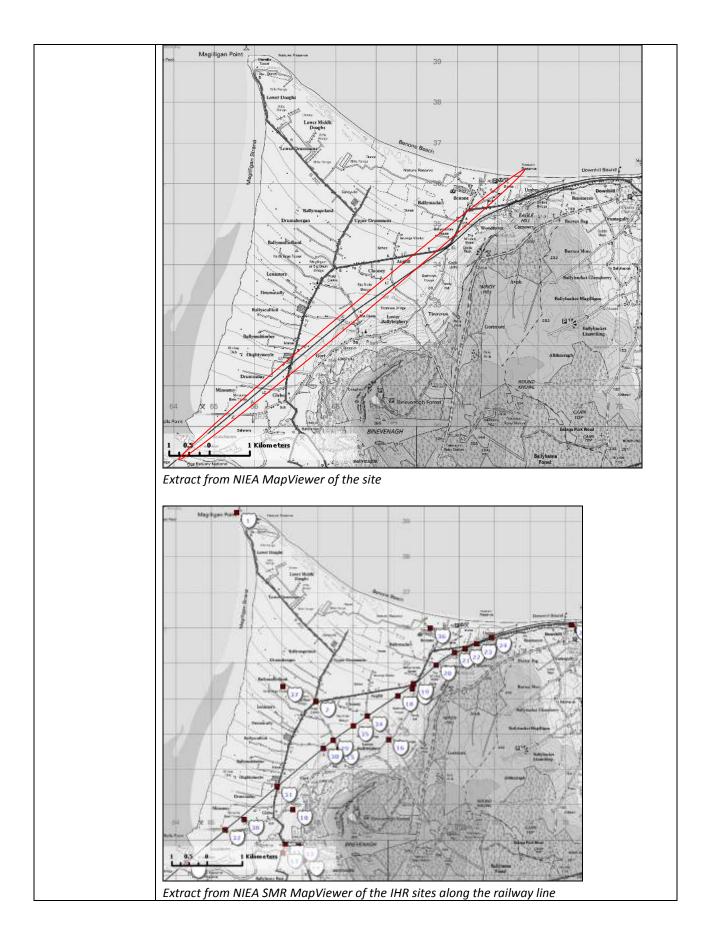
Asset Ref No.	The Belfast & Nort	thern Counties Rail	way: The Londo	nderry and Col	eraine Railway			
Heritage Type	Built							
	Post-medieval/modern (C19)							
Location	OS 6-inch map							
	sheet							
	Townland	Craig/Woodtwon/Benone/Umbra/Bennarees/Duncrun/Oughtymoyle/Carrowreagh						
		Myroe Level/Scotchtown/Carrowmuddle/Clooney/Lower Ballyleighery						
	Parish	Tamlaghtard/Magilligan						
	LCA	Magilligan						
		Various						
		Various						
Protection Status	Industrial Heritage							
Condition	Good							
Ownership								
•								
(if known)	Several remains of	the Londonderry &	Coleraine Raily	vay (built c 1850	)) are extant within the			
Site Description	Several remains of the Londonderry & Coleraine Railway (built c.1850) are extant within the Magilligan LCA:							
			BNCR Main					
			Line; Belfast		2 Mileposts / Level			
	Craig	01339:001:00	- L'derry	C70283408	Crossing			
			BNCR Main		Ma silling a Chatiga			
	Craig	01339:002:00	Line; Belfast - L'derry	C70723442	Magilligan Station & Level Crossing			
	Craig	01339.002.00	BNCR Main	070723442	a Level Clossing			
			Line; Belfast		Milepost / Level			
	Woodtown	01339:003:00	- L'derry	C71363495	Crossing			
			BNCR Main					
			Line; Belfast					
	Craig	01339:005:00	- L'derry	C71883530	Level Crossing			
			BNCR Main					
	Benone / Umbra	a 01339:006:00	Line; Belfast - L'derry	C72183540	Level Crossing			
		. 01333.000.00	BNCR Main	C/2103340	LEVEL CLOSSING			
			Line; Belfast					
	Umbra	01339:007:00	- L'derry	C72503554	Level Crossings			
			BNCR Main					
			Line; Belfast					
	Umbra	01339:008:00	- L'derry	C72923572	Bridge & Milepost			
			BNCR Main Line; Belfast		Downhill Station &			
	Bennarees	01339:012:00	- L'derry	C75183609	Bridge			
			BNCR Main	2.2.20000				
			Line; Belfast					
	Duncrun	01339:025:00	- L'derry	C68453283	Level Crossing			
			BNCR Main					
			Line; Belfast					
	Duncrun	01339:026:00	- L'derry	C68183260	Level Crossing			
	Oughtymoyle	01339:028:00	BNCR Main	C66883151	Bellarena Station &			

Line; Belfast Level Crossing - L'derry BNCR Main Line; Belfast Carrowreagh 01339:030:00 - L'derry C65403029 Level Crossing Myroe Level / BNCR Main Scotchtown / Line; Belfast Carrowmuddle 01339:032:00 - L'derry C64312937 Roe Bridge BNCR Main Line; Belfast Clooney 01339:035:00 - L'derry C69423350 Level Crossing Lower BNCR Main Ballyleighery / Line; Belfast Clooney 01339:036:00 - L'derry C69033223 Bridge Lower BNCR Main Ballyleighery / Line; Belfast Clooney 01339:036:00 - L'derry C69033223 Bridge Lower BNCR Main Ballyleighery / Line; Belfast Clooney 01339:036:00 - L'derry C69033223 Bridge Landscape Context Stet Appraisal This consists of IHR sites. Sensitivity Some of the structures (e.g. Bellarena station) have been sympathetically restored and are in domestic use. Associations The Londonderry and Coleraine Railway was authorized on 4 Aug 1845. It had an ambitious plan to link those two places involving the reclamation of large areas of coastline on the shores of Lough Foyle in order to save on construction costs and land purchase. Not surprisingly, progress was slow, not least because the directors were based in London and all major decisions had to be referred there. It was not until the end of 1852 that trains began running as far as Limavady with heip oboge of Augiligan branch tide the company over its initial difficulties. These included the short-lived Majlligan branch which opened in July 1855 in the hope of feeding passengers to a ferry service across the lough to Donegal but closed 3 months later, a record for an Irish railway. The line was taken over by the Befast and Ballymena Railway and renamed part of the Befast and Northern Counties Railway in 1860 which proved to be a successful railway company at this time, not least accommodating lines to Larne Harbour and tourist attractions like the Giant's Causeway, Portrush and the Giens of Antrim. The BNCR was bought by the Mieldan Railway. Applebee Press. Pp. 105-115. Recommendations The railway line stands as testimon		1				Level Creation		
Binck Main       Binck Main         Line; Belfast       -L'Gerry       C65403029       Level Crossing         Myroe Level /       BNCR Main       Scotchtown /       Line; Belfast         Carrowmuddle       01339:032:00       - L'derry       C64312937       Roe Bridge         Scotchtown /       Line; Belfast       Corrowmuddle       Clooney       01339:035:00       - L'derry       C69423350       Level Crossing         Lower       Ballyleighery /       Line; Belfast       Clooney       01339:036:00       - L'derry       C6903323       Bridge         Landscape Context       The railway line is a prominent feature within the LCA, and largely follows the easterly       boundary of same along the 10m contour line.         Site Appraisal       This consists of IHR sites.       Some of the structures (e.g. Bellarena station) have been sympathetically restored and are in domestic use.         Associations       The Londonderry and Coleraine Railway was authorized on 4 Aug 1845. It had an ambitious plan to link those two places involving the reclamation of large areas of coastline on the shores of Lough Foyle in order to save on construction costs and land purchase. Not surgrisingly, progress was slow, not least because the directors were based in London and all major decisions had to be referred there. It was not until the end of 1852 that trains began running as far as Limavady with the line to Coleraine opening the following year. It is a very picturesque route, most of it following up and a number of government loans				Line; Belfast - L'derry		Level Crossing		
Line; Belfast       C65403029       Level Crossing         Myroe Level /       BNCR Main       Enc; Belfast         Scotchtown /       Line; Belfast       C64312937       Roe Bridge         BNCR Main       Line; Belfast       Carrownuddle       01339:035:00       -U'derry       C64312937       Roe Bridge         BNCR Main       Line; Belfast       Clooney       01339:035:00       -U'derry       C69423350       Level Crossing         Lower       BNCR Main       Line; Belfast       Clooney       01339:036:00       -U'derry       C69423350       Level Crossing         Lower       01339:036:00       -U'derry       C69423350       Level Crossing         Some of the structures (e.g. Bellarena station) have been sympathetically restored and are in domestic use.       Some of the structures (e.g. Bellarena station) have been sympathetically restored and are in domestic use.         Associations       The Londonderry and Coleraine Railway was authorized on 4 Aug 1845. It had an ambitious plan to link those two places involving the reclamation of large areas of coastline on the shores of Lough Foyle in order to save on construction costs and land purchase. Not surprisingly, progress was slow, not least because the directors were based in London and all major decisions had to be referred three. It was not until the end of 1852 that trains began running as far as Limavady with the line to Coleraine opening the following the Sloten the sort of the Foyle. Traffic was slow in picking up and a number of govern				•				
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BNCR Main Line; Belfast Lower       Line; Belfast Line; Belfast Bollyleighery / Clooney       01339:035:00       -L'derry       C69423350       Level Crossing BNCR Main Bollyleighery / Clooney         Landscape Context (setting)       The railway line is a prominent feature within the LCA, and largely follows the easterly boundary of same along the 10m contour line.       Bridge         Site Appraisal       This consists of IHR sites.       Some of the structures (e.g. Bellarena station) have been sympathetically restored and are in domestic use.         Associations       The Londonderry and Coleraine Railway was authorized on 4 Aug 1845. It had an ambitious plan to link those two places involving the reclamation of large areas of coastline on the shores of Lough Foyle in order to save on construction costs and land purchase. Not surprisingly, progress was slow, not least because the directors were based in London and all major decisions had to be referred there. It was not until the end of 1825 that trains began running as far as Limavady with the line to Coleraine opening the following year. It is a very picturesque route, most of it following the shoreline and dipping through cliffs by means of a number of tunnels. The Derry terminus was at Waterside, the present NIR site, on the east of the Foyle. Traffic was slow in picking up and a number of government loans were sought to to the the company over its initial difficulties. These included the short-lived Magilligan branch which opened in July 1855 in the hope of feeding passengers to a ferry service across the lough to Donegal but closed 3 months later, a record for an Irish railway. The line was taken over by the Belfast and Ballymena Railway and renamed part of the Belfast and Northern Counties Railway in 1860 which proved to be a successful railway company a					001010007			
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References	http://maps.ehsni.gov.uk/MapViewer/Default.aspx		
Plates	n/a		
Additional Notes	n/a		