

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

* Extract from 'The Lough Swilly Railway. Revised edition with additional material by Joe Begley and Steve Flanders. Dr.E.M.Patterson.'

- UK Parliamentary Archives,

- Joe Begley.

Since 1883, the Swilly appear to have had no turntable at Letterkenny. None is shown on early plans of the station, though a Board minute of 20 September 1886 mentions that the engineer was 'to arrange for a wall to be made at Letterkenny turning table. Its existence or position is uncertain, and certainly its absence would not be critical until the arrival of the 4-8-0 tender engines in 1905. Since the S&L terminated at Letterkenny, they had a turntable from the start. The Swilly pocketed their pride and came to an agreement with the Joint Committee whereby they could turn their engines in the S&L yard, and be charged 6d for the privilege. Eventually the Swilly put a turntable in front of their own engine shed.

Only two photographs from almost identical angles have been found, dated June 1901, that show differences in layout compared to 1904 OS plan.

No canopies visible.

Enlargement of Letterkenny station.

Goods Shed siding not

visible in photograph.

Not to scale.

Not to scale.

Cattle pens just about

visible in background

of photograph.

Light green (track), blue (platform and buildings) & red (stone wall): Features definitely identified in photograph.

Dark green: 1904 OS plan for reference.

June 1901: Known features.

The Burtonport extension was completed in 1903

Probable turntable and

loop (c.1884-85).*

Future Burtonport

extension alignment.

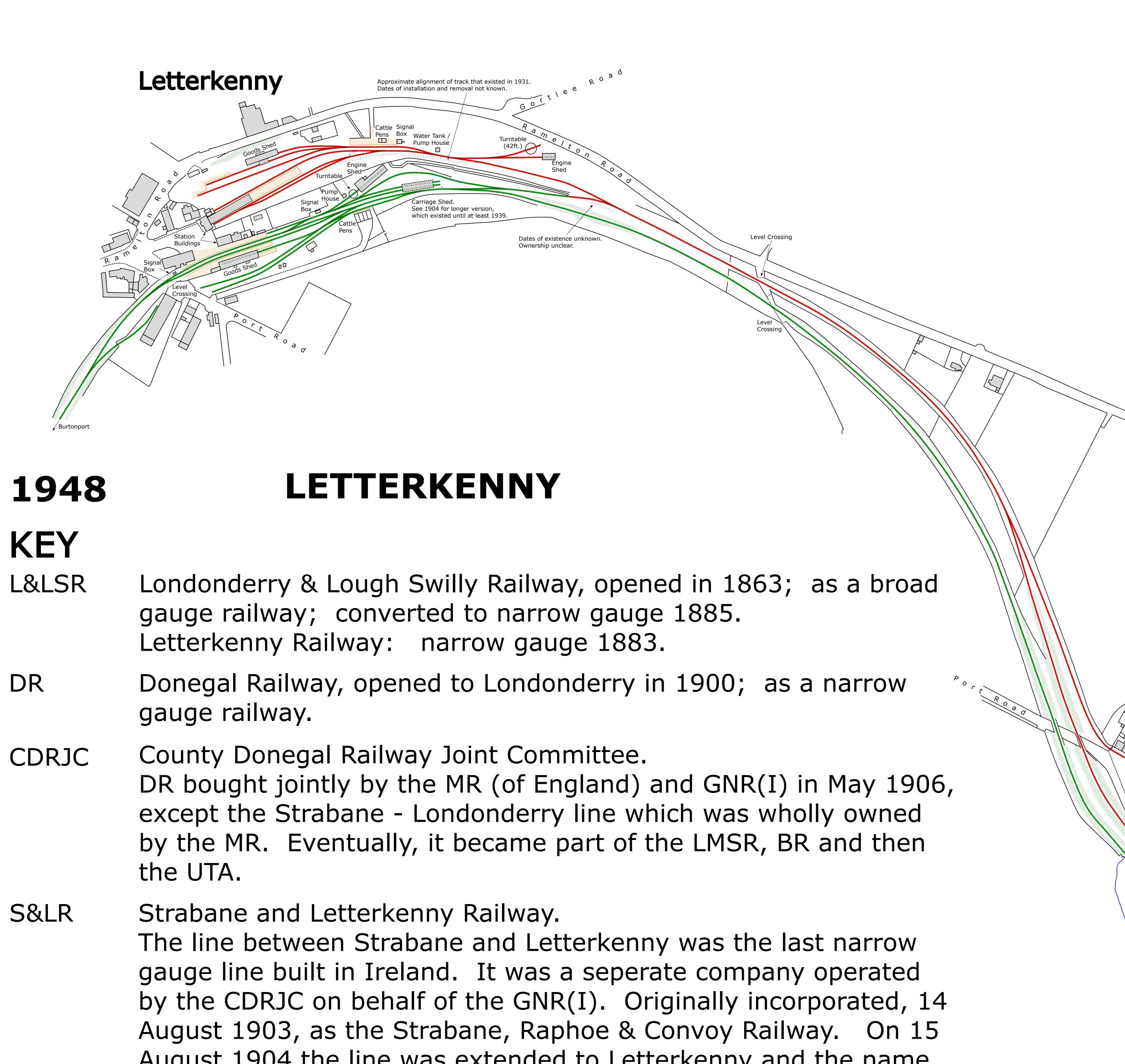
direction to 1904.

See 1904 plan.

Only a single station platform curving in the opposite

resulting in significant changes to Letterkenny station.

Station



August 1904 the line was extended to Letterkenny and the name was changed by Act of Parliament to Strabane & Letterkenny Railway.

Londonderry & Lough Swilly Railway

County Donegal Railway Joint Committee

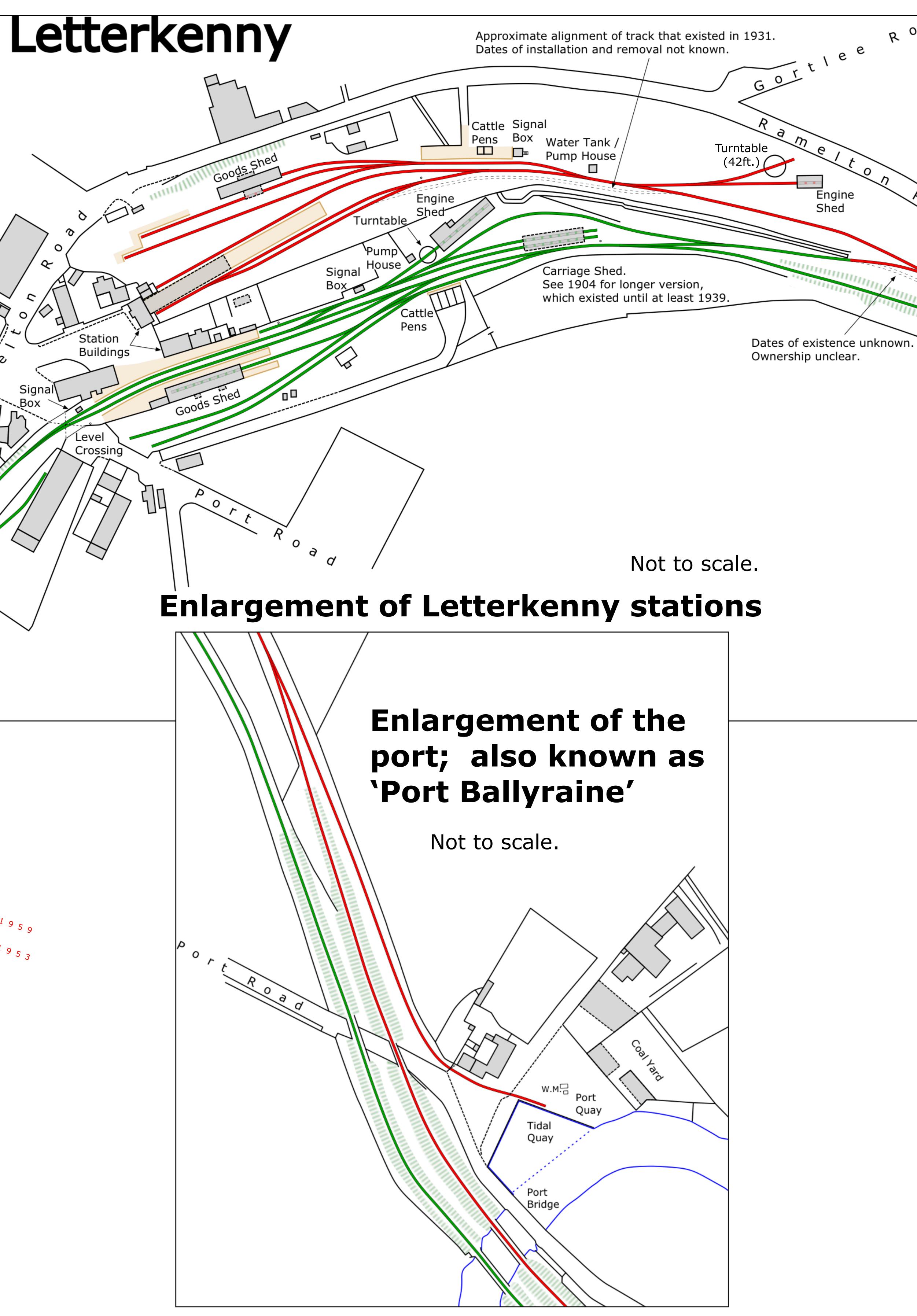
© Chris Amundson 2023 Revision 5

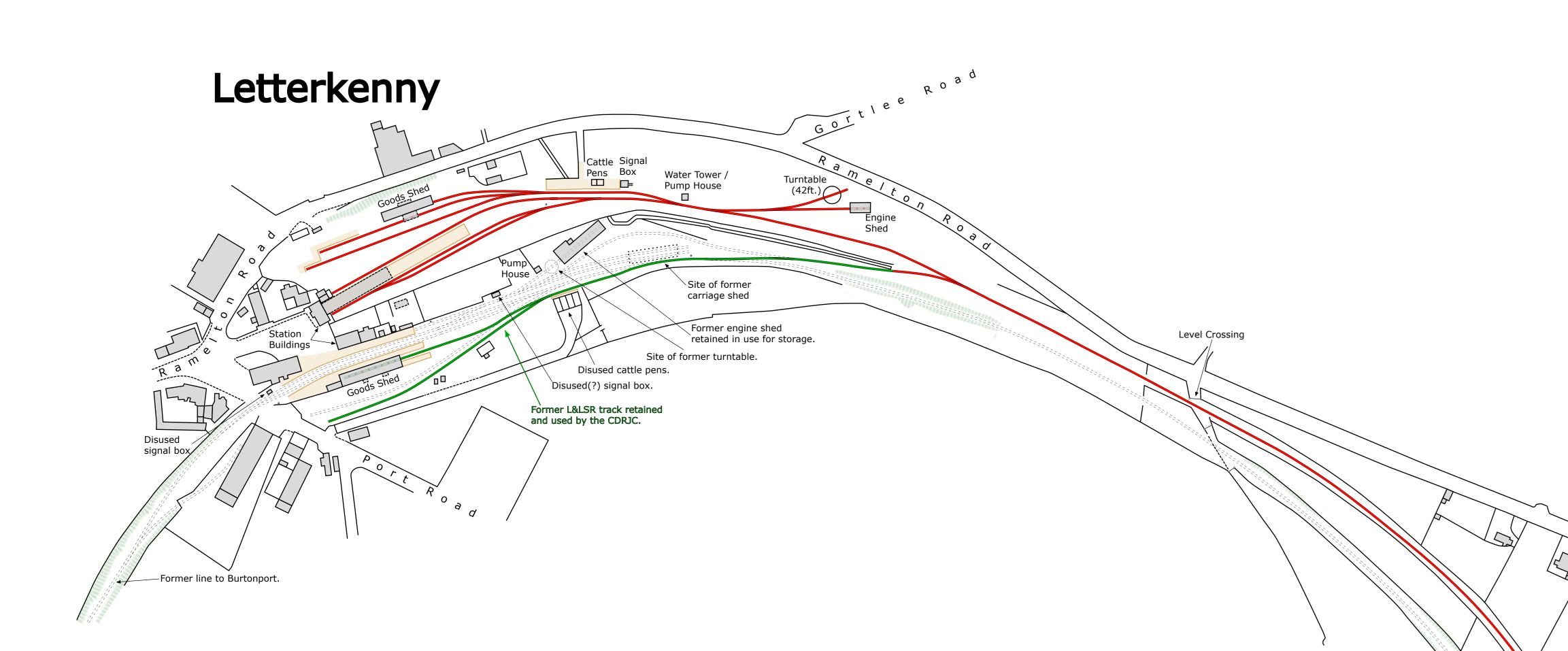
Based on Ordnance Survey and other plans, plus photographs. Date: 1948.

Credits:

Thanks to the following for their assistance:

- British Library,
- Bodleian Library (Oxford),
- UK Parliamentary Archives,
- Joe Begley.





LETTERKENNY 1954-1959

KEY

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

Letterkenny Railway: narrow gauge 1883.

Donegal Railway, opened to Londonderry in 1900; as a narrow DR

gauge railway.

County Donegal Railway Joint Committee. CDRJC

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, it became part of the LMSR, BR and then

the UTA.

Strabane and Letterkenny Railway. S&LR

> The line between Strabane and Letterkenny was the last narrow gauge line built in Ireland. It was a seperate company operated by the CDRJC on behalf of the GNR(I). Originally incorrporated, 14 August 1903, as the Strabane, Raphoe & Convoy Railway. On 15 August 1904 the line was extended to Letterkenny and the name was changed by Act of Parliament to Strabane & Letterkenny Railway.

Londonderry & Lough Swilly Railway

County Donegal Railway Joint Committee

© Chris Amundson 2023 Revision 6

Based on Ordnance Survey and other plans, plus photographs.

Date: 1950s.

Credits:

Thanks to the following for their assistance:

- British Library,
- Bodleian Library (Oxford),
- UK Parliamentary Archives,
- Joe Begley.

