

GREAT NORTH OF SCOTLAND RAILWAY SIGNALLING

INTRODUCTION

This document is based on Abstract 21 published in 1989 with a number of corrections and amendments to bring it up to date. It attempts to bring together the information available from known original sources, such as the Weekly Circulars and Appendices to the Working Timetables. It is not intended as an exhaustive study, although some interpretation of the original material has been included.

This Abstract is divided into the following sections :

Outline of the development of train control.

Line list of signal boxes, with distances

Alphabetical list of signal boxes

Dates for the introduction of single line tablet working

Conversion to double and single track.

General signalling information from Weekly Circulars

Alphabetical list of boxes, suburban stations, platforms, halts, sidings and level crossings with relevant opening and closing dates and other detailed information.

The first part contains a summary of the available relevant information, in particular details pertinent to the other sections of this document. It is not an exhaustive account of the development of the methods of train control, but does describe the application of the Regulation of Railways Act, 1889, because of its impact on the signalling of the system.

The main sources used are :

Appendices to the Working Timetables, various dates 1890 - 1928

Working Timetables, various dates 1863 onwards

Weekly Circulars, 1887 onwards

Rule Book, 1855

GNSR Signal Inspection Book

Board of Trade files (The National Archives, Kew, ref MT6 and MT29).

Bound sets of the Weekly Circulars are in the National Records of Scotland, Edinburgh, for 1888-1939, and in the O'Dell Collection at Aberdeen University, for 1887. A few details have been found in the GNSR signal box inspection book, although closures were not always completely recorded; these sources have all been in agreement, the only discrepancies being in the distances between the signal boxes.

Information on the application of the Regulation of Railways Act is taken from the Board of Trade files in The National Archives, Kew, file HT6/2322/2.

The authors would appreciate details of any errors found together with the relevant sources.

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METHODS OF TRAIN CONTROL

The 1855 Rule Book shows that time interval working was in force and trains could only be crossed at booked crossing places. The telegraph was in use throughout the line and was to be used to control the passage of engines sent out to rescue trains which had broken down. The Rule Book appears to have been based on one drawn up for double line working (possibly by the LNWR), since the emphasis is on the regulation of trains following each other with single line working receiving scant attention. It also appears that the scope for using the telegraph for normal working had not been realised.

The Working Timetable for 2 Sep 1867 shows the following methods of train regulation :

Tyers Needle Signal Instrument : Main Line, Keith & Elgin, Dyce — Maud

Tyers Bell and Gong : Maud — Peterhead

Telegraph Speaking Instrument : Maud - Fraserburgh, Alford Valley, Macduff, Banffshire, Strathspey, Lossiemouth.

No indication is given for Oldmeldrum.

The GNSR was one of the earlier railways to apply block signalling to the control of trains. Two of the methods listed above should be clearly distinguished. The Tyers Needle Signal Telegraph was a dedicated instrument for passing indications of the occupancy of each section, similar in principle to the modern double line block instruments. The speaking telegraph was used for carrying messages in text form and was also used for other messages concerned with the administration of the railway. The speaking telegraph operated on a circuit which connected several stations together, so that any station could send a message to any other, unlike the Signal Telegraph which only connected adjacent stations.

The double needle speaking telegraph in use on the Abernethy to Boat of Garten Section was mentioned by the BOT inspector, who recommended that train telegraphs be installed when the line was originally inspected. In fact the telegraph remained there until electric tablets were installed, the Strathspey section being the last worked by the speaking telegraph.

The Appendix for January 1890 lists telegraph circuits for the whole system. On the Main, Coast and Buchan lines, two circuits were provided, one for train messages and the second for all other messages. These would be in addition to any block telegraph circuits. Switches were provided to connect together the circuits when it was necessary to send messages from a station on one circuit to one on another.

The Regulation of Railways Act, 1889 (52&53 Vict c57), provided, inter alia, that the Board of Trade could order a railway company, within a specified time, to adopt the block system and to provide for the interlocking of points and signals. Companies could raise the necessary additional capital for the purpose, authorised by a BOT Certificate instead of an Act of Parliament. The BOT prepared a draft order for enforcement of provisions of the Act and sent it to the GNSR on 2 Feb 1890, allowing 12 months for the provision of the block system and 18 months for interlocking. In response, the GNSR stated that it had decided to adopt the tablet system and that the instruments had been ordered. The GNSR asked for more time to implement interlocking. Obviously, it did not consider that the existing block system was acceptable.

Another draft order was sent by the BOT in October 1890, allowing the same period of time as before. The Schedule to the order excluded the Oldmeldrum branch since it was worked by "one engine in steam". Also, the interlocking requirements did not apply where locking was by Annett's key or train staff or tablet approved by the Board. The GNSR replied that it needed more time to comply. A further order was issued on 6 Dec 1890, requiring the introduction of block working in one year and interlocking in two years. A deputation from the GNSR saw the BOT on 14 Dec 1890. On 10 May 1893, the GNSR wrote to the BOT that "extensive structural alterations at large numbers of this Company's stations would be necessary before the points and signals at such places could be interlocked." The main line from Aberdeen to Portsoy, the Buchan section except at one

station, and certain other stations had been interlocked. A portion of the Deeside had been doubled. The BOT internal minutes show that one of the Inspectors, Marindin, felt that the Company was clearly doing its best to carry out the requirements of the order. On 25 Aug 1896, the GNSR stated that the block system was in use everywhere by passenger trains and that locking was complete except at Banchory, Kemnay, Turriff (south end), Grange, Keith, Craigellachie and Banff. Correspondence between the Company and the Board continued until completion of the interlocking at Keith on 30 Sep 1905.

LINE LISTS OF SIGNAL BOXES

This information is based on that in the Appendices to the Working Time Tables Numbers 66 to 71 inclusive (1898-1926). While the majority of signal boxes remained unaltered over this period, there were some changes and in some cases discrepancies arise. No attempt has been made to reconcile these discrepancies and readers are left to draw their own conclusions. Where details vary, the relevant Appendix is given by the following Appendix number.

The dates issued were :

No 66	1 st June 1898
No 67	1 st May 1902
No 68	1 st August 1908
No 69	7 th August 1916
No 70	1 st August 1922
No 71	12 th March 1928

Where distances are shown from more than one Appendix, unchanged distances are not repeated unless for clarity. Also in some cases, there are apparent misprints in the original information, but these are repeated here.

Note : * denotes siding with ground frame

	Main Line			
ABERDEEN (JOINT)	-	-		
ABERDEEN (CENTRE)				
			<i>No 69</i>	
ABERDEEN (NORTH)	0	317	0	398
Schoolhill				
Hutcheon Street				
KITTYBREWSTER (SOUTH)	1	248	1	246
KITTYBREWSTER (NORTH)		537		
Don Street				
WOODSIDE		1672		
Persley				
BUCKSBURN	1	604		
Bankhead				
Stoneywood				
Farburn LC				
DYCE (SOUTH)	2	422		
DYCE (NORTH)		312		
Pitmedden				
KINALDIE	4	248		

Boat of Kintore LC					
KINTORE	2	1724			
PORT ELPHINSTONE	1	1529			
		<i>No 66</i>	<i>No 67</i>	<i>No 68</i>	<i>No 69</i>
INVERURIE (OLD)		1541	1541		
INVERURIE (NEW)	-	-	1334	1 1115	1524
INVERURIE LOCO SIDING	1	291			
INVERAMSAY (SOUTH)	2	1350	3 288	3 288	2 1649
PITCAPLE	1	231			
OYNE	3	522			
INSCH	2	1586			
WARDHOUSE	3	868			
KENNETHMONT	1	1450			
GARTLY	2	1690			
HUNTLY (SOUTH)	4	1143	- -		
HUNTLY (NORTH)		625	4 1459		
AVOCHIE	3	376	- -		
ROTHIEMAY	1	333	4 993		
CAIRNIE JUNCTION	2	1738	2 1686		
GRANGE		1217			
Mill O'Wood Siding					
NEWMILL	4	126	4 126	- -	
KEITH		407	407	4 373	
Kynoch's LC Keith Town					
Strathisla Siding *					
AUCHINDACHY (SOUTH)	3	738	3 738	3 898	
Towiemore Siding *					
DRUMMUIR (SOUTH)	2	1752			
Parkmore *					
DUFFTOWN (SOUTH)	4	590			
CRAIGELLACHIE (SOUTH)	3	1675			
Dandaleith					
ROTHES (SOUTH)	2	1378			
ROTHES (NORTH)		462			
COLEBURN	4	396			
LONGMORN	2	564			
ELGIN (EAST)	2	1368			
ELGIN (CENTRE)		420			

Cairnie Junction to Grange North Junction

CAIRNIE JUNCTION	-	-			
GRANGE (NORTH)		843			
Grange to Elgin via Coast					
GRANGE -	-	-			
GRANGE (NORTH)		950			
KNOCK	3	80			
GLENBARRY	1	148			

Cornhill *				
TILLYNAUGHT (SOUTH)	2	657		
PORTSOY (SOUTH)	2	1221		
GLASSAUGH	2	165		
TOCHIENEAL (SOUTH)	2	657		
Cullen *				
PORTKNOCKIE (EAST)	3	521		
Findochty *				
PORTESSIE	2	1203	-	-
BUCKIE (EAST)	1	263		
BUCKIE (WEST)		398	1	557
Buckpool *				
Portgordon *				
FOCHABERS (EAST) (Spey Bay)	4	1358	4	1492
GARMOUTH (EAST)	1	437	1	407
Urquhart *				
CALCOTS (EAST)	5	1131		
LOSSIE JUNCTION	1	1581		
Pinefield LC				
ELGIN (EAST)		1700		
ELGIN (WEST)		420		
Lossie Junction to Lossiemouth				
LOSSIE JUNCTION	-	-		
Linksfield LC				
Morayshire Brick and Tile Works Siding *				
Seatown LC				
LOSSIEMOUTH	4	113		
Tillynaught to Banff				
TILLYNAUGHT	-	-		
Ordens Platform				
Ladysbridge *				
Blairshinnock LC				
Boyndie Siding *				
Bridgefoot Platform				
Golf Club House Platform				
BANFF	6	47		
Dyce to Peterhead and Fraserburgh				
			<i>No 70</i>	<i>No 71</i>
DYCE (SOUTH)	-	-	-	-
DYCE (BUCHAN)		300		300
PARKHILL	1	44	1	344
ELRICK			1	1197
NEWMACHAR (NORTH)	5	104	2	623
UDNY (SOUTH)	2	1591		
Logierieve *				
ESSLEMONT		*	3	676

ELLON (SOUTH)	4	1662	1	986
ELLON (NORTH)				
ARNAGE (SOUTH)	3	1237		
AUCHNAGATT (SOUTH)	3	1345		
MAUD (SOUTH)	4	100		
MAUD (NORTH)		329		
MINTLAW (SOUTH)	4	78		
LONGSIDE (NORTH)	3	465		
Newseat				
Inverugie *				
PETERHEAD	5	1159		
MAUD (SOUTH)	-	-		
MAUD (NORTH)		329		
BRUCKLAY	1	1553		
STRICHEN	3	1628		
Mormond *				
LONMAY				
Rathen *				
Philorth *				<i>No 68</i>
FRASERBURGH	5	165	4	1738
Ellon to Boddam				
ELLON (SOUTH)	-	-		
ELLON (NORTH)		235		
Auchmacoy *				
PITLURG	5	866		
Hatton *				
CRUDEN BAY	4	1215		
Braehead Siding *				
Longhaven *				
BODDAM	4	1477		
				<i>Kintore to Alford</i>
				<i>No 67</i>
KINTORE	-	-	-	-
Kintore Ballast Pit *				
Ratch-hill *				
Paradise *				
KEMNAY	4	739	4	995
Monymusk *				
Tillyfourie Quarry Siding *				
TILLYFOURIE	6	375	6	119
Whitehouse *				
ALFORD	4	1593		

		Aberdeen to Ballater							
		<i>No 66</i>		<i>No 67</i>		<i>No 68</i>		<i>No 69</i>	
ABERDEEN	CENTRE	-	-	-	-	-	-	-	-
DENBURN	SOUTH JUNCTION	337		337		337		337	
CLAYHILLS						383			
FERRYHILL		858		858		337		615	
HOLBURN	STREET	1232		1232		1370		1370	
	Ruthrieston								
	Pitfodels								
CULTS		2	429						
	West Cults								
	Bielside								
MURTLE		1	1409						
MILLTIMBER			1 17						
CULTER		1	125						
DRUM			*	2	284				
PARK	(EAST)			1	19				
PARK	(WEST)	3	529						
CRATHES		3	295	3	521				
	Crathes Ballast Pit Siding *								
	Silverstripe Siding *								
BANCHORY		2	1135						
BANCHORY	(EAST)			2	1352	2	1354		
	Glassel								
TORPHINS	(WEST)	7	333	7	287	7	313		
LUMPHANAN		2	1624						
	Auchlossan								
	Dess *								
ABOYNE	(EAST)	5	947						
DINNET	(WEST)	4	1031						
	Cambus O'May								
BALLATER		6	501						
		Craigellachie to Boat of Garten							
		<i>No 66</i>		<i>No 67</i>		<i>No 69</i>			
CRAIGELLACHIE		-	-	-	-	-	-		
ABERLOUR			*		*	2	657		
	Dailuaine *								
CARRON		5	1115						
	Imperial Siding *								
	Knockando Distillery Siding *								
KNOCKANDO			•	2	986	2	986		
	Blacksboat *								
BALLINDALLOCH		6	1193	4	40				
	Advie *								
CROMDALE			*			8	1593		
	Cromdale Ballast Pit								
GRANTOWN-ON-SPEY		11	1431			2	1593		
	Nethybridge *								

BOAT OF GARTEN 9 612

There are discrepancies in the distances between Carron and Ballindalloch and between Ballindalloch and Grantown-on-Spey.

	Inverurie to Oldmeldrum	
INVERURIE	(old)	(new)
Lethenty *		
Fingask		
OLDMELDRUM	5 1194	4 1617
	Kittybrewster to Waterloo	
Waterloo	-	-
Kittybrewster South	1036	
	Inveramsay to Macduff	
INVERAMSAY (SOUTH)	-	-
Wartle *		
ROTHIENORMAN	7 710	
FYVIE	3 306	
AUCHTERLESS (SOUTH)	3 735	No 69
TURRIFF	3 1516	3 1429
Plaidy *		
KING EDWARD	6 1189	6 1276
MACDUFF	5 349	

ALPHABETICAL LIST OF SIGNAL BOXES

Aberdeen North	Boddam	Cullen
Aberlour	Botriphnie	Culter
Aboyne East	Brucklay	Cults East
Aboyne West	Buckie East	Cults West
Alford	Buckie West	Dinnet East
Arnage North	Buckie	Dinnet West
Arnage South	Buckpool	Drum
Auchindachy North	Bucksburn	Drummuir East
Auchindachy South	Cairnie Junction	Drummuir West
Auchnagatt North	Calcots East	Dufftown North
Auchnagatt South	Calcots West	Dufftown South
Auchterless North	Carron	Dyce Buchan
Auchterless South	Coleburn	Dyce North
Avochie	Craigellachie North	Dyce Junction (South)
Ballater	Craigellachie South	Elgin East
Ballindalloch	Craigellachie Strathspey	Elgin West (Centre)
Banchory East	Crathes	Ellon North
Banchory West	Cromdale	Ellon North
Banff	Cruden Bay	Ellon South

Ellon South (Junction)	Kennethmont East	Pitcaple
Elrick	Kennethmont West	Pitlurg
Esslemont	Kinaldie	Pitmedden
Findochty	King Edward	Port Elphinstone
Fochabers East	Kintore	Portessie
Fochabers West	Kittybrewster North	Portgordon
Fochabers (Sey Bay)	Kittybrewster South	Portknockie East
Fraserburgh	Knock	Portknockie West
Fyvie	Knockando	Portsoy North
Garmouth East	Logierieve	Portsoy South
Garmouth West	Longmorn	Rathen
Gartly North	Longside North	Roths North
Gartly South	Longside South	Roths South
Glassaugh	Lonmay	Rothiemay North
Glenbarry	Lossie Junction	Rothiemay South
Grange	Lossiemouth	Rothienorman
Grange North	Lumphanan	Ruthrieston
Grange South	Macduff	Spey Bay - see Fochabers
Grantown-on-Spey	Maud North	Strathisla Mills
Holburn Street	Maud South	Strichen
Huntly Station	Maud Junction	Tillyfourie East
Huntly North	Milltimber	Tillyfourie West
Huntly South	Mintlaw North	Tillynaught North
Insch North	Mintlaw South	Tillynaught South
Insch South	Murtle	Tochieneal West
Inveramsay North	Newmachar North	Tochieneal East
Inveramsay South	Newmachar South	Torphins East
Inverugie	Newmill	Torphins West
Inverurie	Oldmeldrum	Turriff
Inverurie Loco Siding	Oyne	Udny North
Inverurie Old Sidings	Park East Frame	Udny South
Keith North	Park East	Urquhart
Keith Ground Cabin	Park West	Wardhouse
Keith Junction	Parkhill	Waterloo
Kemnay	Peterhead	Woodside

INTRODUCTION OF TABLET WORKING

The following table lists the dates 'of introduction, where known, of Tablet Working.

Section	Date	W/C
Insch - Huntly South	17 Jun 1895	1627
Huntly North – Grange North	3 Jul 1895	1629
Grange South – Grange North	3 Jul 1895	1629
Keith Junction – Auchindachy	3 Feb 1898	1764 2 nd Supp
Auchindachy – Drummuir	31 Dec 1895	
Drummuir – Dufftown (New Tyers No.4A)	25 Jul 1892	1477
Roths – Longmorn	24 Feb 1897	
Longmorn – Elgin East	27 Jun 1898	
Grange – Grange North	27 Jan 1896	1659

Grange North – Tillynaught (renewal)	31 Dec 1894	1603
Tillynaught – Portsoy	12 Jan 1894	1551
Portsoy – Tochieneal	1 Apr 1884	See note
Tochieneal – Portessie	1 May 1886	See note
Buckie – Lossie Junction	By 1 May 1886	See note
Portsoy – Lossie Junction renewed	2 Jan 1893	1499
Lossie Junction – Elgin East	2 May 1904	2090
Lossie Junction – Lossiemouth	21 Sep 1896	1693
Tillynaught – Banff	14 Jan 1895	
Dyce Buchan – Newmachar	10 Dec 1894	1600
Newmachar – Ellon	5 Sep 1894	1586
Ellon – Maud South	4 Sep 1894	1586
Maud North – Mintlaw	14 Aug 1894	1583
Mintlaw – Peterhead	13 Aug 1894	1583
Maud North – Strichen	16 Aug 1894	1583
Strichen – Fraserburgh	15 Aug 1894	1583
Kintore – Kemnay	14 May 1894	1570
Kemnay – Alford	3 Jul 1895	
Inverurie – Oldmeldrum	3 Jun 1895	
Inveramsay – Rothienorman	24 Dec 1894	1602
Rothienorman – Turriff	15 Apr 1895	
Turriff – Macduff	29 Apr 1895	
Craigellachie – Grantown	6 Aug 1894	1582
Grantown – Boat of Garten	1 Nov 1894	
Culter – Banchory	4 Mar 1895	
Banchory – Lumphanan	25 Mar 1895	
Lumphanan – Aboyne	1 Jan 1895	1603
Aboyne – Ballater	11 Mar 1895	1613
Ferryhill – Park	2 Dec 1951	

Coast line – Tablet working was introduced with the opening of the Portsoy to Tochieneal, 1 Apr 1884 (BoT Inspection Report in MT29/45). The inspection reports in 1884 do not mention tablet working on the Garmouth – Elgin so it may have been One Engine in Steam, but the whole line was tablet worked when it opened as a through route from 1 May 1886.

CONVERSTION TO DOUBLE AND SINGLE TRACK

The following sections were converted to double and single track as shown

Aberdeen – Kittybrewster	4 Nov 1867	20 Jan 1971
Kittybrewster – Dyce	before 31 Jul 1861	20 Jun 1971
Dyce – Kintore	1 Jun 1880	30 Nov 1969
Kintore – Inverurie	1 May 1882	30 Nov 1969
Inverurie – Inveramsay	1 May 1882	7 Dec 1969
Inveramsay - Inch	29 Oct 1888	7 Dec 1969
Inch – Kennethmont	1 Aug 1896	---
Kennethmont – Gartly	20 Sep 1896	6 Dec 1970
Gartly – Huntly	30 Nov 1896	6 Dec 1970
Huntly – Avochie	19 Jan 1898	13 Dec 1970

Avochie – Rothiemay	30 Apr 1900	13 Dec 1970
Rothiemay – Keith	17 Jan 1898 *	13 Dec 1970
Grange South – North Jct	17 Jan 1898	at closure
Buckie – Portessie	1 May 1886	at closure
Ferryhill – Cults	14 Jun 1884	2 Dec 1951
Cults – Murtle	13 Jul 1892	2 Dec 1951
Murtle – Culter	24 Sep 1892	2 Dec 1951
Culter – Park	28 Aug 1899	2 Dec 1951
Parkhill - Elrick (first and last dates)	31 May 1920	23 Aug 1925

* Down line Grange to Newmill opened for goods 20 Dec 1897

GENERAL SIGNALLING INFORMATION

This section consists of general signalling information from Weekly Circulars.

W/C 1501 of 13 Jan 1893 : New Train Journal Books for use with new Block signalling instructions introduced at midnight 15 Jan 1893.

W/C 1570 of 11 May 1894 : LC gates to be closed to railway during the night and on Sundays.

W/C 1573 of 1 Jun 1894 : Instructions to return Tablet to instrument from which it was taken out.

W/C 1590 of 28 Sep 1894 : Crossing of trains under Tablet working.

W/C 1600 of 7 Dec 1894 : Tablet exchanging apparatus introduced between Newmachar and Peterhead and between Maud and Fraserburgh 10 Dec 1894.

W/C 1614 of 15 Mar 1895 : Special train Kittybrewster to Dinnet 19 Mar 1895 with concrete block and standard for tablet catchers.

W/C 1616 of 29 Mar 1895 : Tablet exchangers introduced at all block posts Grange North to Portessie, except Portsoy, 1 Apr 1895.

H/C 1804 and 1808 of 4 Nov and 2 Dec 1898 : Altered tablet instrument instructions.

W/C 1969 of 3 Jan 1902 : Fixed signals at Aberdeen Joint, Keith and Elgin altered to red/green.

W/C 1970 of 10 Jan 1902 : All GNS signals to be altered to red/green. This change was completed throughout by 21 Nov 1902.

W/C 2328 of 20 Nov 1908 : Tablet pouches with identification plates introduced between Grange North and Portsoy 23 Nov 1908.

W/C 2658 of 19 Mar 1915 : New three position block instruments in use from Kittybrewster to Kintore.

W/C 5001 and 5002 of 14 Oct and 21 Oct 1921 : Moving out of various distant signals.

W/C 130 of 6 Nov 1925 : Permissive Block working instructions of 4 Oct 1914 revised.

W/C 138 of 14 Aug 1925 : NB stations to cease keeping train journals forthwith.

W/C 139 of 21 Aug 1925 : Arms of distant signals to be altered from red to orange. Alteration to take time.

W/C 150 of 6 Nov 1925 : Permissive Block working instructions of 4 Oct 1914 again revised.

W/C 48 of 1 Dec 1933 : renewals from lower quadrant to upper quadrant signals in general from November 1933 onwards.

W/C 38 of 20 Sep 1935 : ET Block System standardised with effect from 1st October 1935.

DETAILS OF SIGNALLING INSTALLATIONS

This section is an alphabetical list of signal boxes, non-block suburban stations, sidings and level crossings, with opening and closing dates and other known relevant information.

Non-block suburban stations were equipped with signals which were normally kept as "All Right". except in the case of trains remaining a minute or more at the Platform when the Distant and Home signals were put to "Danger" for the protection of trains.

The closing dates shown are the last date the box was in official use. This was sometimes after the line closed to traffic, since staff could remain in employment at the box until their notice was served.

Where passing loops had two boxes, one was generally a minor box without block instruments, train speaking instruments or full control over the signals.

These are shown as NB in the information below.

The following abbreviations are used :

BTS	Block telegraph switch (allowed switching out of signal boxes)
EBS	Electric block switch (allowed switching out of signal boxes)
ET	Electric tablet
ETS	Electric tablet signalling
GF	Ground frame
GH	Gate house, usually at a level crossing
KT	Key token
LC	Level crossing
LST	Long section token
NB	Non-block
OES	One engine in steam
T	Tablet
TC	Track circuit
TNA	The National Archives, Kew
W/C	Weekly circular
WTT	Working timetable

ABERDEEN JOINT – Signalling in 1867. At the south end there was a pointsman's house, containing 21 powerful levers. The station itself had two such "houses" - one with 8 levers and one close to Union Bridge with 21, while the Kittybrewster "house" had 22. The equipment was supplied by Stevens. Details in *Aberdeen Journal*, 6 Nov 1867.

ABERDEEN CENTRE – Caledonian Rly. New box opened 4 Oct 1914 when old box and ground frame thrown out of use. Closed on opening of Aberdeen Signalling Centre.

ABERDEEN NORTH – New signal cabin (replacement for earlier one) and new and altered signals on 3 Aug 1891 at 3 am (W/C 1425). Further alterations 4 Sep 1891. As part of rebuilding, replaced by new box immediately to north of old box on 24 Aug 1914 (W/C 2628, had been planned for 16 Aug 1914 but was postponed). Track and signals altered several times — W/Cs 2294-5 (1908), 2550-66 (1913), and 2625 (1914) refer. TC on up line from Kittybrewster South operational 16 Apr 1917 and was only TC in GNSR days. Experimental Adlake Lebbly semaphore signal lamp in use from 5 Dec 1932 to 8 May 1934. Closed when control of area passed to Aberdeen Signalling Centre 26 Jul 1981.

ABERLOUR - Loop and box opened 22 Aug 1910. Closed 15 Dec 1968 when all points converted to hand operation.

ABERNETHY TIMBER SIDING – Three-quarters of a mile west of Nethybridge (W/C 2823 19 Jul 1918). Removed 20 Sep 1923 (W/C 39).

ABOYNE – East and West (NB) boxes and interlocked points and signals into use 26 Aug 1895. South end sidings replaced by new loading bank and sidings at the north end, 12 Jun 1895. West box closed 19 Aug 1920. KT to Lumphanan and Dinnet 26 Jun 1928. Reduced to GF 28 Feb 1966. East box closed 5 Jan 1967.

ABOYNE CURLING POND PLATFORM - East of Aboyne.

ADVIE – T operated GF for sidings.

ALFORD – Box into use 1 Jul 1895. Closed 20 Mar 1966.

ARNAGE – New North (NB) and South boxes, interlocked signals and points into use 2 Sep 1890. Inner distants removed 14 Jul 1902 when all signalling concentrated on South cabin. KT to Ellon and Auchnagatt 20 Dec 1928. Both boxes closed 5 Jan 1965.

AUCHINDACHY – New North (NB) and South cabins, crossing loop, interlocked points and signals into use 31 Dec 1895. KT introduced to Keith and Drummair 16 Jan 1927. North box closed and LST from introduced Keith to Drummair 23 Aug 1931. For access to siding when box closed, LST controlled GF for sidings provided. This was removed 1 Sep 1953 and points operated from signal box. South box closed 1 Sep 1964.

AUCHLOSSAN LC

AUCHMACOY - T operated GF for sidings.

AUCHNAGATT – North (NB) and South cabins, interlocked points and signals brought into use 15 Sep 1890. Inner distants removed 15 Jul 1902. KT to Arnage and Maud South 20 Dec 1928. Both boxes closed 6 Jul 1966.

AUCHTERLESS – New North (NB) and South boxes were commissioned on passing of the 10.10am down train on 28 Mar 1892. Loop and South box closed 28 Nov 1933; North box retained as T operated GF to control the LC. GF removed and connection to siding out of use 6 Apr 1965.

AVOCHIE – Box opened at temporary limit of main line doubling 1 ¼ miles north of Huntly 19 Jan 1898 with ET working to Rothiemay. Closed 30 Apr 1900 on opening of double line.

BALLATER — New box, interlocked signals and points into use 12 noon 24 Jul 1893 (W/C 1528). Also quoted in previous W/C for 19 Jul 1893, but presumably postponed. KT to Dinnet 26 Jun 1928. GF as from 28 Feb 1966. Closed 5 Jan 1967.

BALLINDALLOCH – New points and signals worked from a cabin on the down platform operative 13 Jun 1892 (N/C1470). Down main home replaced by co-acting arms 28 Aug 1938. Closed 15 Dec 1968.

BALLINDALLOCH TIMBER SIDING – Half a mile north of Ballindalloch on up side. Opened 29 Jan 1919 with GF. Closed and removed 13 Jun 1930 (W/C 388).

BANCHORY – New signals operational 1 Apr 1901. New main (East) and subsidiary (West, NB) boxes replaced earlier box on 10 Aug 1903. Tablet and Telegraph instruments transferred from Booking Office to East Box. New dock platform brought into use 23 Mar 1903. KT to Torphins and Crathes 27 Jun 1928. Turntable and carriage sidings removed 23 Feb 1965. Both boxes reduced to GF 28 Feb 1966 and closed 5 Jan 1967.

BANNERMILL SIDING – At Waterloo. Temporarily opened 7 Jul 1916 (N/C 2726)

BANFF – Block telegraph signalling to Ladysbridge from 1 Jul 1887. New box, points and signals in use from 12.45pm on 3 Dec 1900. Box closed and replaced by GF 29 May 1960.

BANFF BRIDGE – Had no sidings, but in one period had signals to protect the trains. This is known from a weekly circular mentioning that a landslide had put them out of action.

BANKHEAD – Suburban station. Signals were provided in 1890 to protect the trains and were removed 21 Apr 1919.

BIELDSIDE – Suburban station. Signals provided to protect trains. Removed 21 Apr 1919.

BIRCHFIELD PLATFORM — No sidings or signals.

BLACKSBOAT — T operated GF for sidings.

BLAIRSHINNOCK LC - Signals, except distants, removed 7 Jul 1964.

BOAT OF KINTORE LC - Box closed and replaced by automatic lifting barriers 25 Nov 1973.

BODDAM - Box opened 2 Aug 1897. Loop removed 21 Dec 1931 and new down home signal provided. On closure of box on 29 Jun 1936 plain rail replaced the goods yard points and the platform line was removed.

BOTRIPHNE SIDING — Opened in 1883 (inspection report in TNA). Several subsequent periods of closure, depending on traffic. Closed 8 Jun 1896 and siding operated by GF (W/C 1678 of 5 Jun 1896). Siding renamed Towiemore 1 Jan 1898 (W/C 1759). (See entry under Towiemore)

BOYNDIE SIDING — Banff branch. T controlled GF. Signals introduced 22 Oct 1888. LC signals altered 28 Jun 1933.

BRIDGEFOOT PLATFORM - Banff branch. No points or signals.

BRUCKLAY — (Block) telegraph in use 31 Dec 1882. New loop operated from (new) signal box at north end of station as from 9 Feb 1891. KT to Maud North and Strichen 20 Dec 1928. LST between Maud and Strichen introduced 4 Jul 1932. Trains used down loop. GF provided for access to sidings when box switched out. GF retained on closure of box on 15 Jun 1959.

BUCKIE — (Speaking) telegraph to Cullen operational 5 Apr 1886. East and West boxes opened (5 Apr ?) 1886 (inspected 22 Apr) and replaced 30 Mar 1903 by new box on up platform. Electrically released GF controlled north (sic) end. KT to Spey Bay 8 Jan 1928. Box closed 29 Sep 1968.

BUCKPOOL — Box opened (5 Apr ?) 1886. Closed 14 Oct 1896 and replaced by T operated GF, KT operated after 8 Jan 1928. Sidings removed Jun 1961.

BUCKSBURN - Buxburn until 1 Jan 1897. New box, points and signals commissioned 26 Dec 1892. BTS. New crossovers provided and signalling altered in Feb 1910. Box closed 17 Jun 1969. Controlled IBS after Woodside closed - see under Woodside.

BULLERS O'BUCHAN PLATFORM — Between Cruden Bay and Longhaven. Platform only.

CAIRNBULG — Inverallochy until 3 Aug 1903. No signals. Siding points secured by Annett's patent lock.

CAIRNIE JUNCTION — Replaced Grange South 1 Jun 1898. Unusual layout in that Up Coast trains had to reverse into the exchange platform. Closed 29 Sep 1968.

CALCOTS — East and West (NB) boxes opened 12 Aug 1884. Distants altered 23 Mar 1906. After closure of West box on 27 Aug 1930, 'East box took over. KT to Lossie Junction and Spey Bay 8 Jan 1928. Destroyed by fire (W/C 9 of 2 Mar 1934). Rebuilt and operational by 22 Aug 1934. East box closed 29 Sep 1968.

CAMBUS O'MAY — Telegraph in use by 31 Dec 1882. T operated GF for siding with KT after 26 Jun 1928.

CARRON — New box, loop and interlocked signals 21 May 1894. Closed 15 Dec 1968.

COLEBURN — Originally Coleburns Siding, but became Coleburn 1 Sep 1905. New cabin, crossing loop, interlocked points and signals 24 Feb 1897. Closed 4 Sep 1966. Distillery siding and GF out of use Aug 1968.

CORNHILL — GF for sidings T operated.

CRAIGELLACHIE — Three new boxes, North (NB), South and Strathspey (NB), opened at 11.30am 10 Dec 1900. The design of all three boxes was different, the & south boxes being contemporary. The Strathspey box was a Railway Signalling Co design which may have come from Kennethmont South. South box was block post with "speaking instrument", later having the T instruments. T to Dufftown South replaced by KT 16 Jan 1927 and to Rothes South 23 Jan 1927. All three boxes closed and the sole surviving line (Dufftown – Aberlour) converted to "one engine in steam" 15 Dec 1968.

CRAIGMYLE SIDING — W/C 1207 (27 May 1887) states "The points, platform and loading bank at the above siding have been removed and no goods or passengers can be taken off or put on. See WTT pages 20 and 22." The siding may have closed in 1884 (Farr - Stories of Royal Deeside's Railway).

CRATHES – Sidings were moved from west to east and a new crossing loop commissioned for one day on 4 May 1891, the Aberdeen holiday when 8 trains were due to be crossed. Cabin at west end of station, loop and interlocked points and signals opened on 30 May 1891. T working introduced 4 Mar 1895 and altered to KT with Park and Banchory on 27 Jun 1928. Box closed and replaced by GF 28 Feb 1954.

CRATHES BALLAST PIT - Inspected by BoT 21 Jul 1896. Points removed (W/C 2619 of 19 Jun 1914).

CROMDALE — Box and loop provided 3 Jun 1907. Box closed 29 Nov 1921 and the down loop became the single line with the sidings controlled from a T operated GF.

CROMDALE BALLAST PIT SIDING - Half a mile west of the station. T controlled GF altered on closure of Cromdale cabin. Closed 27 Mar 1925 (W/C 118).

CRUDEN BAY - Opened 2 Aug 1897 and closed 24 Jan 1932, when up loop removed. Replaced by GF.

CULLEN - Box to control siding access opened and speaking telegraph installed to Buckie 5 Apr 1886. Box closed on 15 Jun 1896 and siding operated by GF, at first T controlled but changed to KT on 9 Oct 1927.

CULTER — Box and double line from opened with passing of down 3.30 am train 29 Sep 1892. T working to Park introduced 4 Mar 1895 and ceased when line doubled 28 Aug 1899. Was only crossing loop between Ferryhill Junction and Park in BR days with KT instruments of MR origin. Reduced to GF and "one engine in steam" 28 Feb 1966. Box closed 5 Jan 1967.

CULTS – New East cabin opened and old one closed 28 Apr 1890. Also West box which closed when line doubled to Murtle 13 Jul 1892. Siding exit semaphore signal replaced by disc 23 Aug 1912 (W/C 252A). East box reduced to GF 7 Aug 1950, closed 29 Mar 1953. 1916 Appendix shows an EBS.

DAILUAINNE DISTILLERY SIDING - T operated GF.

DALBEALLIE (or TAMDHU) SIDING - See Knockando

DANDALEITH — Sidings T (KT from 23 Jan 1927) operated GF. Halt from 19 Oct 1930.

DESS — Sidings T (KT from 26 Jun 1928) operated GF.

DINNET – Telegraph in use by 31 Dec 1882. East (NB) and West boxes with "speaking instrument" in the West box opened 23 Apr 1899. KT to Aboyne and Ballater 26 Jun 1928. East box closed 29 Jul 1928. Sidings removed 1964. Closed entirely 28 Feb 1966, after which gates worked by trainmen.

DON STREET – Home and distant signals to protect trains provided 19 Dec 1890 (W/C 1393) and removed 21 Apr 1919.

DRUM — T operated GF for access to sidings before box opened 25 Aug 1899 when line doubled from Culter to Park. Closed as block post 21 Aug 1950, but retained as GF until 2 Dec 1951.

DRUMMUIR - Tyers new No.4a train Tablet in use to Dufftown from 25 Jul 1892. East and West (NB) boxes, interlocked points and signals brought into use 8 Jan 1894 at noon with speaking instruments in East box. W/C 43 (18 Oct 1923) notes provision of signal permitting goods trains to back to the down loop. KT working

between South (sic) box and the South boxes at Auchindachy and Dufftown operative 16 Jan 1927. Both boxes closed 16 Jul 1966.

DUFFTOWN - North (NB) and South (with electric tablet and speaking instrument) boxes provided 17 Sep 1894, after Tyers No.4a had been in use to Drummuir since 25 Jul 1892. KT working introduced to Craigellachie South on 16 Jan 1927. Banking staff for the Drummuir section as far as 1½ miles from Dufftown provided in Dec 1922 – regulations in W/C 3061 of 8 Dec 1922 and 1928 Appendix (No.71). Apparatus removed in BR days. The North box only worked points from 9 Jan 1929, when the mechanical interlocking between the two was replaced by electrical interlocking. Both boxes closed 15 Dec 1968 and all points converted to hand operation. GF's provided later for the Northern Belle and other passenger excursions.

DYCE - North and South cabins opened 1880 and Buchan cabin opened 10 Dec 1894. Reference to North box in W/C 1541 (20 Oct 1893). Signalling at Dyce (South) altered on 19 Dec 1921 (W/C 3010 of 16 Dec 1921). North and Buchan boxes were closed 5 Feb 1928 (W/C 265). At the same time the South box was renamed Junction and extended at floor level on the east side; also GFs for Creosote and Manure sidings. Connection to CCE (Creosote Works) siding (to north of station) disconnected Nov 1967. Tastefully refurbished Type 1 Junction box still open in 2014.

ELGIN EAST - Opened on 30 Apr 1888, and took over the new platforms 1 and 2 on 7 May 1888, following with platforms 3 and 4 one week later and then the sidings on 21 May. Signalling alterations were made later that year and again in 1903 and 1904. Two position block instruments for platform 1 came into use at 11am on 29 Sep 1920. KT working introduced to Longmorn 23 Jan 1927 and to Lossie Junction 8 Jan 1928. Closed 15 Dec 1968.

ELGIN WEST — Opened 1 May 1888. Altered from West to Centre — W/C 36 of 7 Sep 1934. Signalling alterations in 1907. With the East box. it shared the two position block instrument control of platform 1 from 29 Sep 1920. On closure on 11 Nov 1973. replaced by GF released by former Highland box. Box still standing in poor condition in 2014.

ELLON — North (NB) and South boxes with new points and signals came into use 27 Apr 1891. New North box provided 7 Jun 1897, when it became a block post. The South box was also replaced (presumably on the same day), since the position recorded in TNA file MT6 in 1891 is different from that of the later box. Alterations were recorded in W/C 2852 (6 Dec 1918). ET signalling introduced to Arnage on 4 Sep 1894 and to Logierieve 5 Sep 1894. KT introduced to Arnage 20 Dec 1928. North box closed and South box renamed Ellon Junction 16 May 1932. W/C 475 of 12 Feb 1932 gives instructions for emergency token on the Cruden section. Junction box closed 18 Oct 1967.

ELRICK - Situated 93 yards north of milepost 9 on Buchan line. Open only when the double line to Parkhill was in use. First opened 30 May 1920 but was closed 2 Oct 1921 when all signals were removed and the catch points 612 yards to the south replaced by plain rail; the double line to Parkhill reverted to single line. Opened seasonally for the next four years as follows :

28 May to 1 Oct 1922
27 May to 30 Sep 1923
1 Jun to 21 Sep 1924
14 Jun to 23 Aug 1925

Was opened again temporarily from 3 Mar to 22 May 1927 when the viaduct was under repair, Tyers No 7 tablet being used.

ESSLEMONT — W/C 2874 (9 May 1919) announced the construction of a new crossing loop here. The signal box, 900 foot loop and up platform were opened at 3.10pm on Sunday 3 Aug 1919. It closed again on 2 Oct 1921 when a GF was installed to control the sidings. W/C 3033 (26 May 1922) notes the installation of a T instrument. It opened again seasonally for the next four years as follows:

29 May to 1 Oct 1922

27 May to 30 Sep 1923

1 Jun to 21 Sep 1924

29 May to 23 Sep 1925

FARBURN LC – South of Dyce

W FIDDES & SONS (Keith) SIDING - Opened and connected to Engine Shed Sidings – N/C 2804 of 4 Apr 1918.

FINDOCHTY - Box opened and telegraph operational 5 Apr 1886. Box closed 26 Oct 1896 and a T operated GF installed to operate siding points. Changed to KT operation on 9 Oct 1927. The sidings were removed 2 Jun 1964.

FINGASK PLATFORM — Between Lethenty and Oldmeldrum. Shelter and platform removed (W/C45 of 10 Nov 1933).

FOCHABERS — East and West boxes opened (5 Apr?) 1886 and replaced by new box 19 Feb 1912. Renamed Fochabers and Spey Bay 1 Jan 1916 and simply Spey Bay 1 Jan 1918. KT to Calcots and Buckie 8 Jan 1928. Box closed 18 Jun 1966.

FRASERBURGH - ET signalling introduced to Rathen 15 Aug 1894. New box opened 26 Dec 1894 with interlocked points and signals. New loading bank. accessed by points facing down trains 225 yards south of cabin, opened 20 Nov 1899. On opening of the St Combs branch the signal box was replaced by one on the east side of the line, south of the road overbridge, on 2 Aug 1904. KT to Lonmay 21 Dec 1928. Box closed 27 Jun 1966 when all points converted to hand operation.

FRASERBURGH TOOL WORKS SIDING — Opened 6 Feb 1905 (?) and controlled by a T operated GF (KT from 21 Dec 1928).

FYVIE - New cabin with crossing loop and interlocked points and signals into use 15 Apr 1895. Signal box replaced by GF 5 Oct 1936.

GARMOUTH - East and West (NB) boxes opened 12 Aug 1884. Distant altered 1906. West box closed 7/8 Jul 1917. East box closed 14 Mar 1922 and the up loop became the single line. Sidings then controlled by T operated GF (KT from 8 Jan 1928). Sidings removed 3 Jun 1964.

GARMOUTH - URQUHART SECTION TIMBER SIDING – ¼ miles west of Garmouth, controlled by T operated GF. Opened 23 Mar 1917 and closed and disconnected 21 Jun 1921.

GARTLY - North and South (NB) boxes opened 10 Sep 1888 with interlocked points and signals. Doubling of main line reached South box 20 Sep 1896 when it was closed. The North box ceased to be a block post on 6 Dec 1970 but continued as a level crossing box until automatic lifting barriers (supervised by Kennethmont) came into use 13 May 1973.

GILLYFOURIE CUTTING SIDING - Brought into use 14 Jan 1888, it lay a little to the east of the first overbridge to the east of Cullen, but within the Cullen distant. It faced down trains. On 23 Dec 1898 the name was shown as Gellyfurry.

GLASSEL — Placed on telegraph circuit 31 Dec 1882. Sidings controlled by T operated GF, KT from 27 Jun 1928.

GLASSAUGH — Box opened 1884 (inspected 27 Mar). Block telegraph effective to Tochieneal 1 Apr 1884. Box closed 27 Oct 1896 and replaced by T operated GF. New cabin 1 Jun 1898 with new crossing loop. This was closed after the last train on 14 Nov 1921, after which the up loop became the single line. T operated GF altered to KT in 1927. Sidings removed in 1964.

GLENBARRY — New box, crossing loop and signals brought into use 13 Jun 1887 between passing of the 10 10 am down and 10 35 am up trains with block telegraph without train staff. Tablet signalling introduced to Knock and Tillynaught 31 Dec 1894. Altered to KT 2 Oct 1927. Box closed 25 Jun 1966.

GLENDULLAN SIDING - On Mortlach branch from Parkmore. W/C 1868 of 16 Jan 1900 refers.

GLENLOSSIE TRAMWAY SIDING – From Longmorn. W/C1678 (5 Jun 1896) states brought into use with a dummy tablet for GF.

GOLF CLUB HOUSE HALT — Between Banff and Ladysbridge

GRANGE - New down line to Newmill LC brought into use for goods 20 Dec 1897. New box opened 17 Jan 1898. 1916 Appendix shows EBS. KT working to Grange North introduced 2 Oct 1927. Box closed 18 Mar 1963. Branch to Grange North lifted 1965.

GRANGE NORTH — Box opened 1886. Line to Grange South doubled 17 Jan 1898 and T instrument removed. In 1914 special tablets introduced for Knock section with names circled in red, but removed one year later. KT introduced 2 Oct 1927 to Grange and Knock. Grange branch disconnected 1959. Box closed 29 Sep 1968.

GRANGE SOUTH - Opened 1886 and replaced by Cairnie Junction 1 Jun 1898.

GRANTOWN — On 1 Nov 1894 new box, crossing loop and signals and ET signalling to Boat of Garten introduced. Renamed Grantown-on-Spey 1 Jun 1912. Sidings controlled by T operated GF which was removed 26 Apr 1914 and control transferred to signal box. Closed 15 Dec 1968.

HATTON - Siding controlled by T operated GF.

HOLBURN STREET — New box and station to cater for Suburban traffic opened 2 Jul 1894. Box closed 4 Apr 1937.

HUNTLY NORTH — Box opened 3 Mar 1890. Passing loop extended north Nov 1890. Replaced by Station box 29 Apr 1901.

HUNTLY SOUTH - Box opened 3 Mar 1890. Line doubled to Gartly 30 Nov 1896. Reduced to crossing box status on 29 Apr 1901. Re-instated as block post 7 Dec 1970 when station box was closed and the line singled. Refurbished and extended 'box still in use in 2014 although its original GNoS Type 2b character has been lost.

HUNTLY STATION — Opened to south of down platform at 10am on 29 Apr 1901. At same time North box was closed and South box reduced to crossing box status. Resignalled 9 Jun 1953. Closed 6 Dec 1970 when South box became block post and line singled.

HUTCHEON STREET - Signals (home and distant) were provided (Supplement to W/C 1393 of 19 Dec 1890) to protect trains standing at the platforms and were removed 21 Apr 1919. No box.

IMPERIAL SIDINGS — Carron, operated by T controlled GF.

INSCH - North and south boxes opened and loop extended 1886 (inspected 22 Apr). Line doubled from Inveramsay 27 Oct 1888 and South box closed. Double line to Kennethmont opened for goods 6 Jul 1896 (W/C 1682). From 1 Aug 1896, 6 10am up passenger train to run over new line without tablet. All other trains by usual line (W/C 1685, 2nd supplement). Down refuge siding provided Jun 1898: there was also an up refuge siding by Nov 1898. Line singled to Inverurie Dec 1970. Refurbished and extended North 'box still in use in 2014 although similar to Huntly South its original GNoS Type 2a character has been lost.

INVERAMSAY - North (NB) and South boxes opened 1882. North box worked Macduff line signals only in 1888. North cabin to be removed (Minutes of 3 May 1893). Line doubled to Inch after 12 01am on 27 Oct 1888. South box controlled the roads to the carriage sheds and turntable. North box closed 11 Apr 1930 and South closed 11 Oct 1967.

INVERUGIE — From at least 1887, telegraph train signalling instrument in use during fishing season, eg 1 Jul to 22 Aug 1887. ETS to Peterhead and Longside introduced 13 Aug 1894 when new signals (but not a new SB) were provided. ET signalling removed 30 Oct 1894, when box reduced to GF. KT operated from 17 Jan 1928. GF removed 1962.

INVERURIE (NEW STATION) - Signal box opened 10 Feb 1902. Three position (one wire) block instruments to Port Elphinstone installed 10 Sep 1920 (W/C 2951 of 29 Oct 1920). Smaller lever frame installed 1970 when line singled. Refurbished 'box still in use (2014). It's GNoS Type 3b lineage is still identifiable.

INVERURIE LOCO SIDING — Siding first mentioned in W/C 1564 (30 Mar 1894). Box opened 9 May 1898. EBS. Closed when replaced by Inverurie New 10 Feb 1902. INVERURIE (OLD) — Box opened 1882. Renamed Inverurie Old Sidings 10 Feb 1902. On 2 May 1903 box closed, block instruments and connection to sidings at south end removed. Locking frame provided to control access to the sidings from the north end. From 20 Jul 1903 signals brought into use to protect level crossing. Box closed completely 14 Oct 1903 and traffic transferred to new station but signals remained to control the level crossing until BR days.

KEITH GROUND SIGNAL CABIN - Opened 3 Feb 1898 at south end of Keith platform and closed 9 Oct 1905.

KEITH JUNCTION — Box inspected in 1884. Replaced by new Junction box 9 Oct 1905, which also replaced Ground Signal Cabin and Newmill boxes. Located 250 yards east of the centre of the passenger shed and was referred to as the South box in the 1916 Appendix in connection with the working of Kynoch's Level Crossing Gates along with the North box (NB). At the north end signalling was altered 17 Dec 1918 and new sidings and signals provided 19 Jan 1920. W/C 258 (15 Dec 1927) reports reconstruction of the junction. KT working to Auchindachy South introduced 16 Jan 1927. LST to Drummuir 23 Aug 1931. One train working to Dufftown (and initially Aberlour) established 15 Dec 1968; ceased when line taken out of use 1 Apr 1991. Telephone working to Keith (HR). certainly until 1962 and presumably until closure of latter. Refurbished 'box still in use 2014. Although sagging in the middle along it's south elevation it is still a recognisable GNoS Type 3b cabin.

KEITH NORTH - Also known as Kynoch's Mill. NB cabin to control Dufftown end of station and LC. Closed 15 Dec 1968.

KEITH TOWN STATION — Known as Earlsmill until 1 May 1897.

KEMNAY — ET instrument operative 14 May 1894 to Kintore (5.35 am). New loop and signal box with interlocked signals in operation after passing of 1.40pm up train 1 Jul 1901. Box closed 20 Mar 1966.

KEMNAY TIMBER SIDING - Connected to the Aberdeen end of the Up loop (T operated GF) and in use from 25 May 1918.

KENNETHMONT - East (NB) and West boxes opened 30 Jul 1888. ET signalling with Insch ceased when double line became operative 1 Aug 1896. East box closed 9 Aug 1896. Doubling to Gartly was completed 20 Sep 1896 and an RS was provided 20 Jun 1898. The line to Gartly was singled again in 1970. West box renamed Kennethmont 9 Aug 1896. Refurbished and extended 'box still in use 2014..

KINALDIE — Box in use before 1888 since up home moved from east side to west side of line, 19 yards south of signal cabin on 31 Oct 1888. Second lower arm on same post was up starter. EBS by 1919. Box closed 2 Nov 1960.

KING EDWARD - New cabin with crossing loop and interlocked signals opened 29 April 1895. Box closed and replaced by GF 6 Jan 1936.

KINTORE - ET working to Kemnay from 14 May 1894 (5.35am). Box mentioned in connection with signalling alterations in 1896. Three position (one wire) block circuit extended to Port Elphinstone 10 Sep 1920. W/C 44 (25 Oct 1923) notes signalling alteration. Closed 2 Jul 1967.

KINTORE BALLAST PIT SIDING — Controlled from T operated GF. Closed and the connection removed (W/C 2757 of 9 Feb 1917).

KIRKTON BRIDGE PLATFORM — St Combs branch.

KITTYBREWSTER NORTH - Box opened 1883. New signals provided from 1 Apr 1901. See also W/Cs 2894 and 2896 (1919). Signals electrically lit (W/C 172 of 8 Apr 1926). Replaced by GF when line singled 20 Jun 1971.

KITTYBREWSTER SOUTH - Box opened 1883. New signals provided 1 Apr 1901. Only TC of GNSR days operative to Aberdeen North 16 Apr 1917. Signals electrically lit (W/C 172 of 8 Apr 1926). Signals altered 1931 (N/C 437 of 22 May 1925). Experimental Adlake Lebbay electric semaphore signal lamp in use at down distant from 5 Dec 1932 to 8 May 1934. Closed 28 May 1967.

KNOCK - Telegraph in use 31 Dec 1882. New box in use from noon 20 Dec 1893 with up and down distants, homes and starters. There was also a crossing loop. Distant altered 23 Mar 1906. Special tablets with names circled in green for Glenbarry section and in red for Grange North section provided in 1914 and withdrawn in 1915. KT to Glenbarry and Grange North 2 Oct 1927. Box closed and replaced by T operated GF 16 Sep 1928.

KNOCKANDO — Originally known as Tamdhu siding, various N/Cs of 1896 mention construction of siding. Box opened along with station, known as Dalbeallie, 1 Jul 1899, with loop suitable for crossing passenger trains and T station. Renamed Knockando 2 Oct 1905 (W/C 2164). Box closed 15 Dec 1968. Still extant as part of Tamdhu Distillery.

KNOCKANDO DISTILLERY SIDING - Controlled by T operated GF. About half a mile east of Knockando station. Opened 16 Oct 1905 for use of W & A Gilbey.

KNOCKANDO HOUSE PLATFORM – passenger platform only.

KNOCKANDO TIMBER SIDING - 850 yards on the Carron side of Knockando station and controlled by T operated GF. First mentioned in W/C 2811 of 22 Feb 1918, but W/C 2944 of 10 Sep 1920 states it would be reopened on 13 Sep 1920.

KYNOCH'S LC - See Keith North.

LADYSBRIDGE - (Block) telegraph signalling introduced to Tillynaught and Banff on 1 Jul 1887. Signals provided to protect the LC on 22 Oct 1888. These remained until 1964 when the homes were removed and only the distants left as markers. Sidings controlled by T operated GF.

LETHENTY - Telegraph introduced 4 May 1885. Sidings controlled by T operated GF.

LINKSFIELD LC – Lossiemouth branch.

LOGIERIEVE - Telegraph in use 31 Dec 1882, but not shown as a block post in 1889 Appendix. Box., ETS to Udney and Ellon and new signals but no crossing loop introduced 5 Sep 1894. ETS removed 29 Oct 1894 and box converted to GF.

LONGHAVEN — Sidings controlled by T operated GF.

LONGHAVEN QUARRY SIDING - Opened for stone traffic (W/C 2149 of 16 Jun 1905) and operated from T operated GF 665 yards south of station. W/C of 28 May 1937 states that the rails have been uplifted.

LONGMORN - Cabin with interlocked points and signals opened at noon 28 May 1894. Sidings controlled by T operated locking frame. Dummy tablet in use until 27 Jun 1898 when tablet circuit extended to Elgin. KT working to Elgin East and Coleburn introduced 23 Jan 1927, with KT controlled GF for sidings. Box closed 8 Jan 1967.

LONGSIDE - North and South (NB) boxes introduced 15 Dec 1890. Some time before 1918, North box was renamed East box and South (minor) box renamed West. Introduction of Lenabo branch in 1918 brought signalling changes. New down starting signals from 16 Sep 1918 was followed by new east points 60 yards further out from the box brought into use 28 Oct 1918 (1pm). The West box was closed on 5 Nov 1918 and the Lenabo branch made a temporary connection with the up line (operated by lever no 12) from 1pm on 2 Dec 1918. The connection along with the branch sidings were taken out of use on 20 Sep 1923. KT introduced to Mintlaw and Peterhead 17 Jan 1928. LST to Maud 8 Jul 1934. East box closed 10 Nov 1965.

LONMAY — New box at north end of station, loop, signals and points 16 May 1892. Auto tablet exchanger provided either 12 Nov 1894 or 10 Dec 1894. KT to Fraserburgh and Strichen operational 21 Dec 1928. Box closed 5 Jan 1965.

LONMAY BALLAST PIT SIDINGS — Opened one and a third miles (MP 40½) north of Mormond on 23 Mar 1917. Operated by T controlled GF. KT operated from 27 Dec 1928. Points removed 4 Dec 1930.

LOSSIE JUNCTION — Box opened 12 Aug 1884. KT working introduced to Elgin East and to Calcots East 8 Jan 1928. Box closed 11 Jun 1966.

LOSSIEMOUTH - New box with interlocked points and signals 21 Sep 1896. Closed 26 Mar 1966.

LUMPHANAN — New loop, points and signals worked from cabin at east end 19 Apr 1892. ET to Aboyne 1 Jan 1895. Signalling altered in 1920 (N/C 2954 of 19 Nov 1920). KT introduced to Aboyne and Torphins 26 Jun 1928. Box closed 28 Feb 1966.

MACDUFF - ET introduced 29 Apr 1895. On cancellation of landslip notices of 1904 and 1905, home and distant signals brought back into use 1 May 1905. Box closed 1 Aug 1961.

MAUD — North and South boxes opened at unknown date. Old frame at Maud South disconnected and new frame brought into use 19 August 1895. ETS to Mintlaw 14 Aug 1894, Brucklay 16 Aug 1894 and Auchnagatt 4 Sep 1894. KT introduced to Mintlaw 17 Jan 1928 and to Brucklay and Auchnagatt 20 Dec 1928. LSTs were provided to Strichen (4 Jul 1932) and to Longside (8 Jul 1934), instructions being promulgated in W/Cs 494 and 495. The South end signals were altered early in 1935 (W/C 12 of 22 Mar 1935) and on 21 Jul 1935 the North and South boxes were replaced by a new box, Maud Junction. This new box was the only LNER built on the GNSR section and, because of the presence of LST working, was fairly unusual in having 5 sets of tablet instruments. Closed when line to Dyce converted to Telephone and Notice board working 5 Mar 1969.

MEFT SIDING — Half a mile west of Urquhart, this siding was brought into use for ballast after the collapse of the Cullen Viaduct, 14 Jan 1888. T operated, without a loop or home signals but it had both up and down distants. In use for only five days for ballasting.

MILLEGAN - A station on the Banff, Portsoy and Strathisla Railway, immediately to the north of Grange North.

MILL O' WOOD SIDING - Between Grange and Keith. Opened 5 Jul 1886 with up and down home and distant signals.

MILL SIDING — W/C 1678 of 5 Jun 1896 states that this siding was situated ten minutes from Kintore.

MILLTIMBER — Cabin and signals brought into use 24 Sep 1892. EBS. Reduced to suburban (NB) station 17 May 1915. Box re—opened 3 Jan 1919 but closed again 15 May 1926. Second re-opening 24 Sep 1932, closed again 4 Apr 1937.

MINTLAW — North (NB) and South boxes opened with loop and interlocked points and signals 23 Apr 1888. ETS to Longside and Maud North 14 Aug 1894. North box closed 23 Oct 1927. KT to Longside and Maud North 17 Jan 1928. LST Longside to Maud introduced 8 Jul 1934. South box replaced by T operated GF 15 Jun 1959.

MONYMUSK – Sidings controlled by T operated GF.

MORAYSHIRE TILE WORKS SIDING – Lossiemouth branch. Opened 30 May 1899. Controlled by T operated GF.

MORMOND - Sidings operated by T controlled GF.

MORTLACH SIDING - In Dufftown, at end of branch from Parkmore. About ¼ mile beyond Crachie LC (W/C 1868 of 16 Jan 1900). Access to the branch at Parkmore was by T. operated GF. Trains could only be shut in by returning the tablet to Dufftown.

MUNGO SIDING — Timber siding between Huntly and Rothiemay at mile post 42½ . Three lever GF.

MURTLE - Telegraph in use 31 Dec 1882. Signal box and crossing loop provided 20 Jul 1868. Line doubled from Cults 13 Jul 1892 (7.50 down train) and to Culter 24 Sep 1892 (3.30 am down train). New signals and crossover 3 Oct 1892. EBS. Halt from 16 Mar 1931. Box closed 4 Apr 1937.

NETHYBRIDGE - T operated GF for sidings and signals to protect LC. Gatehouse abolished in 1935. (N/C 12 of 23 Mar 1935).

NETHYBRIDGE VIADUCT — On 21 Jun 1889 a new siding was provided west of Nethybridge for the erection of a new viaduct over the Spey. On 2 Aug 1889 a two armed signal was provided at the Garten Viaduct.

NETHYBRIDGE TIMBER SIDING — W/C 2781 (27 Jul 1917) mentions this siding 226 yards north of Nethybridge station. Operated from a T controlled GF. Siding removed 16 Apr 1920.

NEWMACHAR — North and South (NB) boxes provided with interlocked points and signals 22 Jul 1890. ETS to Udney 5 Sep 1894. New siding provided in 1901 (W/C 1944 of 12 Jul 1901). The same year up and down inner distants were removed (W/C 1955 of 27 Sep 1901). An advanced down starting signal was provided in 1923 (W/C 51 of 13 Dec 1923). Both boxes closed 9 Nov 1965.

NEWMILL — Opened 17 Jan 1898 near LC when line doubled to Rothiemay. New turntable and two sidings provided in 1905 (W/C 2133 of 24 Feb 1905). Closed 9 Oct 1905 when the new Keith Junction box came into use.

NEWSEAT — NB station on the Peterhead line.

OLDMELDRUM — (Block) telegraph brought into use 4 May 1885. New cabin with interlocked points and signals 3 Jun 1895, but there is mention of signals in 1893. Box reduced to GF status 30 Nov 1927.

ORDENS PLATFORM - On Banff branch.

OYNE — Block telegraph brought into use 1 May 1883. Cabin in use with introduction of double line to Inch 29 Oct 1888. Sidings removed 1 Jun 1964. Reduced to status of Gatebox 7 Dec 1969 and completely closed when automatic barriers (supervised by Inch) came into use 23 Dec 1973.

PARADISE PLATFORM — On Alford branch

PARADISE SIDINGS (Nos 1 and 2) — On Alford branch. Operated by T controlled GFs. Additional connection to main line with T controlled points provided – W/C of 21 Feb 1996.

PARK — Box mentioned in 1888. East (NB) and West box opened 1 May 1894 at noon with interlocked points and signals. Line was doubled to Culter 28 Aug 1899, a new East box provided and West box reduced to Gate Box status. East box dispensed with 7 Jul 1929, when the West box, situated at the LC, became the BP with a GF being installed at the East box. ET introduced 4 Mar 1895 and KT 7 Jun 1928 to Crathes. West box reduced to Gatebox/GF status 28 Feb 1966 when line converted to OES.

PARKHILL - The last new signal box provided by the GNSR. Opened 30 May 1920 to control the double line to Elrick. The points were situated north of the single line platform and the box was located opposite the north end of the platform and on the west side of the goods siding. When the box was not in use, a GF operated the sidings. The box could not accept Up and Down trains at the same time. Closed 2 Oct 1921 and then open seasonally, as follows :

28 May to 1 Oct 1922

27 May to 30 Sep 1923

1 Jun to 21 Sep 1924

14 Jun to 23 Aug 1925

PARKMORE SIDING - Half a mile from Dufftown. Opened 5 Oct 1891 as Parkbeg Lime Siding but 1 Nov 1891 et seq refer to Parkmore. W/C 1436 of 16 Oct 1891 announces the opening and gives details of working and signalling arrangements. Extended 8 Oct 1894. Line opened from Parkmore to Glendullan and Mortlach in

1900. W/C 1866 Supplement of 15 Jan 1900 gives details of working. GF operated by T, altered to KT on 23 Jan 1927.

PERSLEY - Opened 1 Jun 1903 with telegraph connection. Signals to protect trains standing in the station were removed 21 Apr 1919.

PETERHEAD - Original box in use 1883. New box, interlocked signals and points brought into use 29 Dec 1890. ET introduced to Inverugie 13 Aug 1894. Box closed and all points converted to hand operation 17 May 1966.

PHILORTH BRIDGE HALT - St Combs branch.

PHILORTH STATION — Sidings controlled by GF operated by T, altered to KT 21 Dec 1928. Signals controlling LC removed - W/C of 22 Feb 1916.

PINEFIELD LC - On A96 east of Elgin. 2 lever GF and signals in use 22 Sep 1931.

PITCAPLE - Opened with double line Inveramsay to Inch 29 Oct 1888. Distant altered (W/C 2189) 23 Mar 1906. EBS. Replaced by GF released by Oyne 1 Jul 1952. Used as bothy for many after closure and still standing in 2014.

PITFODELS STATION — Signals, operated from GF on platform, to protect trains standing in station provided 2 Jul 1894 and removed 21 Apr 1919.

PITLURG - Box opened 2 Aug 1897. Up line became single line on closure of box 24 Jan 1932.

PITMEDDEN - Had signals to protect the LC (used only in daylight). During the hours of darkness the signal lamps were lit only for trains due to stop in the station. Became a halt in 1931. The signal box was of unusual design and was brick built up to roof level. The lever frame was at the south end at a higher level than the rest of the accommodation. The box survived the demise of the station and was not eliminated until 11 Nov 1973 when the LC was equipped with manual lifting barriers and red and green lights. The Up Home signal remained a GNSR lower quadrant until the very end and another curiosity was the fact that the levers controlling the LC were never repainted brown in accordance with modern practice but remained black.

PLAIDY - Sidings operated by GF controlled by T.

PORT ELPHINSTONE - Block telegraph brought into use 4 May 1882 (this was possibly the opening date of the box). EBS. Three position (one wire) block instruments in use to Inverurie and Kintore 10 Sep 1920. Refuse siding closed 21 Jun 1926 and traffic transferred to Ellon. Box closed 30 Nov 1969 when connection to Tait's Paper Mill siding converted to GF operation, electrically released from Inverurie.

PORTESSIE - Box opened and telegraph operational (5 Apr?) 1886. There was also an HR box here. KT introduced to Portknockie 9 Oct 1927. Box closed 29 Sep 1968.

PORTGORDON — Cabin provided (5 Apr?) 1886. Closed 13 Oct 1896 and T operated GF introduced the following day. KT operated from 8 Jan 1928. Sidings removed 2 Jun 1964. Never a crossing place.

PORTKNOCKIE — East and West (NB) boxes opened 5 Apr 1886. East box destroyed by fire and electric block temporarily in use Tochieneal to Portsoy (Supplement to N/C 1495 of 8 Dec 1892 and W/C 1496 of 9 Dec 1892). Rebuilt East box opened 2 Jan 1893. From 1 Jan 1893 instruments on Coast line replaced. (temporary instruments at Portknockie until new T signalling arrangements in force 4 Jan 1893). West box closed 29 May 1927. KT introduced to Tochieneal and Portessie 9 Oct 1927. East box closed 24 Jul 1966.

PORTSOY — North (NB) and South boxes opened 1884 (inspected 27 Mar 1884). ET introduced to Tillynaught (W/C 1553 of 12 Jan 1894). KT introduced to Tillynaught and Tochieneal 9 Oct 1927. Minor (North) box closed 8/9 Feb 1936. From 8 Mar 1936 when LST introduced between Tillynaught and Tochieneal the goods sidings could also be controlled by GF operated by LST. This GF removed 24 Jan 1953 and points controlled only from signal box. Box reduced to GF 29 Jun 1959 and replaced by GF 28 Aug 1959.

RATCH-HILL PLATFORM — Alford branch.

RATCH-HILL SIDING — Alford branch. Controlled by T operated GF

RATHEN — Opened 15 Aug 1894 with ET instruments, interlocked points and signals. Box closed and ET signalling removed 31 Oct 1894. Replaced by T operated GF for sidings. KT operated from 21 Dec 1928.

RIFLE RANGE HALT - On Lossiemouth branch. Dismantled (W/C 473 of 29 Jan 1932).

ROTHES - North and South boxes opened 11 Aug 1884. North box replaced 4 Apr 1898. KT introduced to Craigellachie from South box and to Coleburn from North box 23 Jan 1927. South box reduced to Gate box 8 Apr 1934, North box becoming the sole block post. Both boxes closed 15 Dec 1968.

ROTHIEMAY — North (NB) and South boxes opened 12 Mar 1890 with extended crossing loop. Line doubled to Newmill 17 Jan 1898 and North box closed. Single line T to Avochie 19 Jan 1898. New viaduct deviation introduced 29 Apr 1900 and double line working from Avochie introduced the next day. South box closed 2 May 1960.

ROTHIENORMAN — New crossing loop, signal box. etc, opened 24 Dec 1894 at noon with ET signalling to Inveramsay. Reduced to Gate Box/GF 11 Dec 1961 and closed 28 Apr 1962.

RUTHRIESTON - Telegraph brought into use 1 Jun 1885. Signal box closed 2 Jul 1894 but signals retained to protect trains. Removed 22 Apr 1919.

ST COMBS — Branch opened 1 Jul 1903 and controlled by GF (operated by Annett's key) 144 yards south of Fraserburgh, until new box at Fraserburgh was commissioned 2 Aug 1904. Sidings and points at St Combs also controlled by Annett's key.

SCHOOLHILL - Signals to protect trains standing at platform.

SHIEL WOOD SIDING - Opened $\frac{3}{4}$ mile south of Knock 15 May 1916. T controlled GF disconnected 28 Apr 1921.

SILVERSTRIPE SIDING — Deeside branch east of Banchory. T operated GF, altered to KT 27 Jun 1928.

SLAUGHTERHOUSE SIDING - Siding with loading bank opened on the north side of Peterhead Harbour branch (W/C 2653 of 12 Feb 1915).

SPEY BAY — See Fochabers

SPEY BRIDGE SIDING - Provided for new works on bridge 8 Jan 1889. Points locked and bolted. key to be held by Guard.

STONEYWOOD - Home and Distant signals introduced (W/C 1393 of 19 Dec 1890) to protect trains standing at station. Removed 21 Apr 1919.

STRATHISLA SIDING - Opened 1876 (TNA file). Referred to in W/C 1190 (28 Jan 1897). W/C 1411 of 24 Apr 1891 states that Strathisla Mills Siding closed and points and signals disconnected. Re-opened for goods 24 Feb 1892 (Supplement to W/C 1454 of 20 Sep 1892, also W/C 1455). Goods station in use (W/C 1500 of 6 Jan 1893). Strathisla Mills Goods station closed 6 Jul 1895, re-opened 19 Nov 1895 with box provided (presumably NB), one mile from Keith and $2\frac{1}{2}$ miles from Auchindachy. Box closed 20 Feb 1898. Siding GF operated by KT from 23 Jan 1927.

STRICHEN — New loop and box opened 1 Dec 1891. ET signalling introduced to Lonmay (15 Aug 1894) and to Brucklay (16 Aug 1894). Auto tablet changer installed 12 Nov 1894. T operated GF for sidings removed and control passed to signal box (W/C 2837 of 23 Aug 1918). KT to Lonmay 27 Dec 1928 and to Brucklay 20 Dec 1928. Box closed 27 Jun 1966.

TAMDHU SIDING — See Knockando

TILLYFOURIE — Telegraph brought into use 31 Dec 1882. East (NB) and West boxes opened 1883. West renamed Tillyfourie Level Crossing 19 Nov 1900 (W/C 1910). Both closed 5 Jan 1933.

TILLYFOURIE QUARRY SIDING — T operated GF.

TILLYNAUGHT - North (NB) opened 18 Jul 1890 and South box opened 4 Aug 1890. Telegraph signalling operative to Ladysbridge 1 Jul 1887. ET signalling introduced to Portsoy (W/C 1553 of 12 Jan 1894) and to Glenbarry 31 Dec 1894. Altered to KT to Glenbarry 2 Oct 1927 and to Portsoy 9 Oct 1927. Signalling alterations at the South box on 20th and 27th Jun 1933 preceded the closing of the North box on 27 Aug 1933, when the South box was renamed Tillynaught Junction. LST provided to Tochieneal 9 Mar 1936. South box closed 29 Sep 1968.

TILLYNAUGHT BALLAST SIDING - Brought into use 14 Jan 1888 and situated 200 yards north of the station house.

TOCHIENEAL — East box opened and block telegraph installed to Glassaugh 1 Apr 1884. West (NB) opened 1886 (inspected 26 Apr 1886). West box closed 27 Oct 1917. T working introduced 25 Mar 1895 and replaced by KT to Portsoy and Portknockie 9 Oct 1927. LST to Tillynaught introduced 9 May 1936. Sidings removed 2 Jun 1964. East box closed 24 Jul 1966.

TOOL WORKS SIDING — See Fraserburgh Tool Works Siding.

TORPHINS - East (NB) and West boxes inspected 1883 (TNA). Frame removed from old cabin to a new one 19 Mar 1895. T working from 25 Mar 1895, with East box NB. KT to Lumphanan from 26 Jun 1928 and to Banchory from 27 Jun 1928. Signals worked from West box from 7 Oct 1929. Both boxes closed 28 Feb 1966.

TOWIEMORE - Called Botriphnie until 1 Jan 1898 (see above). Unlighted stop signals provided for LC as from noon 2 Jul 1923. Removed 28 Sep 1926. GF in small box operated by T. KT from 23 Jan 1927.

TURRIFF - Pointsman's box in 1888. New points and box commissioned 12 Aug 1900 at 3.20pm with T already in use transferred to new box. New box 113 yards north of old one according to the distances in the Appendices. Closed 11 Dec 1961. Derelict shell survived until 1978 before being demolished.

UDNY — North (NB) and South boxes opened 6 May 1890 with interlocked points and signals. ET signalling introduced to Logierieve and Newmachar 5 Sep 1894. Inner distants dispensed with and North box operated points only from 16 Dec 1901. Both boxes closed 29 Jun 1966.

URQUHART - Cabin provided 12 Aug 1884. Closed 12 Oct 1896 and replaced by T operated GF. KT from 8 Jan 1928. Sidings removed 3 Jun 1964.

WARDHOUSE - New cabin 9 Aug 1896. EBS. Gate box until 23 May 1898 and from 17 May 1915. New signals provided 4 Feb 1919. Upgraded to block post 12 Jan 1920. Closed 31 Oct 1921 for the winter. Again reduced to LC Gatebox 21 Sep 1931. Closed completely 23 Apr 1961.

WARTLE - Telegraph introduced 31 Dec 1882. Had signals to protect LC and T operated GF for sidings.

WATERL00 — Was provided with needle type block instrument similar to those for double line working, for the single line to Kittybrewster (1916 Appendix). Was not interlocked. Appendix for 1908 states that trains must not pass Distant at danger. Converted to Telephone and Notice Board working and box closed 8 Feb 1966.

WEST CULTS — Station opened 1 Aug 1894 with signals to protect standing trains operated from GF on platform. Signals removed 22 Apr 1919.

WHITEHOUSE — T operated GF for sidings. Converted to halt for last down and first up trains 25 Jan 1932.

WOODSIDE - Box, signals and train instruments brought into use 1 Jul 1887. BTS to be removed by 8 am on 1 Jan 1908 (W/C 2281 of 27 Dec 1907) but still included in list in 1916 Appendix. Signal box closed 1 Apr 1912 (W/C 2503 of 29 Mar 1912) but later shown as reduced to NB suburban station (W/C 2665 of 7 May 1915). Block instruments switched out indefinitely 10 May 1915 but on 26 Jun 1916 reported as being taken out daily between 3.40 and 5.15 (am presumably). Up and down distants repositioned 4 Oct 1921. W/C 178 of 3 Jun 1926 states box closed 17 May 1926 but normal working resumed 16 Jul 1926 (W/C 184). Finally closed 26 Aug

1928 and Intermediate Block signals installed 31 Aug 1928 with Up Home controlled from Bucksburn, 779 yards, and Down Home controlled from Kittybrewster North, 1736 yards. Only Intermediate Block signals on the former GNSR.