

Great North of Scotland Railway Signal Boxes

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The Signal Box lists three different styles of box built by the Great North of Scotland Railway, plus a fourth to a Railway Signalling Company design. Study of photographs of boxes from the whole system confirms this basic classification but identifies sub-divisions for two of the types.

To summarise the classification in *The Signal Box*, the designs identified were :

Type 1 was a hipped roof design with STF (stone/brick to floor) and vertical boarding above.

Type 2 was a very much plainer design than the others. It had a gable roof and all wooden construction with horizontal boarding.

Type 3 was a hipped roof, all wooden construction box, again with horizontal boarding. There was more ornamentation on this box than on the type 2 design.

Railway Signalling Company hipped roof.

The Great North built at least 160 signal boxes, of which about 130 appear on known photographs. Fifteen of these do not fall in any definable category, but analysis of the remainder shows that types 2 and 3 in the above classification should each be split into two sub-types.

It has also been possible to date nearly all the boxes from the Weekly Circulars published by the GNSR, since a complete series of these has survived from 1887, mainly in the Scottish Record Office. Board of Trade Inspection Reports have provided correlation of these dates, together with some earlier opening dates. Cross referencing the designs to the building dates shows a chronological pattern to the introduction of the designs with only a few anomalies, for which explanations can only be surmised. Sometimes what is described as a 'new signal box' must have really meant refurbishing an old one but it is known that the Great North moved boxes around the system. There are five examples of type 1 which date from the time that type 2 boxes were being built in large numbers. Given that they have substantial stone bases, it is difficult to assume that they were moved from elsewhere, but no other explanation is obvious.

Most lines on the Great North were built before 1866. The Coast line from Portsoy to Elgin was opened between 1884 and 1886 and was therefore interlocked from the start. The main line was doubled from Dyce to Inveramsay in 1880 so must have been properly signalled from then. Most boxes on the rest of the system were built in the period from 1890, when interlocking was applied throughout the system in conformance with the Regulation of Railways Act, 1889, the Great North being among the last companies to fully comply with that legislation.

Much of the Great North system was single line. Because of the length of point rodding required at the loops, most had two signal boxes, a main one near one end of the loop which would also control the sidings and contained the block instruments, and a minor one at the other end. The Great North did not follow the Highland practice of placing block instruments in the booking office (the only exception being Grantown on Spey), with levers there to control slots in the starting signals. In most case, both boxes were of the same design but there are examples where different designs were used. Where the same design was used, standardisation was followed to extent of equipping a fireplace in the minor box, even though the signalman could only have been there for a few minutes each day!

The revised classification suggested is therefore as shown below. A complete list of the boxes in each type is appended.

Type 1 was the earliest design of Great North box and is illustrated by Kittybrewster South in *The Signal Box*. It had a substantial brick or granite base up to cabin floor level supporting a wooden superstructure - with either vertical or horizontal boarding. It is not known if the both arrangements of boarding are original or if one form is the result of rebuilding. The sides were fully glazed with six-pane windows in a two by three arrangement (some had nine panes arranged three by three) and the roof was hipped with overhanging eaves. While the two Kittybrewster cabins and that at Dyce were very high, all the others were of normal height. Dyce is the only example still in use.

As noted above, type 2 was a gable-roofed box of quite simple design. This type is subdivided based on the design of the roof. Type 2a, which is illustrated in *The Signal Box* by a drawing of Urquhart and by a photo of Elgin West (later Elgin Centre, and still standing although not used for signalling) was of wood construction from ground level, with four solid timber corner posts, horizontal boarding and six-pane windows in a 2 by 3 arrangement. There was full glazing on each end and a small but noticeable overhang on both the front and the sides. A brick chimney was provided. This design was first used in 1884 on the Coast line, which was interlocked from its opening, and examples continued to be built until 1888. In addition two late examples, Banff of 1900 and Spey Bay of 1912, are recorded. The design of Spey Bay fits in nicely with the original box of 1886, so it is likely that the so-called new box of 1912 was in fact the original box. The date for Banff is based on the introduction of interlocked signalling - one of several places about which the Board of Trade complained continuously.

Type 2b was very similar, again of timber construction, with the principal difference being that the roof finished almost flush with the sides. Most had windows on two-thirds of the ends only, although there are examples with completely glazed ends where the extra visibility was needed. This was the commonest design and can still in operational use at Huntly South although refurbishment has resulted in the loss of its original style. Several had toilets added at the top of the steps in later days. This design was installed between 1888 and 1901 at locations throughout the system, with a further example at Aberlour in 1910 (another transplant?).

The subdivision of type 3, which had a hipped roof, is based on the design of the wooden panelling.

Type 3a was in many ways a hipped-roof version of type 2a. Of all wood construction, it had horizontal boarding, with 6 pane windows which only covered part of the ends and again a sizeable overhang to the roof. Terracotta finials and ridge tiles made this an attractive design. The only surviving example is at Knockando, where it is preserved as part of the Tamdhu Distillery visitor centre.

Type 3b was a development of 3a, again wooden, with horizontal boarding, but the addition of some larger horizontal panels to give relief to an otherwise plain design. The roof had a large overhang and the windows 3 panes. Four examples are known, of which those at Inverurie (illustrated in *The Signal Box*) and Keith are still in service. Despite refurbishment both survivors are still sagging badly in the middle.

There were three locations with Railway Signalling Company hipped roof boxes. Two boxes were installed at Kennethmont, the South box later being moved to Craigellachie, where it was installed on the branch platform and is therefore referred to as Craigellachie Strathspey.

Among the 15 boxes which do not fall into the above classification, there are cases of the same design being used two or three times, but these are not worth designation as separate types. Of the one-off designs, that at Kintore was of all stone construction with cement rendering and no overhang to the roof and quite distinctive windows on part of the ends only. Nearby, Boat of Kintore crossing box was a small square one of all brick construction on a granite base with a low hipped roof.

A really strange affair was the box at Pitmedden, which guarded the level crossing gates there. This was of brick with eight sides and a form of hipped roof to match. Although there were windows on each side, only about half the total frontage was glazed. A booking office was included in the building, which must be a very early one, possibly because there were no other buildings at the station to accommodate the crossing keeper while on duty. The granite foundations still exist. There was another odd box of great antiquity at the north end of Maud which had some similarities to Pitmedden. It can be seen in the distance in a photograph taken in GNSR days and appears to have a fully glazed, wooden superstructure on a stone base. The base survives - with six sides!

Macduff had a wooden box with vertical boards and hipped roof. The windows consisted of four panes with no vertical divider and there was a small overhang to the roof. Lossiemouth was similar to 3a but had stone up to the window level at the front and to the roof level at the rear. There were no ridge tiles.

The minor boxes at Banchory (1903) and Torphins (1895) were small, all brick, hipped roof structures, with the gable end parallel to the track. The roof had a good overhang.

Another design which recurred, albeit at only three known locations, was that used for the minor boxes at Spey Bay, Buckie and Tochieneal. This was a small, square, four-sided roof box. Construction was stone to floor and then horizontal weather-boarding. The existence of the box at Tochieneal only recently came to light, and that at Buckie only appears in early George Washington Wilson photographs, but it is quite possible that this design was installed on the Coast line at other stations where two boxes were provided, such as Portknockie and Calcots. Subsequent photographic evidence confirms Portknockie was of this style. The minor box at Spey Bay (found in a garden at Clochan near Buckie) is currently at the KDRA yard in Dufftown but in very poor condition and unlikely to be used.

The box at Aberdeen North was a late installation which had large windows in a wooden superstructure and cement rendering to the base. It was shown as a type 3 in *The Signal Box*, but does not have enough of the characteristics of that type to be included.

A section of double track on the Buchan line was introduced just after the First World War between Parkhill and Elrick but no details of either box have come to light.

The LNER spent very little on the infrastructure of the ex-GNSR lines. Some signals were renewed as upper quadrants, but the only new signal box was that at Maud, to a North British type 8 design!

Operational Great North signal boxes survive at Dyce, Inverurie, Inch, Kennethmont, Huntly and Keith. Radio signalling was planned several years ago, and some equipment installed, but it was found to be unsuccessful and not introduced. All of the surviving boxes have been refurbished although in some cases much of the original character has been lost. Current plans for re-signalling (2015) will eventually lead to the elimination of all these signalboxes. Other boxes survive at Knockando, Pitcaple and Elgin (Centre), but only that at Knockando is readily accessible - the lever frame is still inside but its steps are missing. The box from Inverurie has been adapted as a summerhouse on a farm near Longside.

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Building Dates of Boxes

Names shown in *italics* refer to boxes whose type has been determined from opening date and the design of the adjacent box, in the absence of photographic evidence.

Type 1

1880 : Dyce S (Jct), Kinaldie

1882 : Inveramsay N, Inveramsay S, Port Elphinstone

1883 : Kittybrewster N, Kittybrewster S

1884 : Portsoy S, Tochieneal E, Rothes S

1886 : Buckie E

1891 : Crathes*

1894 : Dyce Buchan*

1898 : Cairnie, Glassaugh (or 84?)*

1903 : Banchory E*

Undated : Aberdeen Waterloo

* The boxes from 1891 onwards do not fit the chronological development, so may have been second hand.

Type 2a

1884 : Calcots E, Garmouth E, Lossie Jct, Urquhart

1886 : Buckpool, Cullen, Grange N, Inch N, *Insch S*, Portessie, Portknockie E, Spey Bay (or 1912?)

1887 : Glenbarry

1888 : Elgin E, Elgin C, Gartly N, *Gartly S*, Mintlaw W, Murtle, Oyne, Pitcaple

1900 : Banff*

1912 : Spey Bay (or 1886?)*

*Banff, and possibly Spey Bay, are out of chronological sequence, so could have been second hand.

Type 2b

1890 : Arnage North, Arnage South, Cults E, Huntly N, Huntly S, Longside E, Longside W, Newmachar N, Newmachar S, Peterhead, *Tillynaught N*, Tillynaught S, Udney N, Udney S

1891 : Brucklay, Strichen

1892 : Auchterless N, *Auchterless S*, Ballindalloch, Bucksburn*, Culter*, Lonmay, Lumphanan, Milltimber

1893 : Ballater, Knock

1894 : Carron, Dinnet W, Drummie E, Drummie W, Dufftown N, Dufftown S, Grantown, Logierie, Longmorn, Park W, Rathen, Rothienorman

by 1894 : Inverugie

1895 : Aboyne E, Aboyne W, Auchindachy S, *Auchindachy N*, Alford, *Auchnagatt N*, Auchnagatt S, Fyvie, King Edward, Oldmeldrum, Torphins W

1896 : Wardhouse

1897 : Coleburn

1898 : Newmill

1900 : Craigellachie N

1901 : Huntly Sta

1910 : Aberlour*

* Bucksburn and Culter had four pane windows (with the lower pair of panes twice the size of the upper pair. Aberlour and Culter had cement rendering below floor level instead of horizontal boarding.

Type 3a

1888 : Mintlaw W

1897 : Cruden Bay, Ellon S, Pitlurg, Boddam

1898 : Rothiemay S, Rothes N

1899 : Knockando, Park East, Drum

1900 : Turriff

1903 : Buckie Sta*

1907 : Cromdale (?)

*A drawing of Buckie box in the Scottish Record Office shows that it was moved from Huntly. However, photographic evidence shows that all three boxes at Huntly were type 2b, so where Buckie came from is not known.

Type 3b

1900 : Craigellachie S

1902 : Inverurie

1904 : Fraserburgh

1905 : Keith Jct

Railway Signalling Company Hipped Roof : *Kennethmont E*, Kennethmont W, Craigellachie (Strathspey).

North British Type 8 : Maud (LNER)

Unclassified : Aberdeen N (2), Boat of Kintore, Banchory W, Buckie W, Garmouth, Keith N, Kintore, Lossiemouth, Macduff, Maud N, Pitmedden, Spey Bay W, Tochieneal W, Torphins W, Towiemore.

Illustrations



Dyce South (Junction) is an example of one of the larger Type 1 boxes, having a low stone base and vertical boarding. The box once controlled the junction for the Buchan lines (running behind the structure) and is still in operational use although the lever frame has been replaced by a standard NX panel to control the new colour light signalling in the area (Douglas Hume)



Gartly (North) is an example of a Type 2a 'box and also controlled the adjacent level crossing as well as breaking the section between Kennethmont and Huntly. Following singling of the main line in the late 60s the 'box survived a further 3 years as a gate box until the crossing was automated in May 1973. (Graham Maxtone)



Carron is a Type 2b box, seen here in 1968 just after closure although a shunting pole still leans against the front wall. Note no overhang on the roof when compared to the previous photo of the Type 2a at Gartly. Porches were later additions to all GNoS 'boxes' (Forbes Alexander)



Type 3a is well illustrated by this view of **Knockando**, on the Speyside line. The box dates from the opening of the station in 1899, as part of the expansion of facilities to handle the whisky traffic. It was known as Dalbeallie until 1905. The photo was taken in November 1968, just after final closure of the line, by which time the terra-cotta finials had been damaged. (Forbes Alexander)



Keith Junction is a Type 3b box and still survives today. Having been refurbished since the photo was taken it still retains most of its original character although it still sags in the middle. The only other 3b example still in operational use is at Inverurie. (N. Forrest/GNSRA)



Four examples are known of this delightful design of minor box, seen here at **Spey Bay** in the mid 1960s. A four-sided roof and horizontal weatherboarding characterise the design. All four examples of this design were on the Coast Line from Portsoy to Elgin, which was opened between 1884 and 1886 and therefore signalled at that time. This particular structure was moved to a garden at Clochan near Buckie just before the Coast line closed. It now resides in the yard at Dufftown (KDRA) in poor condition. (M. Stephen)



Aberdeen Waterloo was an unusual Type 1 example in that it had no stone base. It only contained telephones and block instruments. The signals and points were controlled from the ground frame located between the signalbox and the fine example of a GNoS Stevens lower quadrant stop signal. The chimney is quite impressive. (N. Forrest)



Pitmedden, on the main line between Dyce and Inverurie guarded a level crossing at which a station was erected principally for the local laird. Tickets were available through the door under the lean-to. The only other buildings at the station were two open-fronted platform shelters. The installation of user operated barriers resulted in closure on the 11th of November 1973. (Graham Maxtone)



Boat of Kintore gate box controlled the small level crossing in the village of Kintore. Similar to Pitmedden it survived the singling of the main line in the late 1960s but was closed when auto half barriers were installed in November 1973. (N Forrest)



Kennethmont (North) is a Railway Signalling Company design. A similar structure was provided at Kennethmont South which was likely moved to Craigellachie where it was installed on the branch platform. Refurbishment in the early 2000's resulted in an extension to the 'box although the basic RSC design is still recognisable. (Graham Maxtone)



Macduff was of all wooden construction with vertical boards and a hipped roof. The windows consisted of four panes with no vertical divider and there was a small overhang to the roof. Lower quadrant signalling survived here until final closure in August 1961. (Douglas Hume)



Maud Junction was commissioned in July 1935 during the LNER period and was a North British Type 8 design. It replaced the North and South signal boxes. It was the last surviving signal box on the Buchan section when it closed on the 5th of March 1969. (Graham Maxtone)



Lossiemouth was similar to a Type 3a but had stone up to window level at the front and to roof level at the rear. As can be seen there were no ridge tiles. (N. Forrest)

The table below shows the all known dates of boxes, with their design type. At crossing places with two boxes, the minor box is denoted as NB (non block).

Aberdeen North	-	1891	
	-	1914	Horizontal boarding, rendered base and two pane windows. Hipped roof and wide eaves. LNER Con Sig p 183
Aberlour	2b	1910	Roughcast covered base at closure. 95/26
Aboyne East	2b	1895	LGRP 7257
Aboyne West (NB)	2b	1895	GNSRA BA6b, Aberdeenshire's Lost Rlys p9
Alford	2b	1895	LNER Con Sig, p181, NF 15/8, 217/24, GNT/DAP
Arnage North (NB)	2b	1890	JLS/DAP
Arnage South	2b	1890	JLS 25012/DAP
Auchindachy N	2b	1895	SRS
Auchindachy S (NB)	2b	1895	
Auchnagatt North (NB)	2b	1895	DAP
Auchnagatt South	2b	1895	NF 33/27
Auchterless North (NB)	2b	1892	PC (Thompson)
Auchterless South	2b	1892	
Avochie		1898	Built to accommodate doubling of the main line.
Ballater	2b	1893	JLS/DAP
Ballindalloch	2b	1892	113/19, 96/8
Banchory First			
Banchory East	1	1903	Horizontal boarding. Date out of sequence. 97/21
Banchory West (NB)	-	1903	GNSRA F1/39
Banff	2a	1900	Date out of sequence. LGRP 7242, JLS/DAP
Boat of Kintore (NB)	-		Granite base, brick superstructure, small windows. NF 289/16
Boddam	3a	1897	GNSRA/DAP/PC Jimmy Watson 'standard gable roof'
Brucklay	2b	1891	JLS 3651, MS/DAP
Buckie	3a	1903	GNS Mem 2 p9. Drawing in SRO shows moved from Huntly, but no suitable box existed at Huntly. NDM
Buckie East (GF)	1	1886	Granite base, vertical wooden boarding. NF 276/24, 276/25

Buckie West (NB)	-	1886	GWW cover and p32
Buckpool	2a	1886	Ellis 10265, DAP PC
Bucksburn	2b	1892	Four pane windows. NF57/28, GM/DAP
Cairnie	1	1898	Panelled wood between floor and windows, similar to type 3b. Date out of sequence. Was this Grange Sth Jct? KF, DG/DAP
Calcots East	2b	1884	KF (120 size), GC/DAP
Calcots West (NB)		1884	
Carron	2b	1894	95/33, DH, HMRS
Coleburn	2b	1897	Review No92 p281
Craigellachie Strathspey (NB)		1900	Signal Box p103 Could have been Kennethmont South; only difference is that this box had an additional set of windows below the main ones.
Craigellachie Nth (NB)	2b	1900	GNS Album p84
Craigellachie Sth	3b	1900	95/20, Lens, GNT/DAP
Crathes	1	1891	Vertical boarding. Date out of sequence. Lens
Cromdale	3a(?)	1907	Jimmy Watson 'hipped roof'
Cruden Bay	3a	1897	GNS Mem 2 p9
Cullen	2a	1886	Review No79 p365, GNSRA BC13a
Culter	2b	1892	Roughcasting to window level in NF photo. Four pane windows. NF234/31
Cults East (1st)			
Cults East (2nd)	2b	1890	Royal Deeside Line p49
Cults West			
Dinnet East (NB)		1894	
Dinnet West	2b	1894	NF33/18, DH
Drum	3a	1899	GNSRA BD5a
Drummuir East	2b	1894	NF253/31
Drummuir West (NB)	2b	1894	NF253/30
Dufftown North (NB)	2b	1894	KF, DG/DAP, FA
Dufftown South	2b	1894	95/19, SRS, DG/DAP, FA

Dyce Buchan	1	1894	Vertical boards. Date out of sequence. NF125/11
Dyce Jct (South)	1	1880	Brick substructure between granite base and wooden superstructure. Horizontal boarding. KF, DH
Dyce North		1880	
Elgin East	2a	1888	KF, MS/DAP
Elgin West (Centre)	2a	1888	156/25
Ellon North (1st)		1891	
Ellon North (2nd)		1897	
Ellon South (1st)		1891	
Ellon South (2nd)	3a	1897	NF202/6
Elrick		1920	
Esslemont		1919	
Findochty		1886	
Fraserburgh (1st)		1894	
Fraserburgh (2nd)	3b	1904	GNS Album p91, JLS/DAP
Fyvie	2b	1895	Review no.95 cover. DAP
Garmouth East	2a	1884	GNS Mem 1 p14
Garmouth West (NB)		1884	Overhang to roof but full sides. Lens
Gartly North	2a	1888	GN Memories. Steps altered. KF, NF/DAP
Gartly South	2a	1888	
Glassaugh (1st)		1884	
Glassaugh (2nd)	1	1898	Was this really a new box - date out of sequence. GNS Mem1 p14
Glenbarry	2a	1887	NF254/12, G. Maxtone Colln.
Grange North	2a	1886	NF254/9, DG/DAP, NDM
Grange South		1886	
Grange Station	2a	1898	GNSRA/DAP/J. Emslie Collection
Grantown on Spey	2b	1894	96/19
Holburn St		1894	Part of Station Building?

Huntly North	2b	1890	GNS Mem 1 p13
Huntly South	2b	1890	Review No28 p143, 171/18, 171/19
Huntly Station	2b	1901	NF 303/1, NDM
Insch North	2a	1886	North end not fully glazed. Review No36 cover, 155/24, NF/DAP
Insch South	2a	1886	
Inveramsay North	1	1882	LOS
Inveramsay South	1	1882	NF187/3
Inverugie	2b		108/1
Inverurie (New)	3b	1902	LNER Con Sig p182, Signal Box p187
Inverurie Loco sdgs		1898	
Inverurie Old		1882	
Keith Ground Sig Cab			
Keith Junction	3b	1905	RK 3/5, NF/DAP
Keith North (NB)	-		Also known as Kynoch's Mill. Flat roofed hut on Glen Line platform. SRS
Keith South		1884	
Kemnay		1901	Part of Station Building.
Kennethmont East		1888	
Kennethmont West	-	1888	85/16, GM/DAP
Kinaldie	1	1880	NF112/30, DAP
King Edward	2b	1895	Review no.95 p329/DAP- W.M.D. Emslie
Kintore	-		GNS Memories 2 p36, SRS. Stone construction/cement render, small overhang, round-topped windows on part of side.
Kittybrewster North	1	1883	Granite base, vertical boarding. 79/23
Kittybrewster South	1	1883	Vertical boarding. 79/19, 106/29
Knock	2b	1893	KF copy
Knockando	3a	1899	95/38
Logierieve	2b	1894	NF33/25
Longmorn	2b	1894	Review No.97 p380. NF238/30

Longside East	2b	1890	NF202/15, GM/DAP
Longside West (NB)	2b	1890	
Lonmay	2b	1892	JLS/DAP
Lossie Jct	2a	1884	NF181/37, MS/DAP
Lossiemouth		1896	LNER Con Sig p183 Little overhang, stone construction, 3 pane windows. NF/DAP
Lumphanan	2b	1892	J Cook
Macduff	-		Scottish Rlys in Heyday of Steam p59, Review No 45 cover, No 91 p236. Wooden construction, vertical boarding, small overhang, 4 pane windows with no vertical division, JLS/DAP
Maud LNER	NB 8	1935	KF, GM/DAP
Maud North	-		GNSRA F1/40, base on 170/7, 170/8, DAP/Murdoch
Maud South			Frame replaced in 1892, DAP/Murdoch
Mill O'Wood			qv W/C1160
Milltimber	2b	1892	LOS
Mintlaw West	2a	1888	NF182/11, GM/DAP
Mintlaw East (NB)	3a	1888	GNS Album p92, NF182/13, Aberdeenshire's Lost Rlys. p37
Murtle	2a	1888	"Subbies" p15
Newmachar North	2b	1890	NF33/19
Newmachar South (NB)	2b	1890	JLS25005/DAP
Newmill	2b	1898	GNSRA BK1v, GNSRA/DAP
Oldmeldrum	2b	1895	LGRP7602, NF15/20, GNT/DAP
Oyne	2a	1888	GWW p38, NF/DAP, SR
Park (1st)			Extant in 1888 - for LC ??
Park East Frame		1894	
Park East	3a	1899	GNS Memories 2 p39, Review No.90 p24
Park West	2b	1894	KF
Parkhill		1920	
Peterhead (1st)		by1883	
Peterhead (2nd)	2b	1890	Review No61 p21, NF165/36

Pitcaple	2a	1888	KF85/13
Pitlurg	3a	1897	Jimmy Watson 'traditional box'
Pitmedden	-		GNS Album p83, Review No62 p40, GM/DAP
Port Elphinstone	1	1882?	Low base. SRS
Portessie	2a	1886	NF202/22
Portgordon		1886	
Portknockie East	2a	1886	Rebuilt after fire in 1893. Rebuilt after fire in 1893. NF239/21
Portknockie West (NB)		1886	Same style as Buckie West, Spey Bay West & Tochieneal West
Portsoy North (NB)	1	1884	GNSRA/DAP/Postcard
Portsoy South	1	1884	Horizontal boarding. NF239/29, KF
Rathen	2b	1894	Scottish Branch Line Steam p44, 218/31
Rothies North (1st)		1884	
Rothies North (2nd)	3a	1898	Wooden base. LGRP7384, SRS
Rothies South	1	1884	Not exactly type 1 - stone to roof. SRS
Rothiemay North		1890	
Rothiemay South	3a	1890?	Review No90 p247. Likely 1898 box, replacing 1890 box.
Rothienorman	2b	1894	GNS Mem 2 p4
Ruthrieston			Closed 1894
Spey Bay	2a	1912	KF88/3. Was this actually 1886 box?
Spey Bay East		1886	
Spey Bay West (NB)	-	1886	At west end of up platform. J. L. Stevenson CP826, MS/DAP
Strichen	2b	1891	107/12, GM/DAP
Tillyfourie East (NB)	2a	1883	TT/PC
Tillyfourie West		1883	
Tillynaught North (NB)	2b	1890	
Tillynaught South	2b	1890	Full windows at both ends. 87/7, NF239/33
Tochieneal East	1	1884	Horizontal boarding. 87/24
Tochieneal West (NB)		1886	Same style as Spey Bay West, Buckie West & Portknockie West

Torphins East (NB)	-	1883	38/22, NDM
Torphins West (1st)		1883	
Torphins West (2nd)	2b	1895	38/19
Towiemore	-	1893	Vertical board, all wood building with one pane on the Keith end and door in other.
Turriff (1st)		by1888	Pointsman's box
Turriff (2nd)	3a	1900	Set well back from line NF16/3, GNT/DAP
Udny North (NB)	2b	1890	GNSRA F2/19, H Stevenson, JLS 25007/DAP
Udny South	2b	1890	JLS 25006/DAP
Urquhart	2a	1884	Plan in Signal Box p187
Wardhouse	2b	1896	GNS Mem 1 p12, JLS/DAP
Waterloo	1		NF39/7, SRS. Floor at ground level, horizontal boarding.
Woodside		1887	Part of Station Building?

SOURCES

DAP	GNSRA Digital Archive Project
DH	D. Hume
GW	George Washington Wilson
JLS	J. L. Stevenson
KF	K. Fenwick
LGRP	Locomotive & General Railway Photographs
LOS	Lens of Sutton
NDM	N. D. Mundy
NF	N. Forrest
SRS	Signalling Record Society
SR	S. Rankin
TT	Transport Treasury