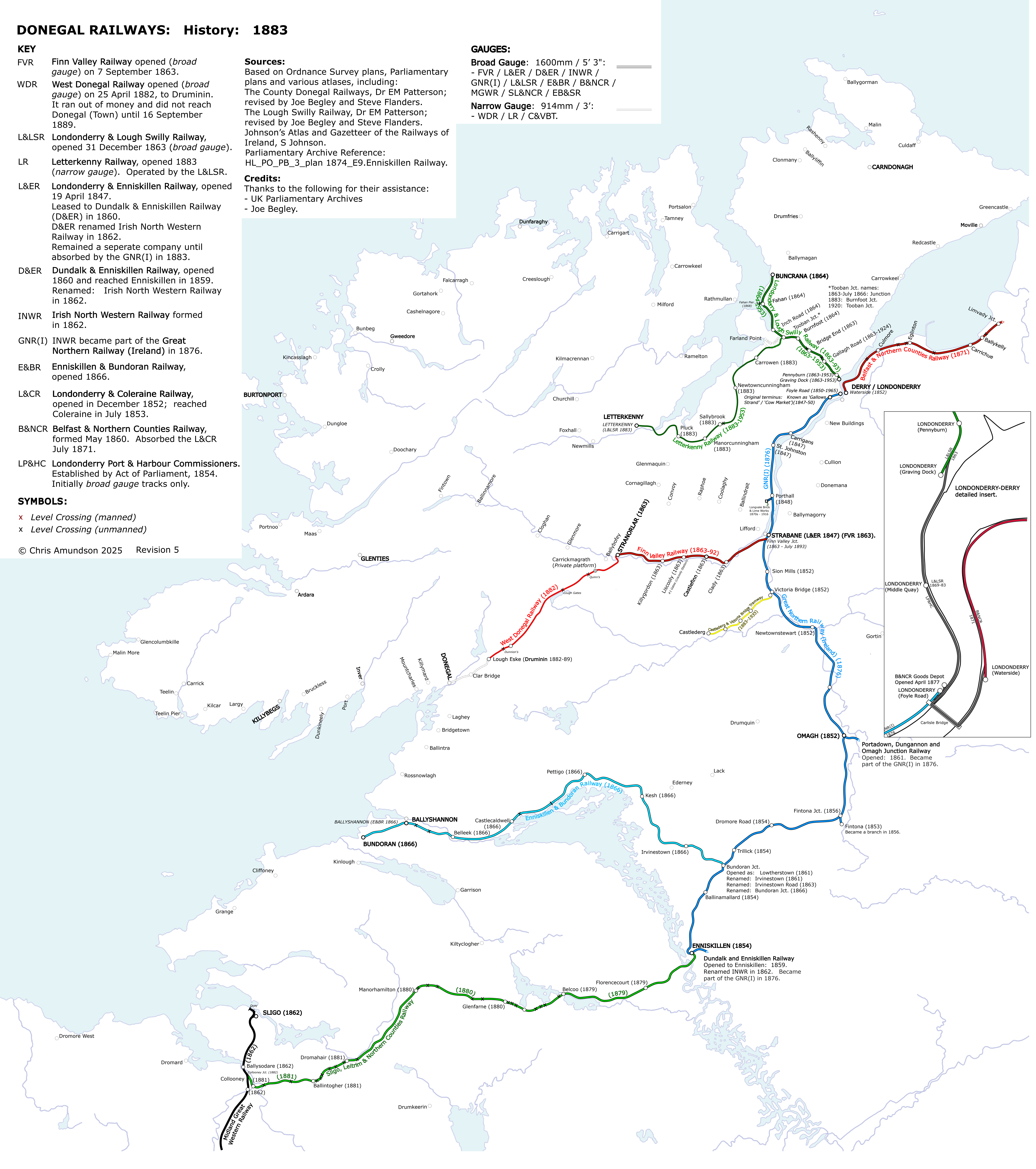
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**Narrow Gauge:** 914mm / 3':  
- WDR / LR / C&VBT.





DONEGAL RAILWAYS: Proposals: 1889

KEY

- FVR

Finn Valley Railway opened (*broad gauge*) on 7 September 1863.
- WDR

West Donegal Railway opened (*narrow 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*).
- LR

Letterkenny Railway, opened 1883 (*narrow gauge*). Operated by the L&LSR.
- L&ER

Londonderry & Enniskillen Railway, opened 19 April 1847. Leased to D&ER in 1860.  
Remained a seperate company until absorbed by the GNR(I) in 1883.
- D&ER

Dundalk & Enniskillen Railway, opened 1860 and reached Enniskillen in 1859. D&ER renamed Irish North Western Railway in 1862 and became part of GNR(I) in 1876.
- 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.
- 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. *Dual gauge* tracks from 1885.

SYMBOLS:

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

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Sources:

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- 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 Univerity of Ireland, Maynooth. October 2004.  
- 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.

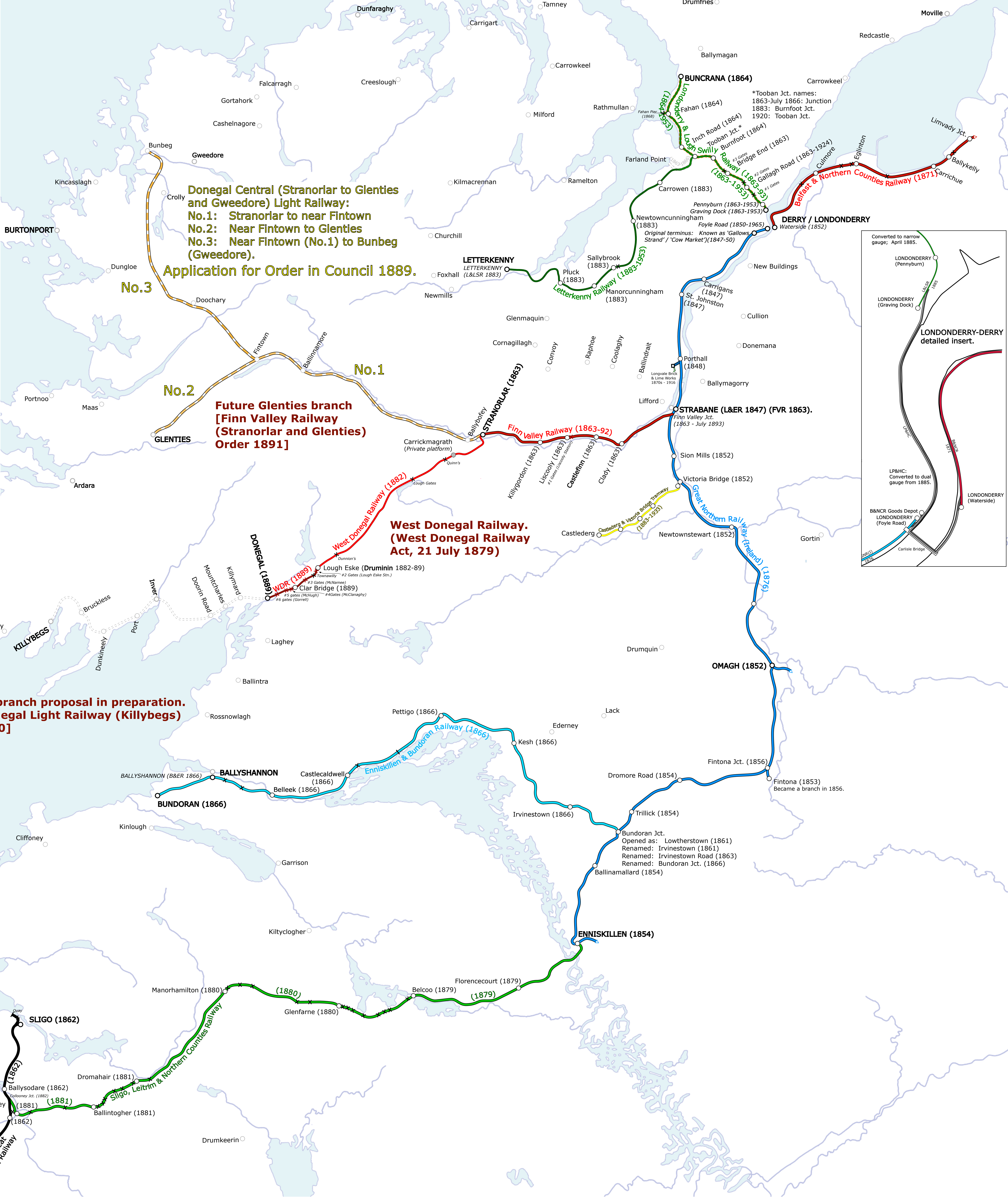
GAUGES:

**Broad Gauge:** 1600mm / 5' 3":  
- FVR / L&ER / D&ER / INWR / GNR(I) / E&BR / B&NCR / MGWR / SL&NCR / DCR

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

CHANGE OF GAUGE:

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





DONEGAL RAILWAYS: Proposals: January 1890

KEY

- FVR

Finn Valley Railway opened (*broad gauge*) on 7 September 1863.
- WDR

West Donegal Railway opened (*narrow 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*).
- LR

Letterkenny Railway, opened 1883 (*narrow gauge*). Operated by the L&LSR.
- L&ER

Londonderry & Enniskillen Railway, opened 19 April 1847. Leased to D&ER in 1860.  
Remained a seperate company until absorbed by the GNR(I) in 1883.
- D&ER

Dundalk & Enniskillen Railway, opened 1860 and reached Enniskillen in 1859. D&ER renamed Irish North Western Railway in 1862 and became part of GNR(I) in 1876.
- 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.
- 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. *Dual gauge* tracks from 1885.

SYMBOLS:

- ×

Level Crossing (*manned*)
- ×

Level Crossing (*unmanned*)

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

PROPOSALS

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

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

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

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

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.

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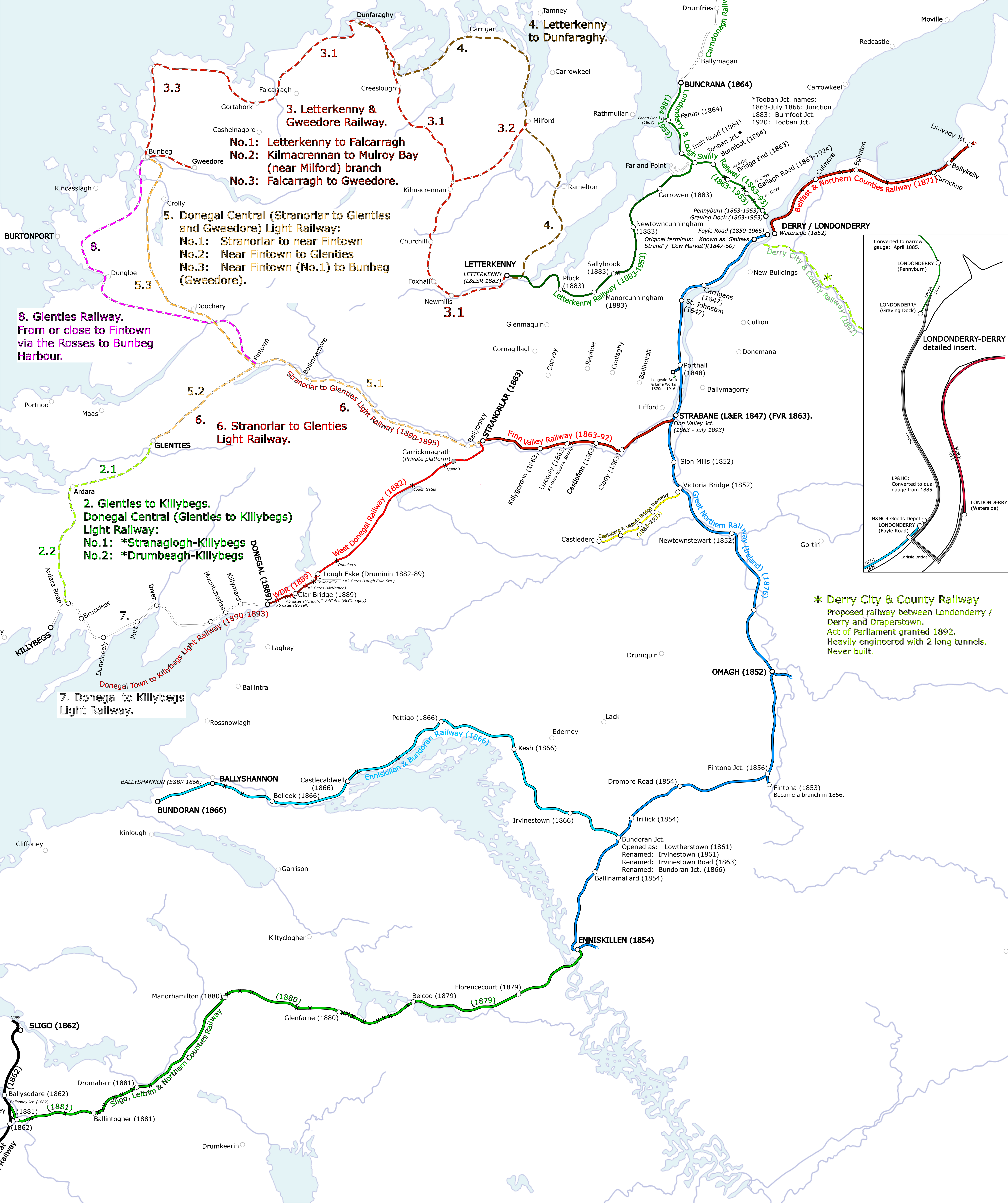
- Newspapers, including:

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





DONEGAL RAILWAYS: Proposals: March 1890

KEY

- FVR

Finn Valley Railway opened (*broad gauge*) on 7 September 1863.
- WDR

West Donegal Railway opened (*narrow 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*).
- LR

Letterkenny Railway, opened 1883 (*narrow gauge*). Operated by the L&LSR.
- L&ER

Londonderry & Enniskillen Railway, opened 19 April 1847. Leased to D&ER in 1860. Remained a seperate company until absorbed by the GNR(I) in 1883.
- D&ER

Dundalk & Enniskillen Railway, opened 1860 and reached Enniskillen in 1859. D&ER renamed Irish North Western Railway in 1862 and became part of GNR(I) in 1876.
- 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.
- 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. *Dual gauge* tracks from 1885.

SYMBOLS:

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

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**Sources:**  
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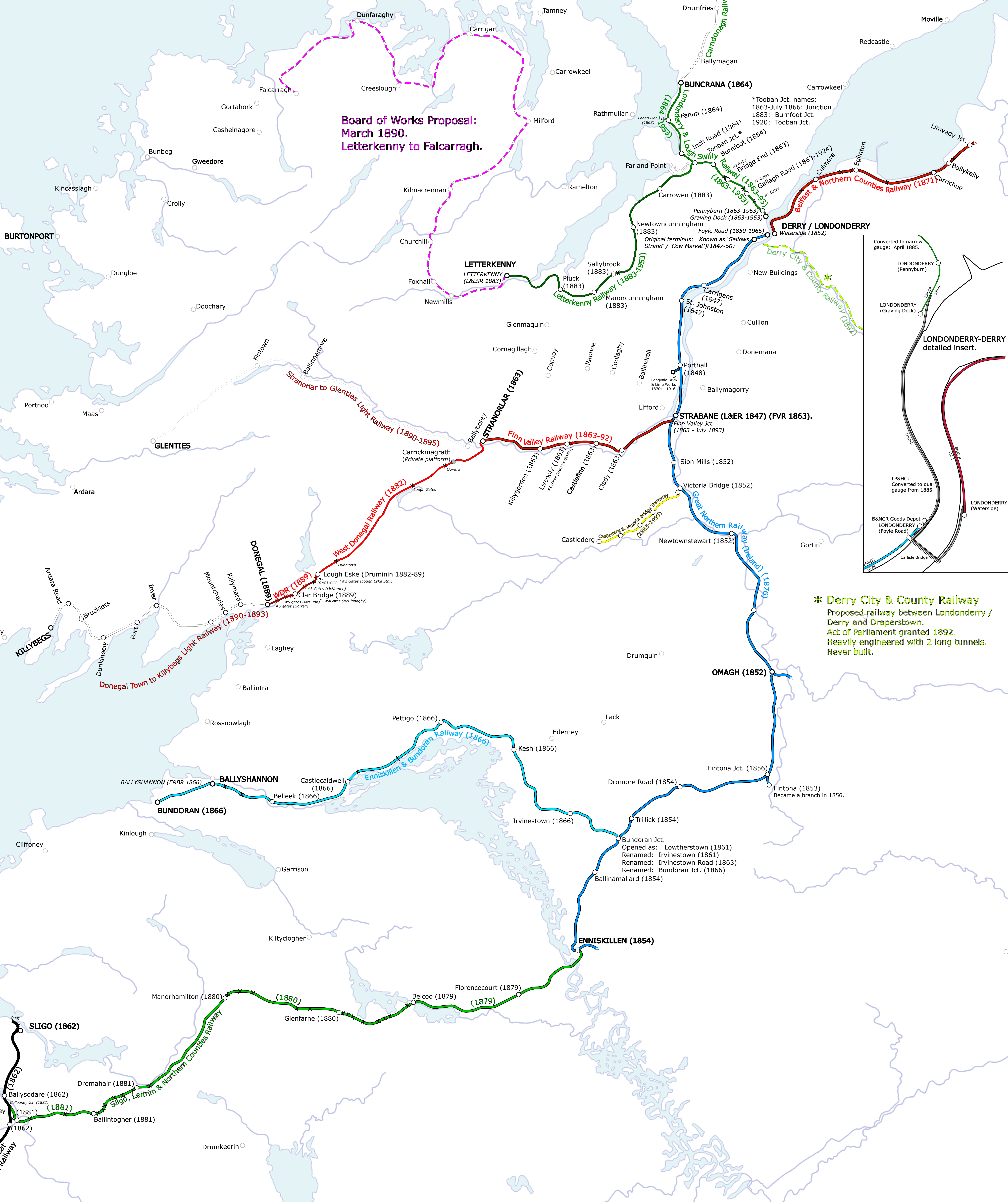
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— The Donegal Independent, Saturday, 11 January 1890.

GAUGES:

**Broad Gauge:** 1600mm / 5' 3":  
- L&ER / D&ER / INWR / GNR(I) / E&BR / B&NCR / MGWR / SL&NCR / DCR  
**Narrow Gauge:** 914mm / 3':  
- WDR / LR / L&LSR / C&VBT.





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).
- 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.
- L&ER

Londonderry & Enniskillen Railway, opened 1847. Leased to Dundalk & Enniskillen Railway (D&ER) in 1860. D&ER renamed Irish North Western
- INWR

Irish North Western Railway, formed 1862.
- GNR(I)

Great Northern Railway (Ireland), 1876.
- E&BR

Enniskillen & Bundoran Railway, opened 1866. Absorbed by the GNR(I) in 1896.
- B&NCR

Belfast & Northern Counties Railway, previously the Belfast & Ballymena Railway (B&BR) until 1860. The B&NCR absorbed the L&CR in 1871.
- LP&HC

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

- Symbols:**
- ✕

Level Crossing (*manned*)
- ✕

Level Crossing (*unmanned*)

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**Credits:**  
Many thanks for great assistance:  
- Joe Begley.

- GAUGES:**
- Broad Gauge: 1600mm / 5' 3":

- L&ER / D&ER / INWR / GNR(I).
- Narrow Gauge: 914mm / 3':

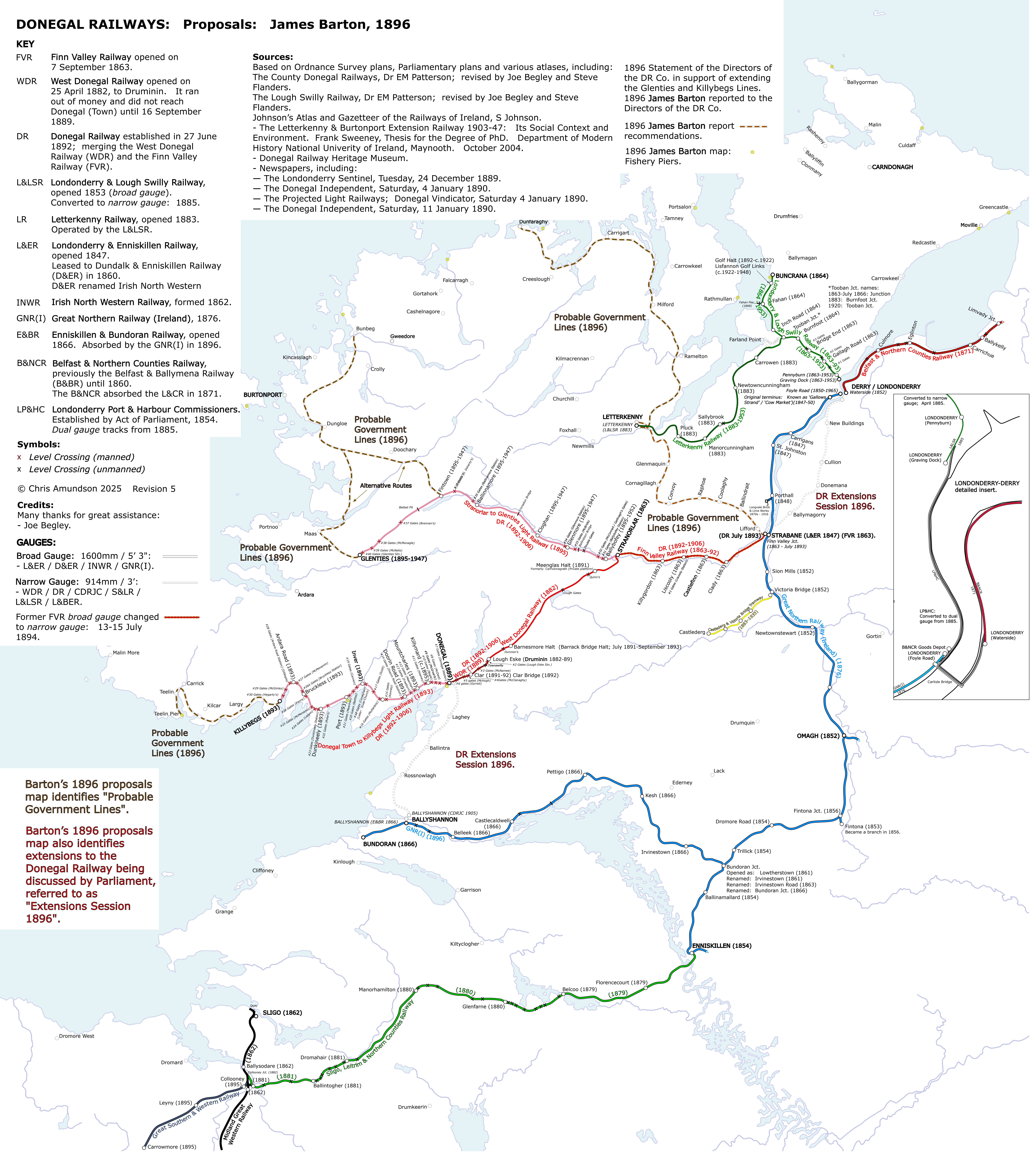
- WDR / DR / CDRJC / S&LR / L&LSR / L&BER.
- Former FVR *broad gauge* changed to *narrow gauge*: 13-15 July 1894.

- 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.  
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- Donegal Railway Heritage Museum.  
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— The Projected Light Railways; Donegal Vindicator, Saturday 4 January 1890.  
— The Donegal Independent, Saturday, 11 January 1890.

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.





DONEGAL RAILWAYS: History, 1900

KEY	
FVR	Finn Valley Railway opened on 7 September 1863.
DR	Donegal Railway established in 27 June 1892; merging the West Donegal Railway (WDR) (opened to Druminin 1882) and the Finn Valley Railway (FVR).
L&LSR	Londonderry & Lough Swilly Railway, opened 1853 ( <i>broad gauge</i> ). Converted to <i>narrow gauge</i> : 1885.
LR	Letterkenny Railway, opened 1883. Operated by the L&LSR.
L&ER	Londonderry & Enniskillen Railway, opened 1847. Leased to Dundalk & Enniskillen Railway (D&ER) in 1860. D&ER renamed Irish North Western
INWR	Irish North Western Railway, formed 1862.
GNR(I)	Great Northern Railway (Ireland), 1876.
B&NCR	Belfast & Northern Counties Railway, previously the Belfast & Ballymena Railway (B&BR) until 1860. The B&NCR absorbed the L&CR in 1871.
LP&HC	Londonderry Port & Harbour Commissioners. Established by Act of Parliament, 1854. <i>Dual gauge</i> tracks from 1885.

Symbols:

x

Level Crossing (manned)

x

Level Crossing (unmanned)

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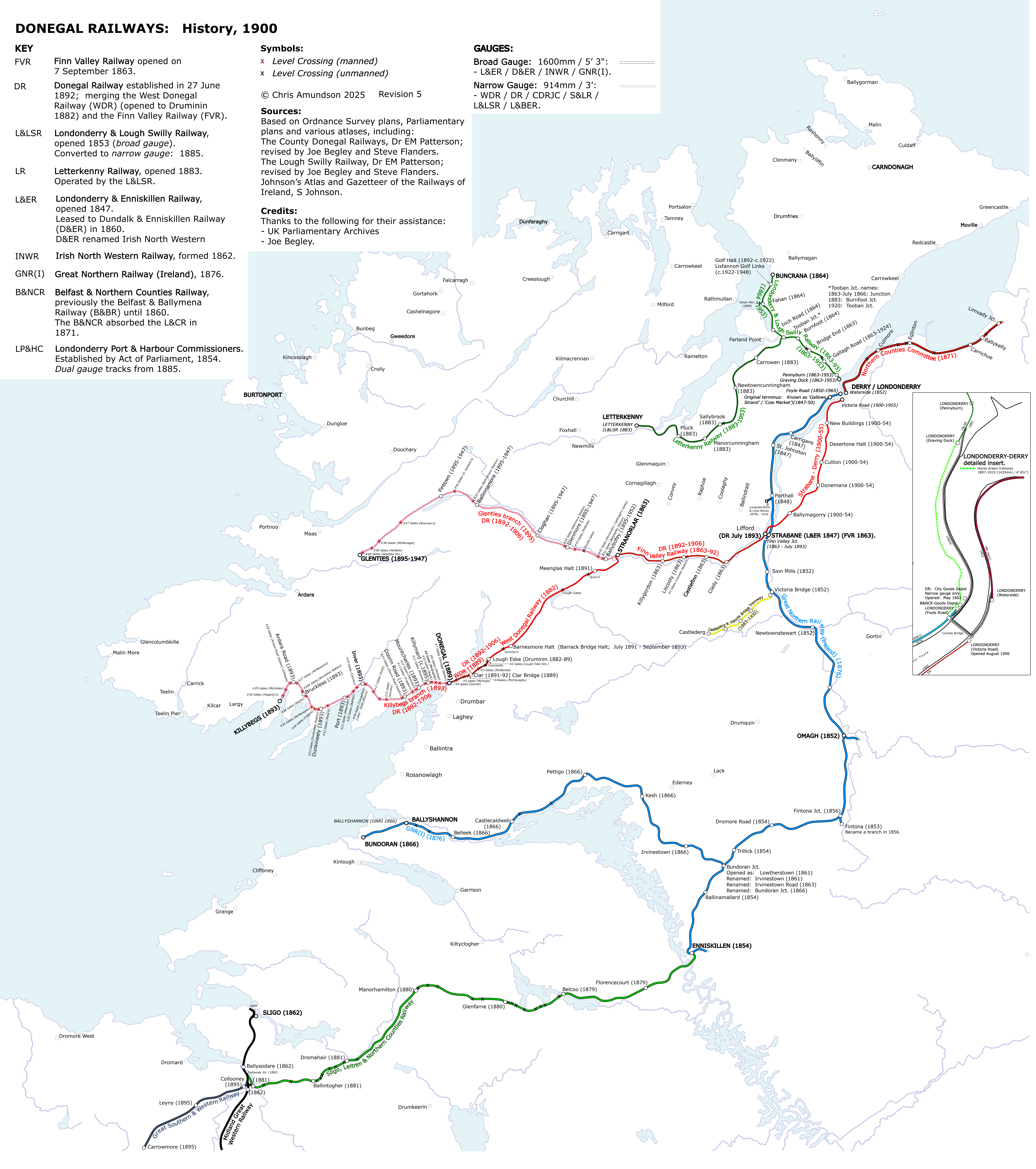
GAUGES:

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.





DONEGAL RAILWAYS: History: 1901-1905

KEY

- DR

Donegal Railway established in 27 June 1892; merging the West Donegal Railway (WDR) (opened to Druminin 1882) and the Finn Valley Railway (FVR).
- 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 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.

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:
- UK Parliamentary Archives
  - Joe Begley.

- L&ER

Londonderry & Enniskillen Railway, opened 1847. Leased to Dundalk & Enniskillen Railway (D&ER) in 1860. D&ER renamed Irish North Western
- INWR

Irish North Western Railway, formed 1862.
- GNR(I)

Great Northern Railway (Ireland), 1876.
- MR (NCC)

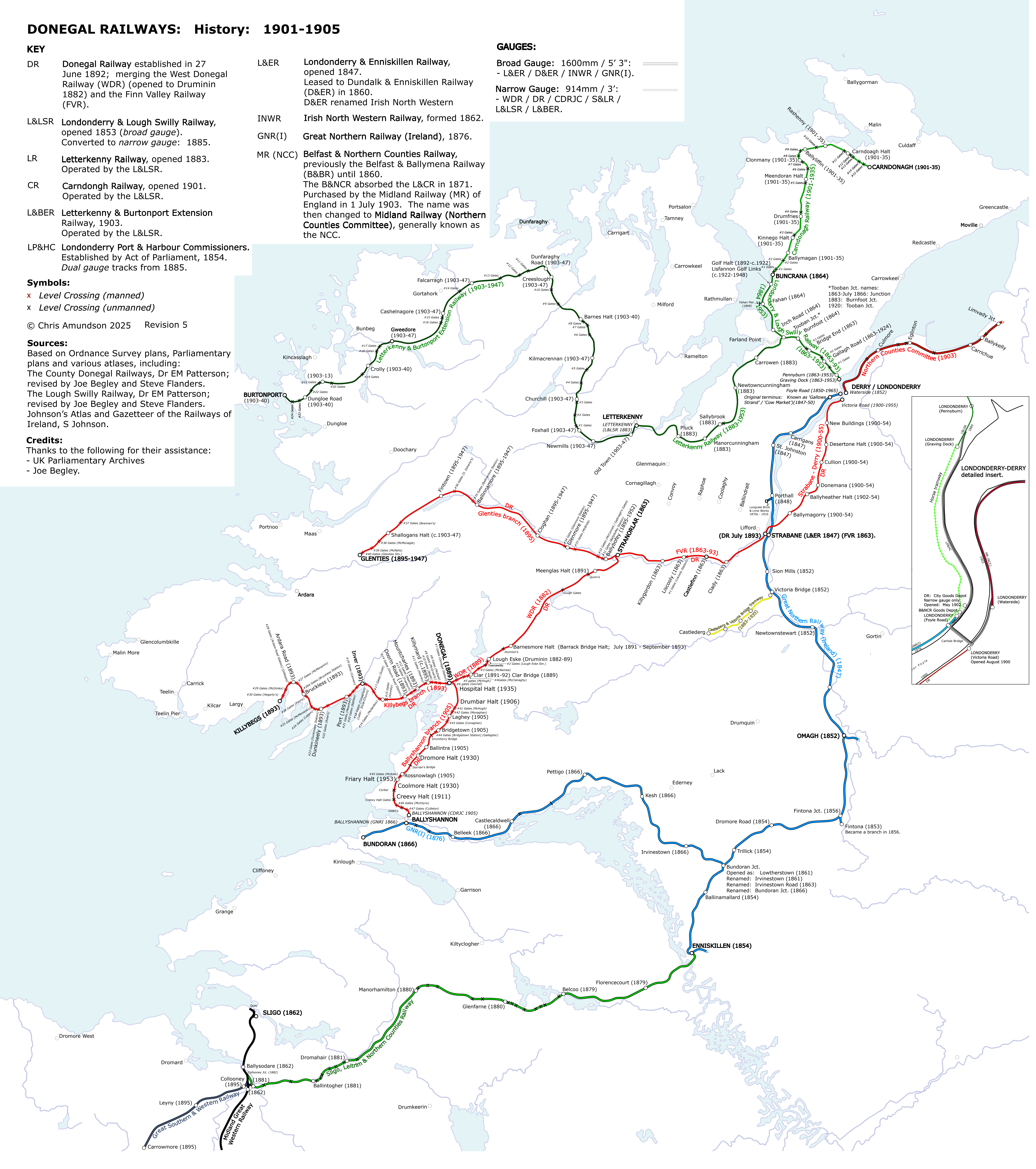
Belfast & Northern Counties Railway, previously the Belfast & Ballymena Railway (B&BR) until 1860. The B&NCR absorbed the L&CR in 1871. Purchased by the Midland Railway (MR) of England in 1 July 1903. The name was then changed to **Midland Railway (Northern Counties Committee)**, generally known as the NCC.

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.





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 ( <i>broad gauge</i> ). Converted to <i>narrow gauge</i> : 1885.
LR	Letterkenny Railway, opened 1883. Operated by the L&LSR.
CR	Carndongh 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. <i>Dual gauge</i> tracks from 1885.
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 1903. The name was then changed to Midland Railway (Northern Counties Committee), generally known as the NCC.

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

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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.

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

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

[illegible]



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)

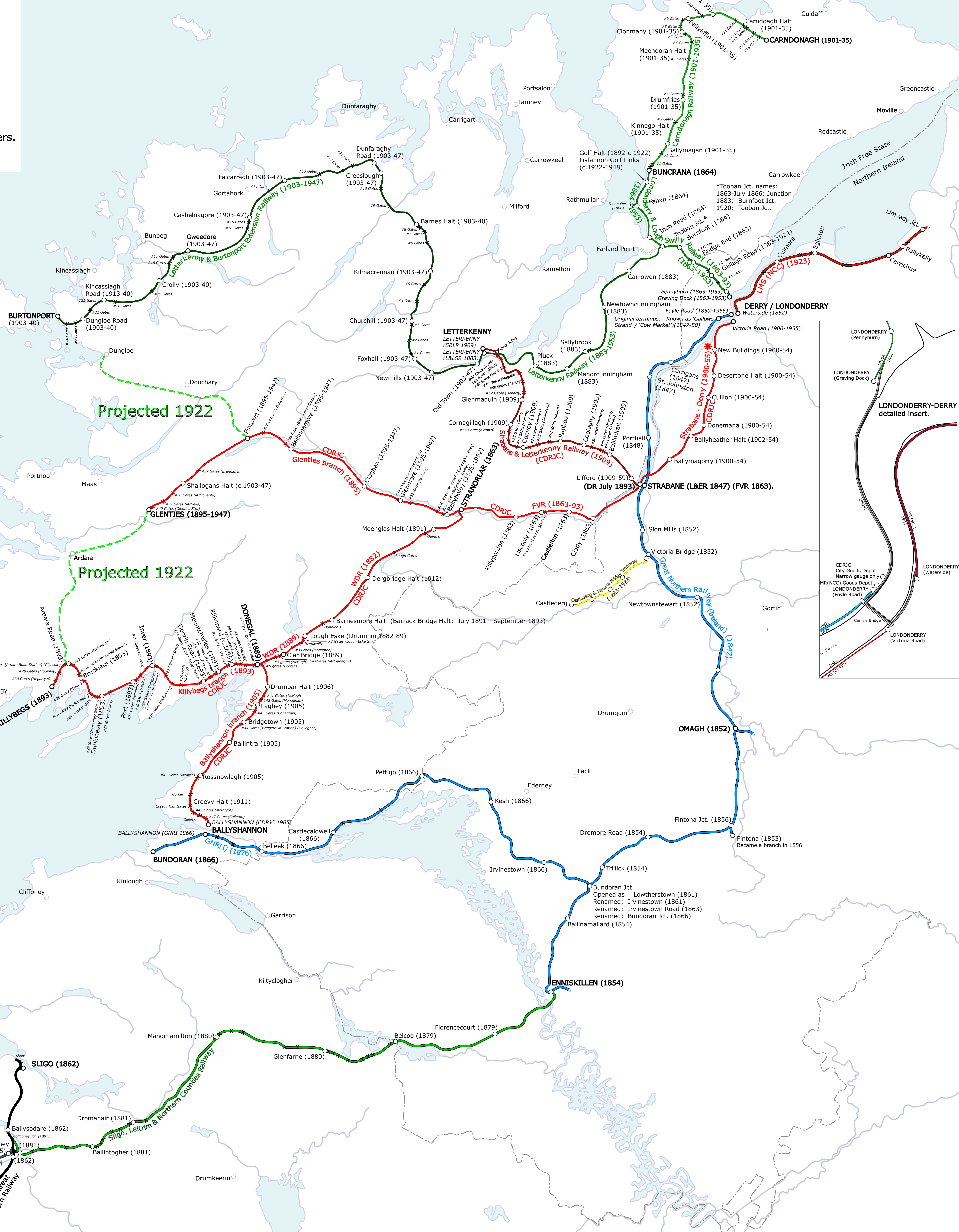
London, Midland & Scottish Railway (LMSR):  
Midland Railway (Northern Counties Committee), generally known as the NCC.  
Became part of the LMSR at Grouping on 1 January 1923.

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.





## KEY

**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:

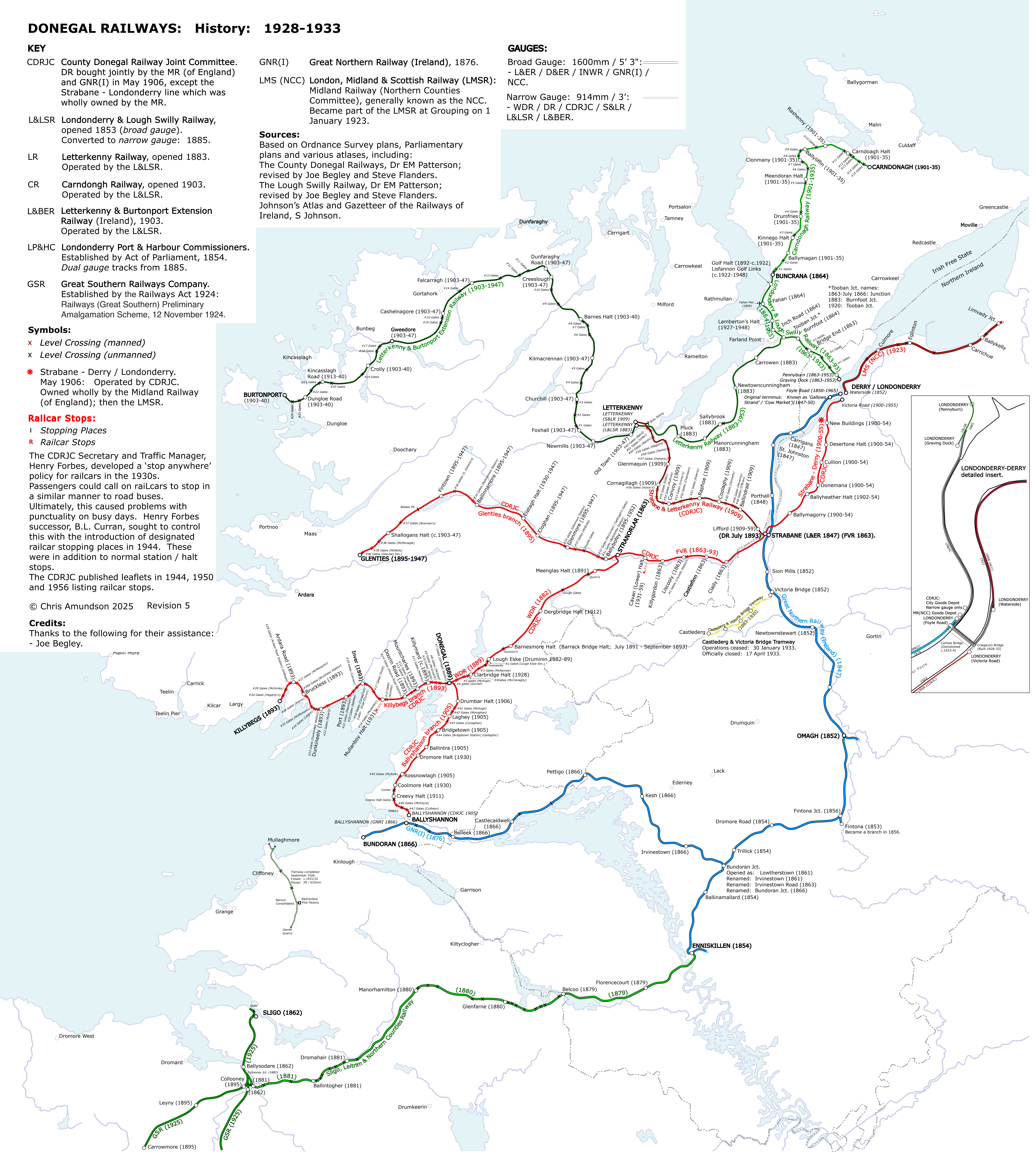
Based on Ordnance Survey plans, Parliamentary plans and various atlases, including:  
The County Donegal Railways, Dr EM Patterson;  
revised by Joe Begley and Steve Flanders.  
The Lough Swilly Railway, Dr EM Patterson;  
revised by Joe Begley and Steve Flanders.  
Johnson's Atlas and Gazetteer of the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

## GAUGES:

Broad Gauge: 1600mm / 5' 3":=====

Narrow Gauge: 914mm / 3': 

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





## KEY

**Symbols:**

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

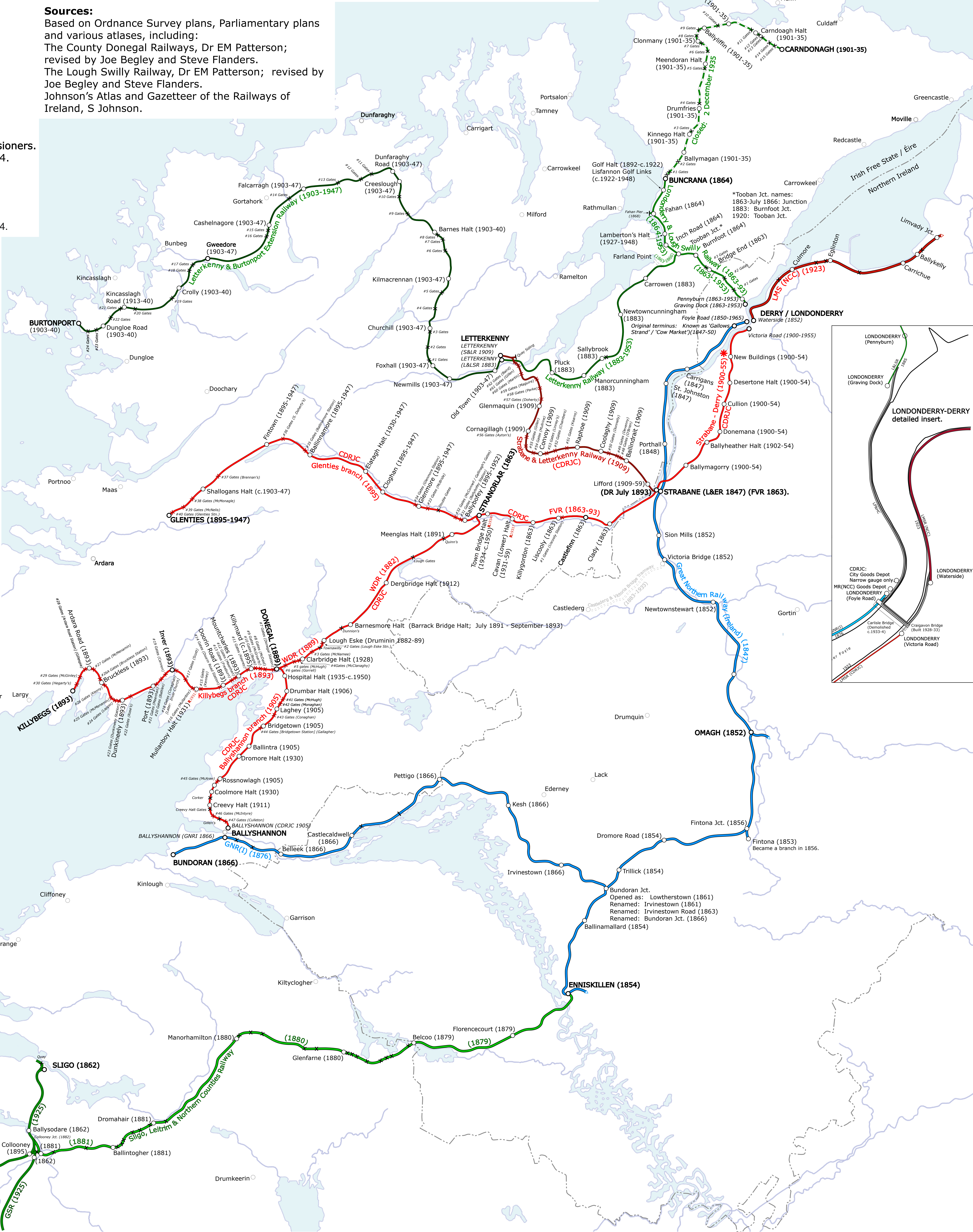
**Railcar Stops:**

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

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The map shows the Teelin area with the following labels: Carrick, Teelin, Teelin Pier, Kil, Dromore West, Dromard, Leyny (1895), and Carrowmore (1895). A green line indicates the GSR (1925) route.

**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.

[illegible][illegible]



## DONEGAL RAILWAYS: History 1936-1939

## KEY

CDRJJC 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 Carndongh 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:

### 1 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.

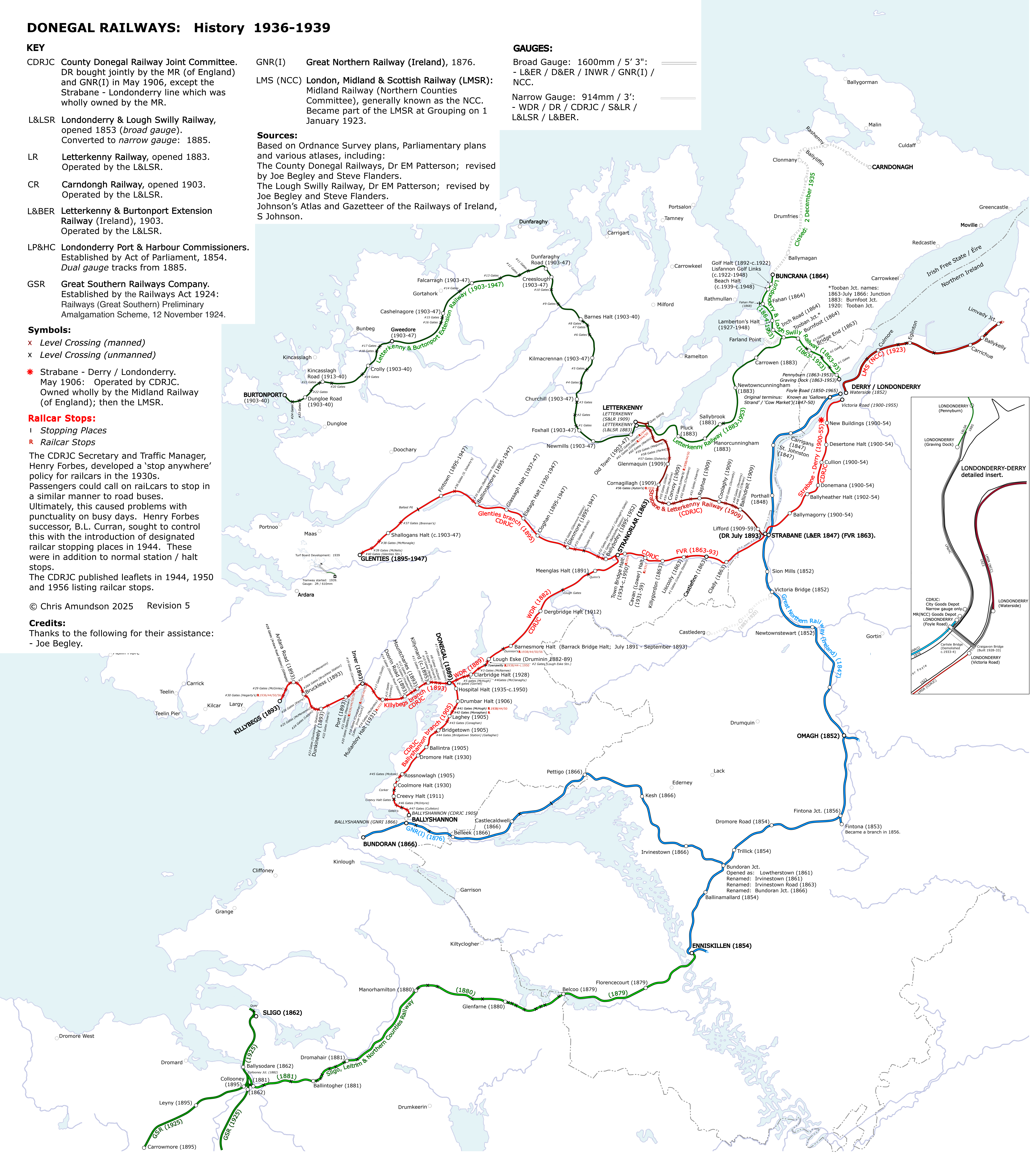
## GAUGES:

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.

### 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.





DONEGAL RAILWAYS: History 1940-1947

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.
- 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.
- CIE

Córas Iompair Éireann  
Established by the Railways Act 1944:  
CIE came into existence: 1 January 1945.

- 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.

L&BER: 3 June 1940  
Closure of the line approved by Government Statutory Order.  
  
L&BER: July 1940  
Occasional goods trains ran through to Burtonport.

- 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

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.

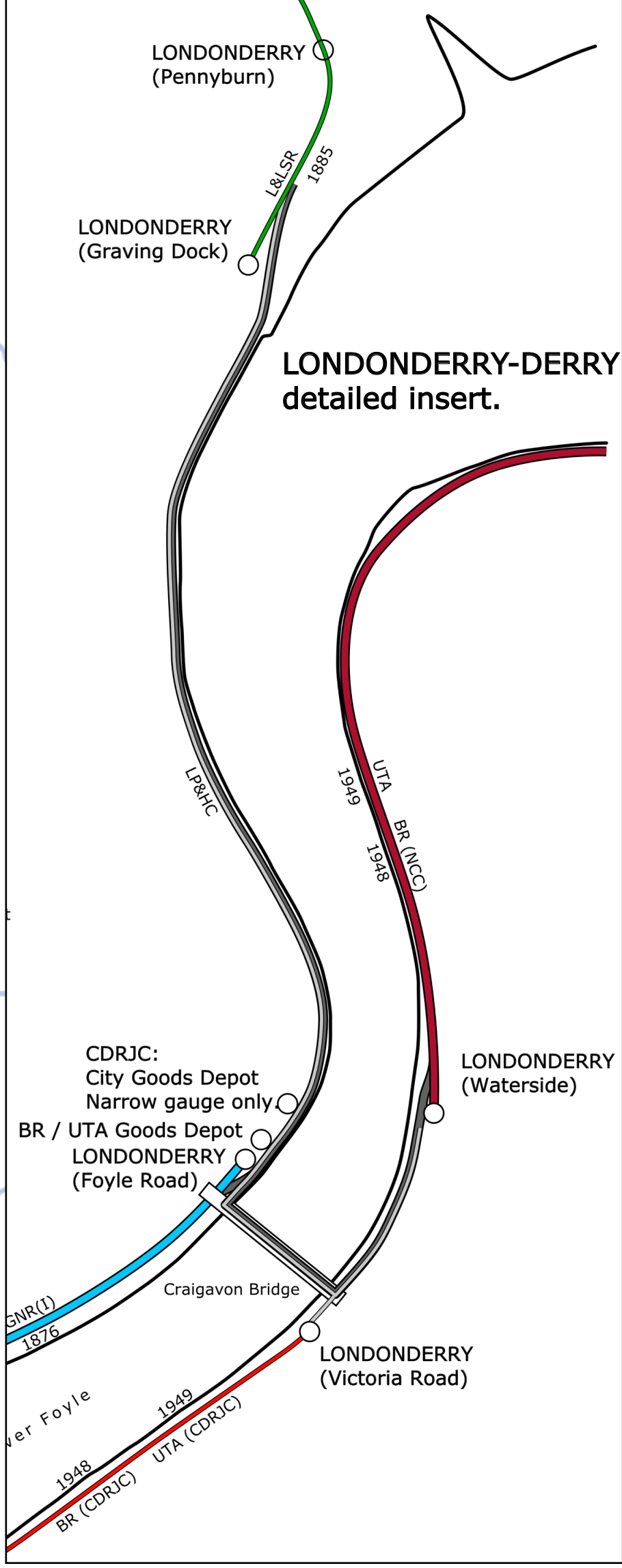
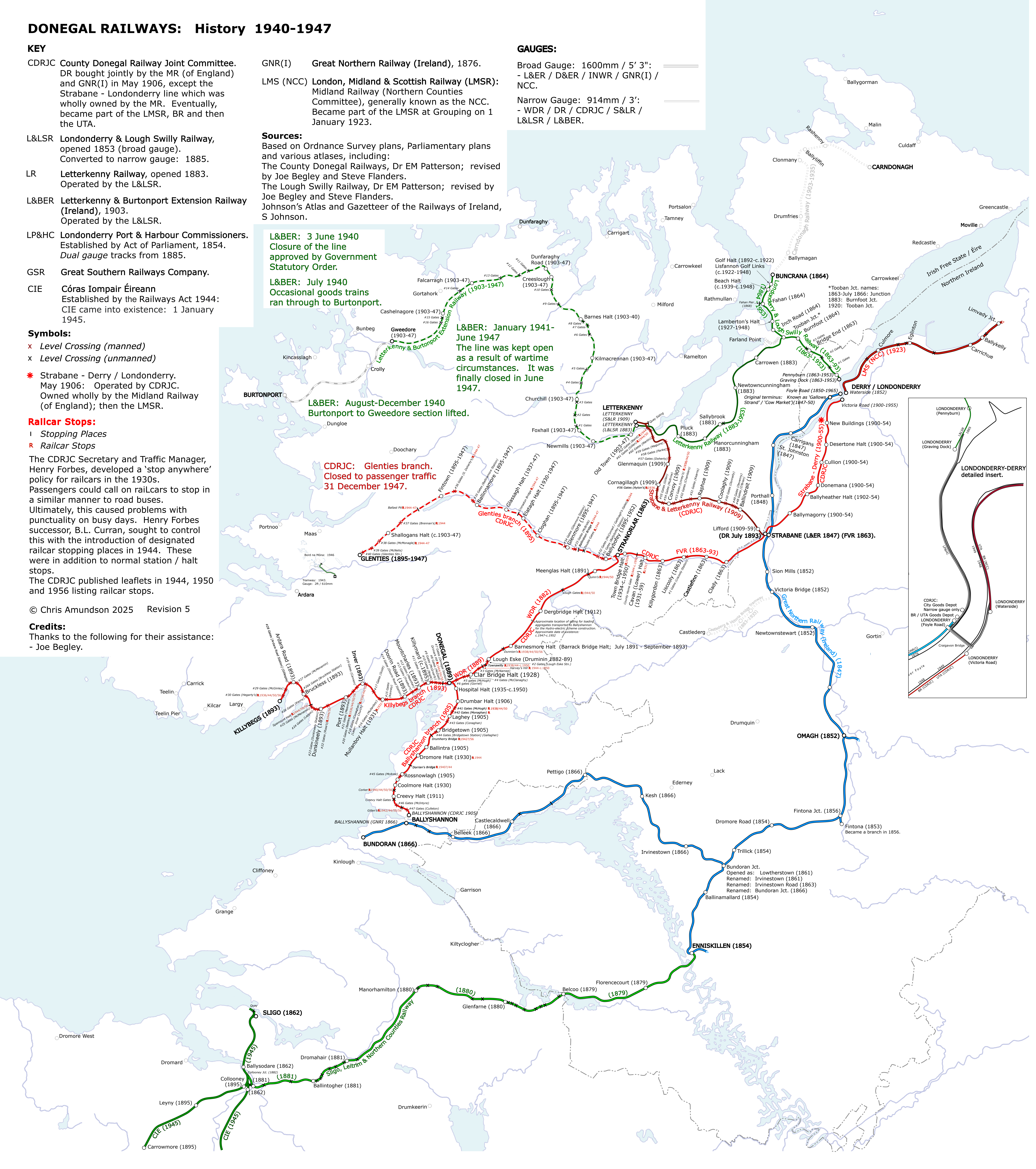
- Gauges:

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 ( <i>broad gauge</i> ). Converted to <i>narrow gauge</i> : 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).
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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.

Statutory Order.

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

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.

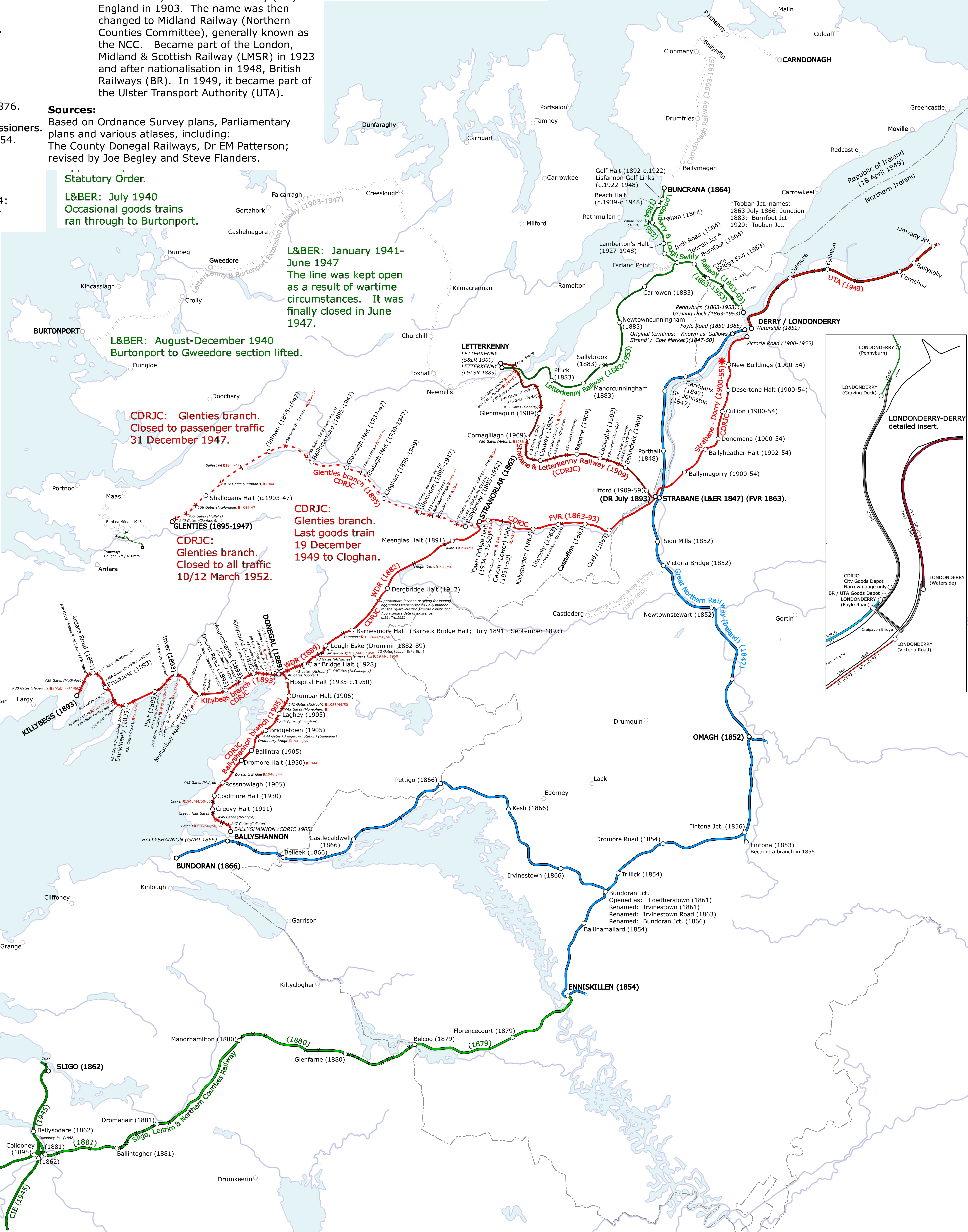
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Credits:

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

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.





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:**
- ✕ Level Crossing (manned)
  - ✕ Level Crossing (unmanned)

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

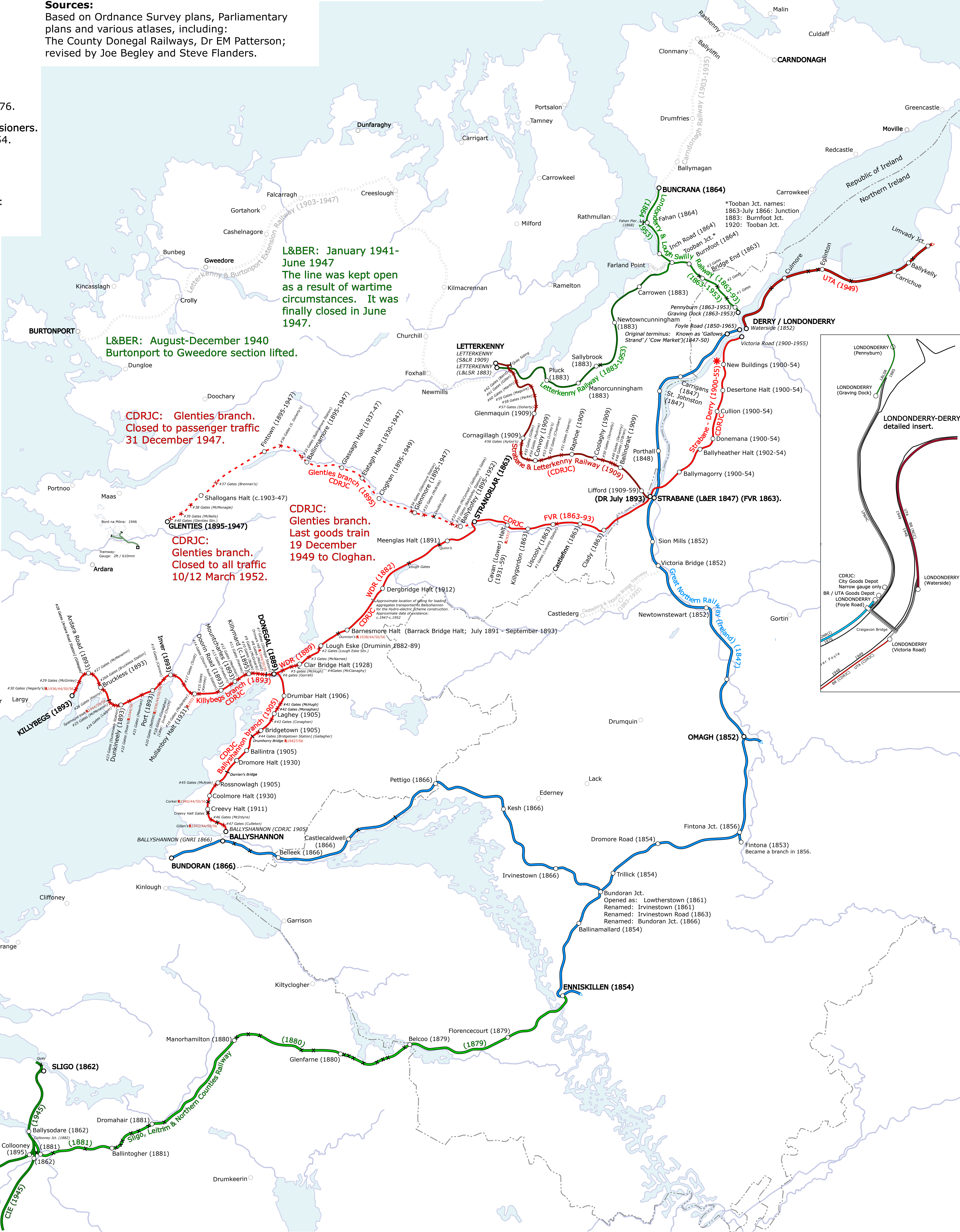
Railcar Stops:

- 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.





## 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.

**Symbols:**

- ✗ *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:

### 1 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 developed leaflets in 1944, 1950 and 1956 listing railcar stops.

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**Credits:**

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

The map shows the Malinbegh area in County Londonderry. Key locations marked include Malin More, Glencolumbkille, Carrick, Teelin, Teelin Pier, Kilcar, Grange, Dromore West, Dromard, Leyny (1895), Colloony (1895), and Carrowmore (1895). A green line represents the proposed railway route, with labels 'CIE (1945)' and 'CIE (1945)' indicating the route's status or ownership. A scale bar at the top right indicates a distance of 300 meters.

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.

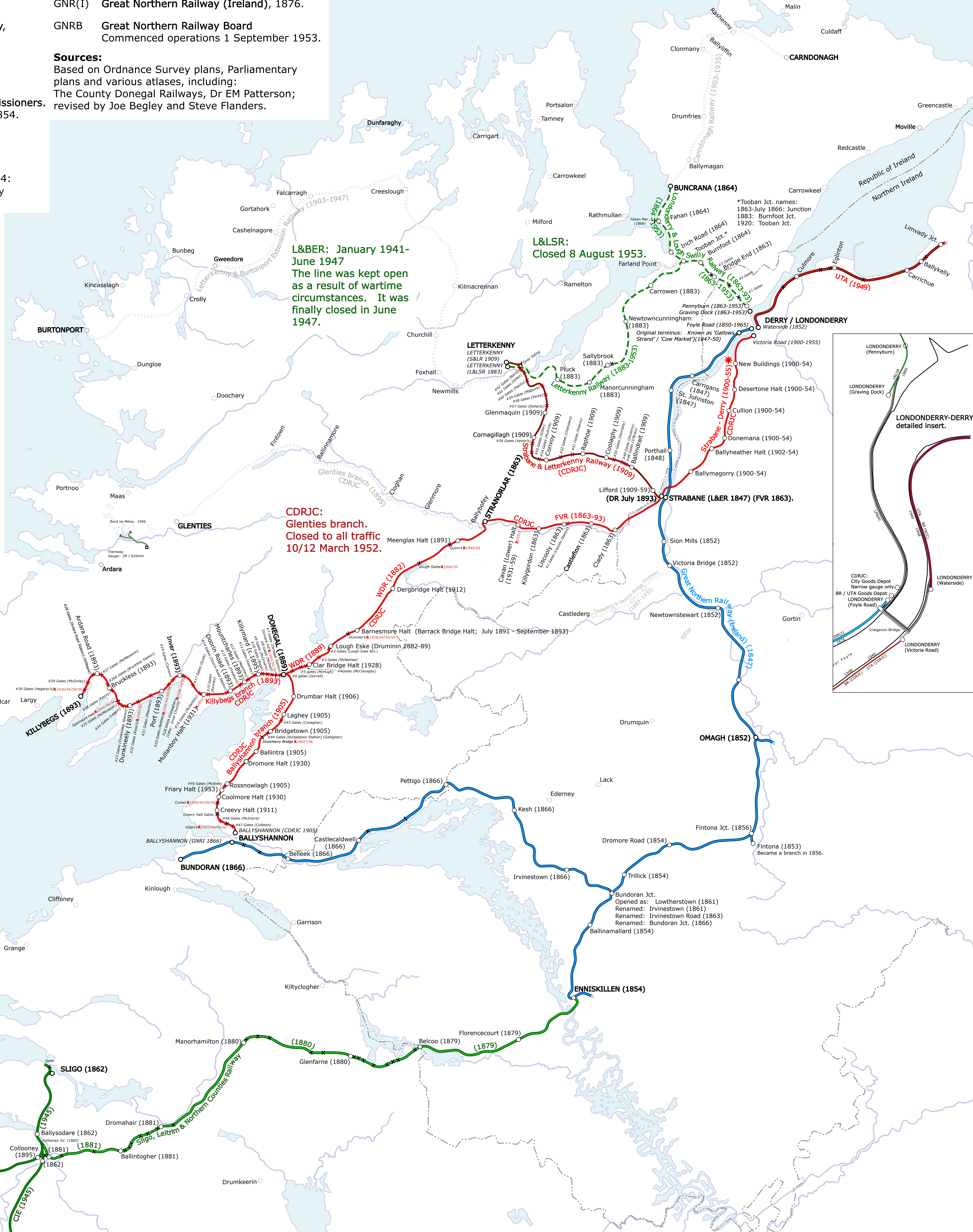
### Sources:

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.





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.	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).	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.
L&LSR	Londonderry & Lough Swilly Railway	GNR(I)	Great Northern Railway (Ireland), 1876.		
LR	Letterkenny Railway	GNRB	Great Northern Railway Board Commenced operations 1 September 1953.		
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.				

Symbols:

- ✕ Level Crossing (manned)
- ✕ Level Crossing (unmanned)

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

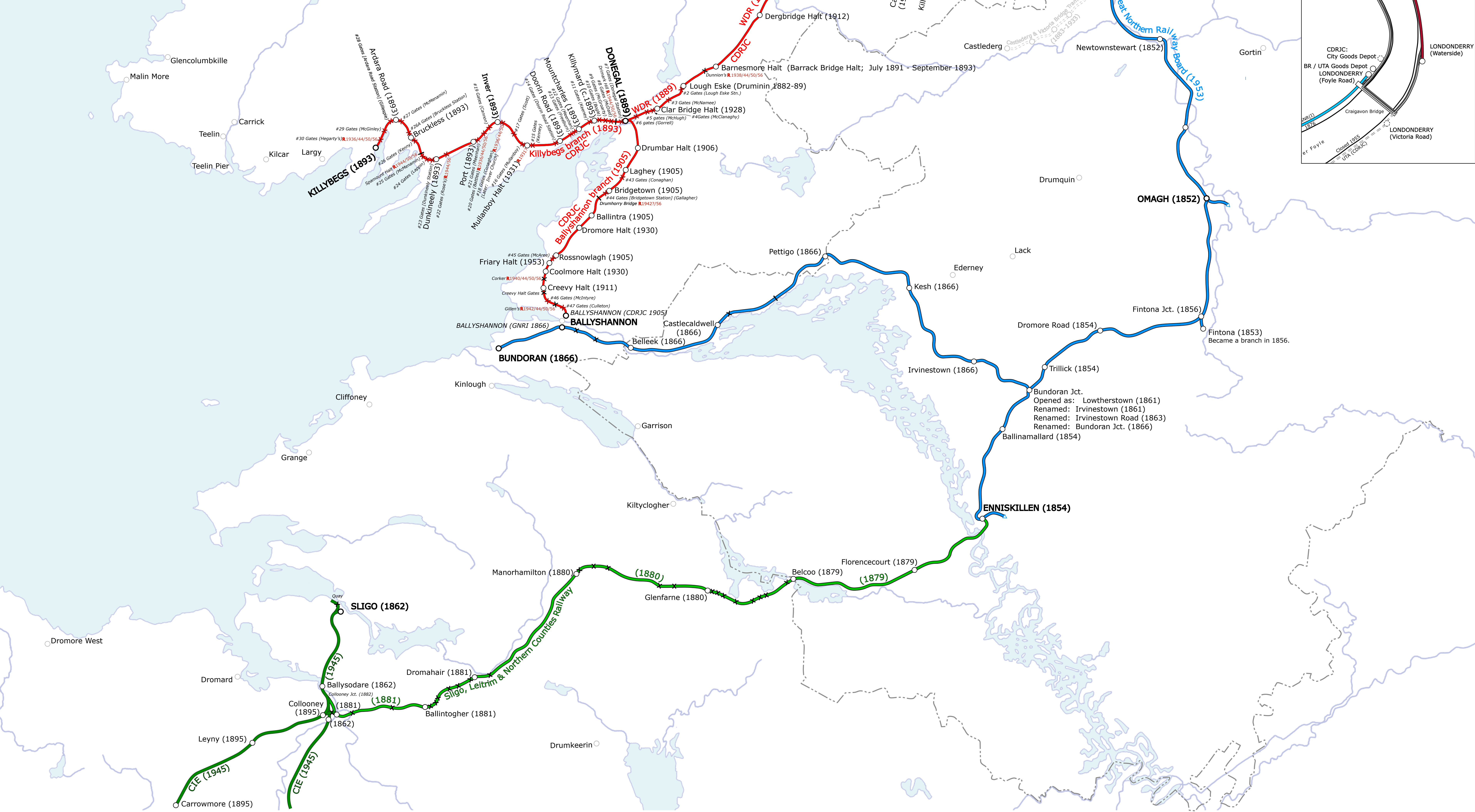
Railcar Stops:

- 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.





## KEY

**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.

**Symbols:**

- x *Level Crossing (manned)*

x *Level Crossing (unmanned)*

### 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.

UTA	<p><b>Ulster Transport Authority (UTA).</b>          The LMS (NCC) became part of British Railways (BR) after nationalisation in 1948. In 1949, it became part of the Ulster Transport Authority (UTA).</p>
GNR(I)	<p><b>Great Northern Railway (Ireland), 1876.</b></p>
GNRB	<p><b>Great Northern Railway Board</b>          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.</p>

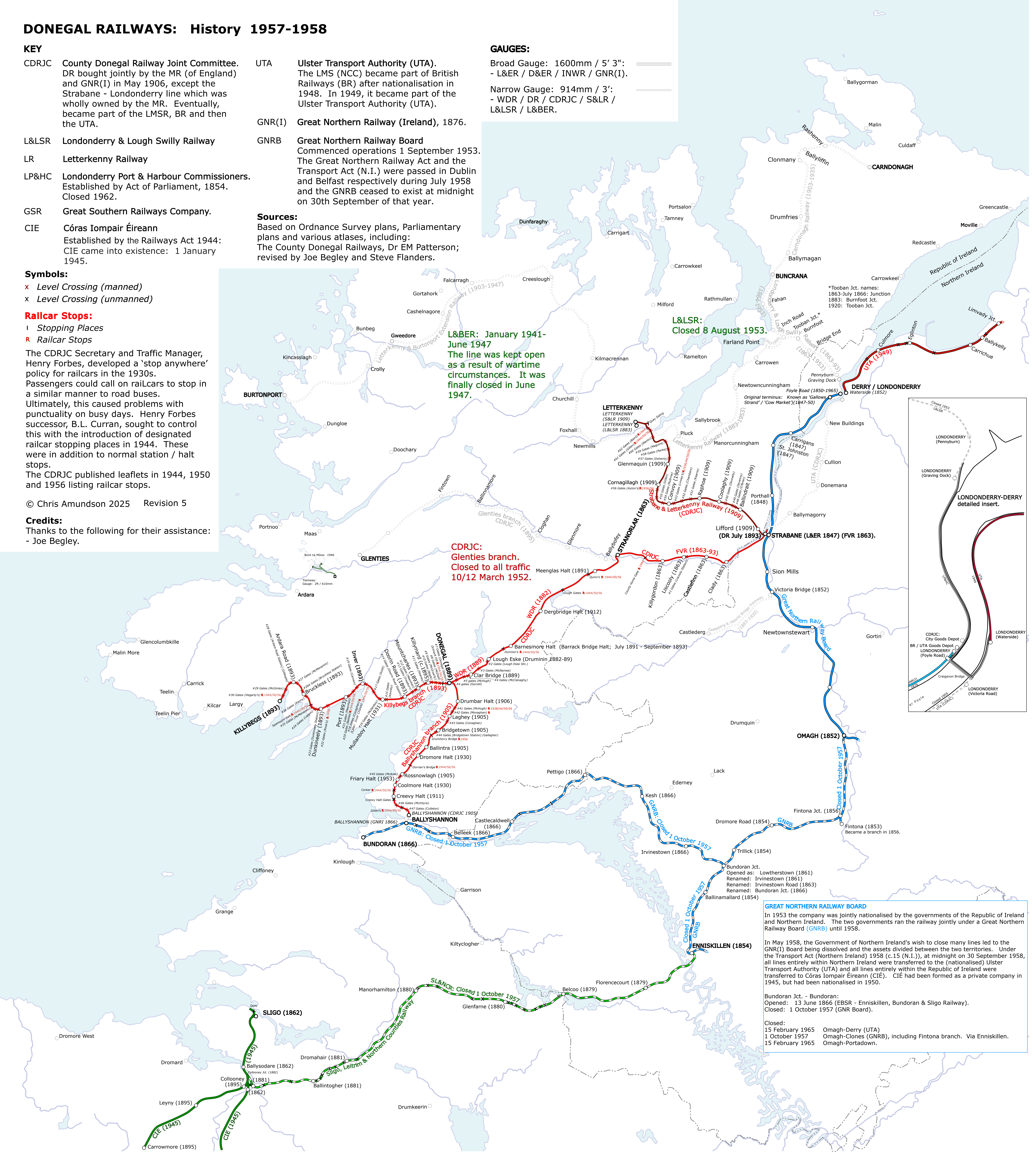
### Sources:

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.





DONEGAL RAILWAYS: History 1959

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.

Symbols:

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

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.

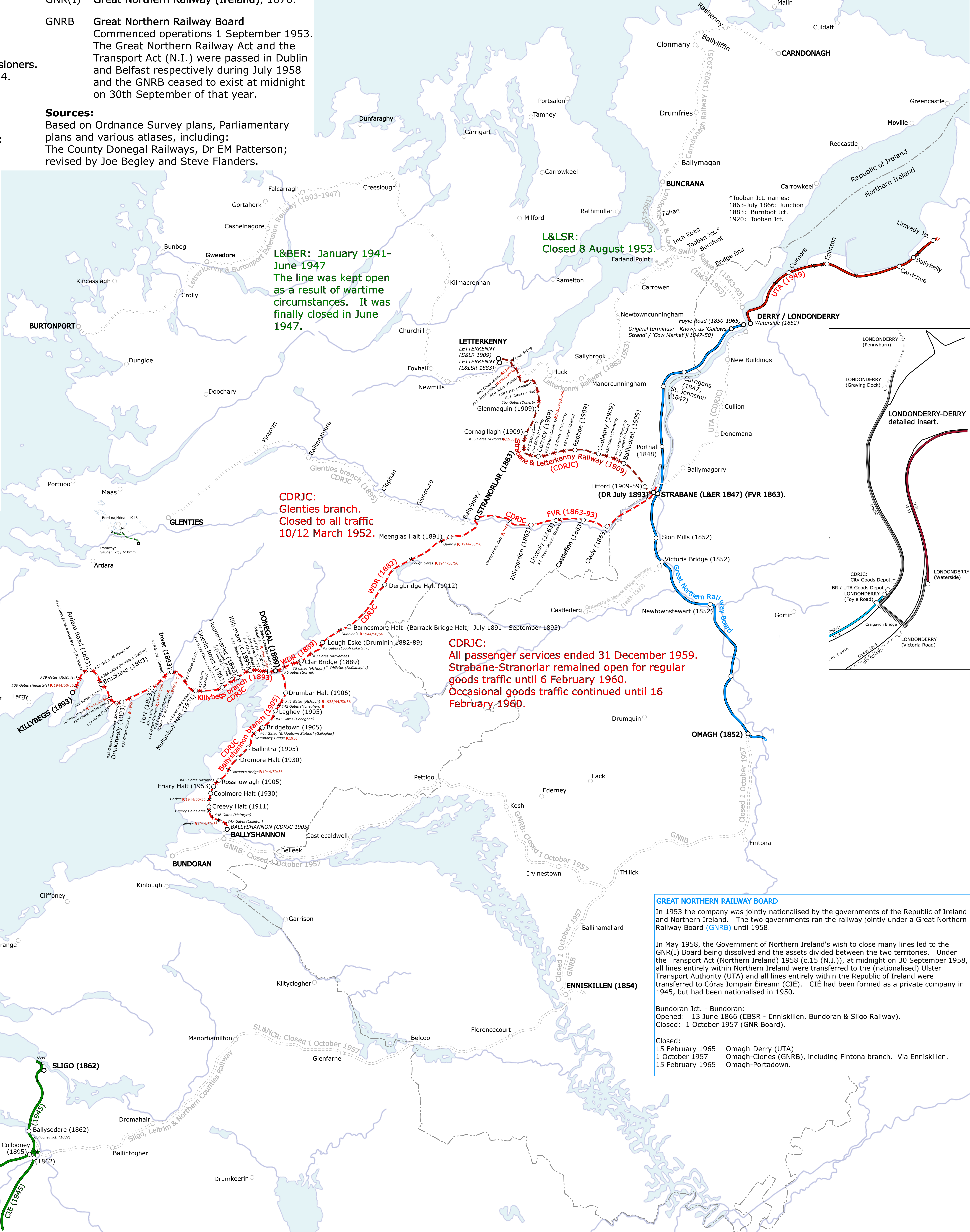
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Credits:

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

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.





DONEGAL RAILWAYS: History 1960

KEY

CDRJC County Donegal Railway Joint Committee.

L&LSR Londonderry & Lough Swilly Railway

LR Letterkenny Railway

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

CIE Córas Iompair Éireann  
Established by the Railways Act 1944: CIE came into existence: 1 January 1945.

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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.

GAUGES:

Broad Gauge: 1600mm / 5' 3":  
- UTA, GNRB, CIE.

Narrow Gauge: 914mm / 3':  
- CDRJC / S&LR.

**Symbols:**

x Level Crossing (manned)

x Level Crossing (unmanned)

**Sources:**

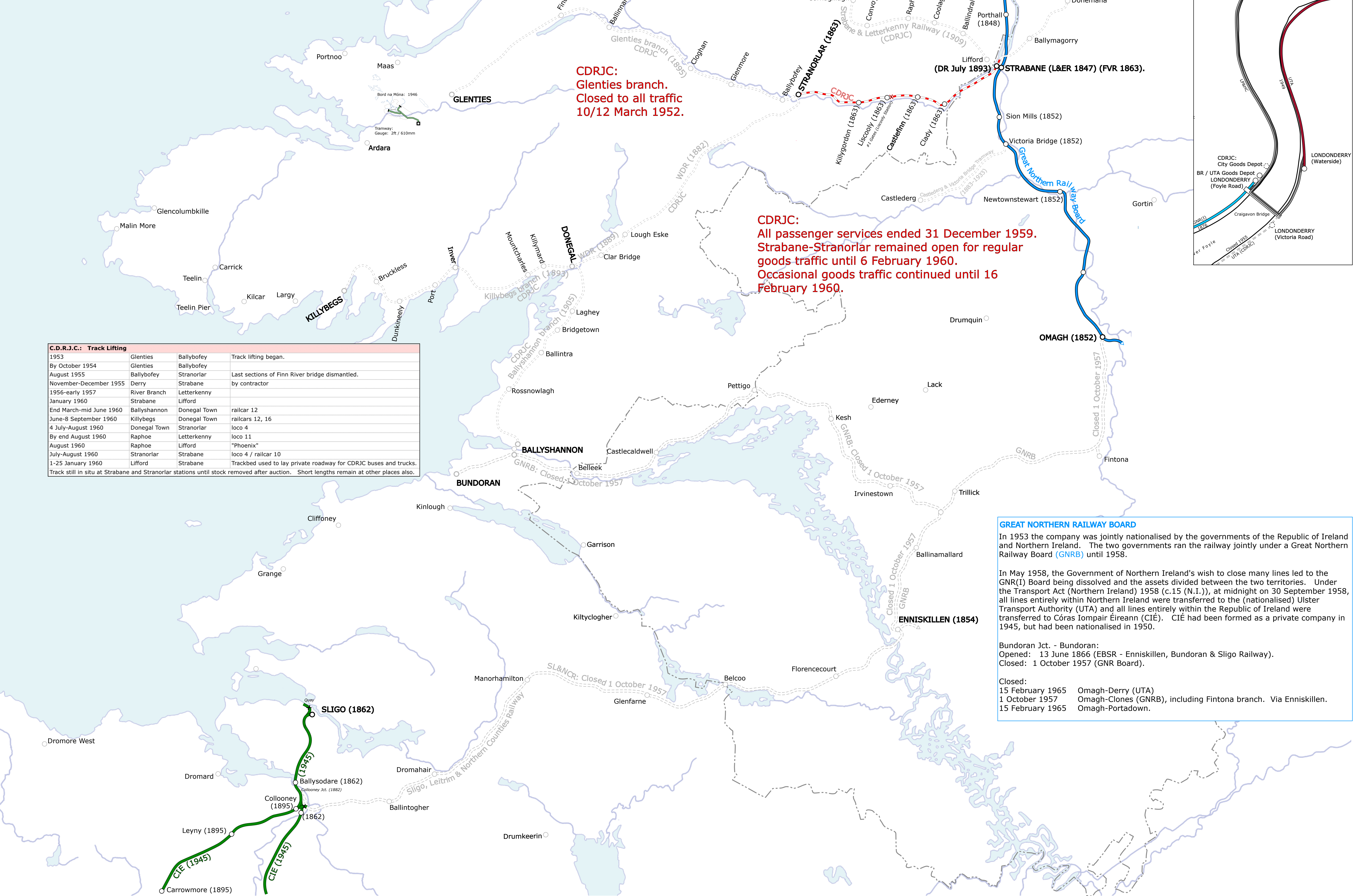
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A map of Northern Ireland with a light blue background. The coastline is outlined in black. Two locations are marked with red dots and labeled: 'Gortahork' in the north-central region and 'Cashelnagore' in the south-eastern region. The map is partially cut off on the right side.

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

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