ROAD

For the many planned roads in Kilmarnock see their individual entries. Dates are, though, Glencairn Streets and Titchfield Street, 1765 - King Street, 1803/04, following closely by Portland Street and Wellington Street - Duke Street, 1859 - John Finnie Street, 1864.

BRITISH ROAD SERVICES, Annandale Depot (Landward in 1952)

ACC Planning, A4734 — May 1952. Electricity Supply.

BUS STATION [1], Portland Street

Hume — Built 1923. Possibly the oldest surviving purpose-built bus station in Scotland. A large steel-roofed single storey building, with a red sandstone Renaissance frontage with offices on the first floor. There are four bus platforms.

Master of Works 1787 — 1922, **James Hay & Steel**, Kilmarnock, architects.

BI 34/404 November 1923 — James Hay & Steel, Kilmarnock, for Scottish General Transport Co. Sketch and description.

BUS STATION [2]

KTC, TPC 27.10.1971 — Thomas C Stewart appointed Q.S., and H.L. Waterman & Partners appointed structural engineers.

KTC, DOG 28.8.1972 — Plan 1141, bus station, toilets, &c., for Kilmarnock Town Council.; £89,000.

KTC, TPC 30.8.1972 — Plans of **Percy Johnson-Marshall & Associates**.

KTC, Town Council 13.6.1973 — Contract let to Mears Construction, Prestwick, at £181, 872.

KS , F 4.10.1974, 12bcd — Kilmarnock TC told it will be in use by 10.11.1974.

GH, 28.10.1974 — Opened October 1974

Supp VR 1974-75 — Occupied 26.1.1975.

nr — 1995 revamp. Elder & Cannon, Glasgow. See AJ 16.5.1996, 36-37.

RCAHMS photocopy, dated December 1995

Elder & Cannon. PHOTOCOPY herewith.

BUTTERMARKET BRIDGE

KS 28.6.1884 [780] — Gleaning from Edinburgh Advertiser, 1780. Sat last, 5.8., the keystone was put in place on new Buttermarket/Slaughterhouse bridge.

KH, 26.12.1929 — Market Bridge, covering river, c.1930. Matthew Muir & Co.

DOUGLAS STREET IRON BRIDGE

AA, Th 7.8.1884 — Grant Ritchie & Co., builders.

FLESH MARKET BRIDGE

KS, 14.2.1920 — Called ‘recently built’ in 1770.

KS, F 15.2.1974, 43ef — Has now been demolished. It was of 1770. Kilmarnock TC minutes of 13.3.1770 report that ‘upon petition presented by the contributors for a bridge at David McKean’s steps, the Council agreed to give £10 Stg toward the building of the said bridge’.

GREEN STREET BRIDGES

KS, 14.2.1920 — Thomas Smellie gives date of either 1753 or 1759.

AA, Th 13.2.1806, 1d — Contractors wanted to repair and widen Riccarton Bridge and Kilmarnock Green Bridge.

AA, Th 27.10.1881 — The offer of Messrs Boyd & Forrest to erect the bridge in connection with the projected new street between Green Street and Clark Street was accepted.

KS, 14.1.1882 — Work began this week.
AA, Th 26.10.1882 — The street opened Saturday last - see STURROCK STREET.

GREEN STREET – STURROCK STREET [TOWN CENTRE DISTRIBUTOR ROAD]
KTC, S&WC 30.1.1973 — Phase I let to R J McLeod (Construction) Ltd., Glasgow, at £241,746.
KTC, S&WC 27.11.1973 — Phase II. To negotiate a contract with McLeods.
KS, F 4.10.1974, 12bcd — KTC told that Sturrock Street Bridge will be ready by April 1975
Plaque — Opened 10 May 1975. **Jamieson Mackay & Partners**, Consultant Engineers.

PHASE III [South from Baptist Church]
SRC, H&T Cttee, 26.5.1977, 698-699 — CPO, including properties at 166-184 Titchfield Street.
SRC, H&T (T) 25.5.1983, 640 — Let to Clachan Excavation & Construction Ltd., Paisley, at £210,105.

KILMARNOCK AND HURLFORD BY-PASS
ACC, Roads Cttee 3.4.1950 — Ministry of Transport drawings showing proposed line of Kilmarnock By-pass and road from Bellfield via Haining Mains to Crossroads were submitted and approved. [They sound like the lines ultimately built]
ACC, Roads 5.7.1954 — Stranraer - Glasgow Trunk Road (Kilmarnock Eastern By-pass) Order, 1954, came into effect 29 June 1954.
AP, W 12.6.2019, 38 — Fifty Years Ago, 1969. Engineers reporting to ACC on benefits of by-pass. I.W. Smith and P.Iley.
AA, Th 2.7.1970, 6e — The contract has been awarded to Whatlings Ltd. £4.25m. Includes 7.3 miles of dual carriageway and the 1.7 mile Hurlford Spur. There are 22 beidges. Due to take 27 months. Designed by County Surveyor.
nr — Opened 2.2.1973.
Sc.Mag., n.s., vol.99, no.1, April 1973, 90 — The 7¾ mile long Kilmarnock By-pass referred to as "recently opened."
KTC, S&WC 29.5.1973 — The Kilmarnock and Hurlford By-pass is now open. New road numbers came into effect 16th May 1973.

LADY HARRIET BENTINCK BRIDGE
AA, Th 15.7.1880 — The new bridge opened Wednesday in Kilmarnock between Dean Street and Townholm. Messrs Andrew Barclay & Sons were the contractors.

RICCARTON NEW BRIDGE
List 12 — 1839. 3 span bridge with segmental arches and channelled voussoirs. Semi-circular cutwaters with conical heads dying into plain pilaster strips which flank each arch. Roll mould soanning the bridge above arches with parapet and moulding cornice above. North west side of bridge modern due to oad widening. Ref: Dick Institute, History of Riccarton, 1924. CS.
AA, Th 30.7.1835 — Contractors - Bridge over Irvine at Riccarton.
2SA, Riccarton, [1839] — Opened Whitsun last.

TOLL HOUSE
Dick Folder 130 — Shown in photo. Looks 1830s, and stated to be still standing c.1904.

RICCARTON OLD BRIDGE
List 74 — Datestone, 1723. 3-span bridge with segmental arches and depressed stone arch rings, central arch wider. Sqaured rubble spandrels and triangular cutwaters. Parapet with chamfered coping. Ref: Hume, 60. B

Hume	C18. A three span segmental arched bridge, with dressed stone arch rings, rubble spandrels and triangular cutwaters. The central span is larger than the other two.
Annals of the Glenfield Ramblers, II, 1898, 79	Date given as 1726.
AA, Th 13.2.1806, 1d	Contractors wanted to repair and widen Riccarton Bridge and Kilmarnock Green Bridge.
AA, Th 16.6.1808, 4b	Contractors wanted to widen and level Ayr to Kilmarnock turnpike road between Riccarton Bridge and village of Riccarton; also to raise that part between Nethertonholm Turnpike Gate and Mr Miln's Brewhouse. Details, i/alia, Thomas Gilmore, road surveyor, Kilmarnock.

ST MARNOCK STREET BRIDGE

AO, Tu 8.10.1833, 4d	On Saturday last the Improvement Trustees agreed to build a bridge over the Marnock at the Relief Church. Preparatory work has already begun.
AA, Th 22.5.1834	Bridge completed 10.5.1834.

TOLLHOUSE, BRAEHEADBURN

AA, Th 27.6.1805, 4c	Contractors wanted for tollhouses at Braeheadburn, and near Townhead Bridge.
AA, Th 23.4.1807, 4c	Contractors wanted for toll houses: one near Gallowknowe, on the Kilmarnock to Floak road, and one at Braehead Burn, on the Kilmarnock to Cumnock road.

TOLLHOUSE, near GALLOWKNOWE

AA, Th 23.4.1807, 4c	Contractors wanted for toll houses: one near Gallowknowe, on the Kilmarnock to Floak road, and one at Braehead Burn, on the Kilmarnock to Cumnock road.

TOLLHOUSE, near TOWNHEAD BRIDGE

AA, Th 27.6.1805, 4c	Contractors wanted for tollhouses at Braeheadburn, and near Townhead Bridge.

VICTORIA BRIDGE, Queens Drive

AA, Th 7.2.1889	Mr Tuit, whose plans for the bridge had been accepted, has been appointed engineer to the undertaking.
KS, 16.2.1889	Design: J E Tuit, CE. Contractors: Somervail & Co., Dalmuir Ironworks.
AA, Th 19.9.1889	Opened (with Queens Drive). Tuit is 'of Forth Bridge Works', Somervell [sic] & Co contractors for steelwork, Boyd & Forrest for masonwork.
KTC, S&WC 28.12.1971 [1889]	Documents relative to opening on 14.9.1889 found during reconstruction work and given to Dick Institute.
KTC, S&WC 8.9.1971	Contract for reconstruction of Queens Drive awarded to Whatlings Ltd., at £207,206.
Dick Folder 130	1972 reconstruction. Donald M Miller, engineer.
KTC, S&WC 30.5.1972	To be submitted to 1972 Civic Trust Awards.
KTC, S&WC 26.9.1972	Queens Drive will open to traffic on Sunday 1st.

WEST NETHERON STREET BRIDGE

AA, Th 19.7.1875	Iron bridge, West Netherton Street, put up last Friday. Allan Andrews & Co., Britannia Works, Kilmarnock.

WESTERN S.M.T. DEPOT

KTC, TPC 30.3.1960 — Letter from British Transport Commission showing site for proposed new depot for Western SMT, at Samson Avenue/New Mill Road.

TRAMWAYS

KILMARNOCK BURGH TRAMWAYS

E, 22.6.1906, 634c — Dick, Kerr & Co Ltd have been awarded contract for 275 kW steam generator

RAIL

DATES

McKay — To Glasgow via Dalry 1843; to Troon via Portland's tranway 1843+. to Dumfries and Carlisle, 1850, and to Glasgow via Barrhead, 1873.

CROFTHEAD & KILMARNOCK EXTENSION RAILWAY

EG, 7867, Tu 14.7.1868, 887ab — Refers to Crofthead & Kilmarnock Extension Railway Act 1865, Crofthead & Kilmarnock Extension Railway (Deviations) Act 1866, and Railways (Extension of Time) Act 1868. Time to acquire land and to complete line (except those abandoned as a result of the 1866 Act) extended by two years to 29th June 1870 and 29th June 1872 respectively.

EG, Tu 9.3.1869, 296b — Refers to Crofthead & Kilmarnock Extension Railway Act 1865, Crofthead & Kilmarnock Extension Railway (Deviations) Act 1866, and Railways (Extension of Time) Act 1868. Time to acquire land and to complete line (except those abandoned as a result of the 1866 Act) extended by two years to 29th June 1870 and 29th June 1872 respectively.

EG, Tu 20.7.1869, 887a — Royal Assent. An Act for Improving and Completing a Direct Line of Railway Communication between Glasgow and Kilmarnock via Crofthead, and for vesting the same in the Caledonian and G&SW Railway Companies ; and for abandoning the Kilmarnock Direct Railway ; and for other purposes.

DUKE'S TRAMWAY

For J Kelso Hunter on the Duke's tramway see Sier, 13-15.

GLASGOW, KILMARNOCK & ARDROSSAN RAILWAY

EG 5482, Tu 11.11.1845, 521c523a — Bill. From Crofthead (Neilston) to Kilmarnock, with a branch from Lugton to Dubbs; a branch from Fergushill to Irvine, and a branch to Perceton Colliery

GOODS' YARD — [St MARNOCK'S GOODS YARD]

AA, Th 24.8.1893 — The new Mineral Port of the GSWR at South Hamilton Street will be opened 1.9.1893. Contractors; Messrs Symington & Sons, Coatbridge, who are also building the railway between Newmilns and Darvel.

KILMARNOCK & AYR DIRECT RAILWAY

EG 5482, Tu 11.11.1845, 520b521a — Bill. Proposed, also branch to Loudounhill

LOCOMOTIVE SHEDS

KS, 29.1.1881 — Contractors wanted for Waggon Shed, &c., for GSWR. Plans: GSWR Engineers.

KILMARNOCK STATION [1]

AA, Th 25.8.1842 — Contractors - Station House, &c., for Glasgow & Ayrshire railway Co.

KJ, 6.4.1843 (Kilmarnock Cuttings, p.24) — Account of opening, 1843, and details of line to Dalry.

KILMARNOCK STATION [2]

List 61 — Hugh Maclure, 1850. 3 storey, 3 bay house with vermiculated rustication to basement, coursers above with ashlar dressings and rusticated quoins. Shallow advanced central bay with entrance at ground. All windows with plain architraves, those to the 1st floor with bracketed cornices and apron panels. Late C19 triple light, mullon and transom window in 1st floor left bay, cornice and blocking course. Piended slate roof. Note: 1st railway opened 1843. Refs: RHP 16965, unsigned; RHP 16914, proposals, 1850, signed by Hugh Maclure. CS.

AA, Th 12.4.1855 — Contractors - Workshops at Kilmarnock, for GSWR. McLure, architect, Princes Square, Glasgow.

KILMARNOCK STATION [3]

List 62 — [Missing]

List 63 [SUBWAY] — c.1878. 2-storey castellated entrance, set into embankment with 2-bay, single storey wing to left. Droved ashlar with chamfered reveals. Paired entrances with 4-centred arched heads and hoodmoulds. 3 narrow lights in 1st floor with haunched heads. Heavily corbelled, castellated parapet. 2 left bays with quared hoodmoulds to windows and castellated parapet. Ref: Hume, 60. CS.

Hume — Opened 1843 by the GPKAR and rebuilt in 1878. A 6-platform through and terminal station, with 2 bay platforms at the north end, and one at the south end. The main station building is on the down side, and is a two storey red sandstone structure, with a tower, with a 20-bay glazed awning supported on cast iron columns. The island platform (up side) had, until recently, a wooden shelter and awning. Incorporated in the downside building is the original 3 storey 3 by 2 bay cream sandstone station building.

ASH, Sa 21.6.1873, 5b — Changes at station, in connection with new line via Stewarton, and its connection to existing line - “a whole net of [sidings] is being made beyond the station, and in the Hill Street way. Mr Finlay’s biscuit factory has been removed, and a railway laid in its place, and sheds in process of erection. The old Manse has also been removed, its site is now occupied by an enormous water tank and lines of fail. An additional railway is in process of making between George Street, Hill Street and Garden Street. To do this one of the arches has been opened, the level altered, and strong walls put up. Hence passengers will be able to go straight on to Garden Street and Portland Street, or go up Hill Street as they prefer. A sunk passage or pathway is being made for the convenience of railway passengers when they land, whereby they will be able to go to [John] Finnie Street or elsewhere without going round by either of the two ways mentioned. The station itself has undergone considerable alteration and will apparently undergo more ... By the new arrangement a pretty long loop of the old line is cut off, and passengers are now landed to the east of the present station. Four lines of rail have been laid there, two of which are for the main line of the GSW Co., and

two for the joint line. Apparently a pretty large platform will be close to these for the landing and departure of passengers".

ASH, Sa 28.6.1873, 5a — First passenger trains on direct line ran last Thursday.

ASH, Sa 5.9.1874, 5c — Railway Company have agreed to continue the subway to John Finnie Street, with a booking office adjoining at street level.

AA, Th 25.2.1875 — Contractors - Booking office, Langlands Street, and extension of subway, for GSWR.

KS, Th 4.8.1877 — Article. Typescript transcript thereof in Dick Folder 132.

ASH, Sa 18.8.1877, 5d — After a delay somewhat protracted and tantalising, the alterations and improvements on this station have been completed. Taking the station all in all, it may be regarded as one of the best on the South-Western system. The most objectionable part of the whole is the steep pathway up which passengers to the Coast and Glasgow have to climb before they reach the booking office. We would be afraid to say what gradient it is lest we should be thought to exaggerate. But that it is heavy enough may be gathered from the red faces and asthmatic puffings of those who come up, specially if they have been in a hurry. Another objection found by the Kilmarnock folks is the subway and consequent difficulty experienced by travellers in finding the passage to the ticket office. The original intention of the engineer was, we believe, to have only one access - that referred to - and one booking office - that on the platform. At the request of the Town Council of Kilmarnock, and on strong representations made to them, the present subway leading from the station brae to Hill Street was made. That it caused additional expense may be gathered from the fact that it was made after a large portion of the work was done. At the entrance to this way the booking office for the south, and by the Joint Line, has been placed. This at first caused considerable inconvenience, and even yet the grumbling has not ceased. The new station may be regarded as a long quadrangular erection, with a rise from the old station to the top of the embankment, and ending in a clock tower. The old station fronting the brae has been converted into offices for the goods and goods inquiry department, and for the plant superintendent, and dwelling-house for the station-master. The rear of old building was entirely removed. Along the ascent are dwelling houses for several of the company's servants; a dining-hall for the refreshment rooms, a kitchen and a cellar for the same. These have not yet been used. The parcels office and stationmaster's room enter from the level, and so does the lobby to the booking office. This latter room is large and spacious, and could easily accommodate a score of ticket pigeon holes instead of the four now there. The platform itself forms a fine promenade. It is about 140 yards long from end to end, and has a dock for passenger trains at each end. The roof is of iron and glass, which gave it a light graceful appearance. The pillars and beams have been elegantly painted, and have at the top and ends a monogram of the company - G & S W R. Along the whole length from the booking office northwards are the refreshment rooms, waiting rooms of both classes, telegraph office, inspectors', guards' and porters' rooms, with warming pan store and furnace. The first-class waiting-rooms, specially the one for ladies, are very handsomely furnished and painted. Each waiting room has a lavatory, W.C., and other conveniences. A large bookstall is on the platform. The east or other platform is neither so large nor so well supplied with accommodation. There are two waiting rooms, refreshment rooms, rooms for the porters, and other conveniences for passengers. The Joint Line and all south trains start from this. A peculiarity of this platform is the roof, which literally hangs on thirteen pillars made of Indian teak, and whose foundations

are some four or five feet deep, and of concrete. You can get from the one platform to the other by stairs to the subway - and this is one of the standing grievances with many. Besides these enlargements and alterations of the station proper, the company acquired property and ground in West Langlands Street. This latter has been utilised for sidings and the erection of a goods shed. This is about 100 yards long and 23 yards broad, and has five eyes on each side, where carts may be loaded or unloaded. The outwards goods' clerks are here. Farther along the line they have made considerable additions to the sidings and to the works, so as to lessen the pressure formerly on the station room. Besides these the company have built engine sheds at Hurlford, and all are removed thither. The old shed is now used for carriage repairing purposes. The traffic at this station has largely increased within these five years past, and necessity was laid on the company to do something to meet the development. The station, through which run four lines of rails, two for passengers and two for minerals, is protected by two main and several intermediate signal cabins. The system is the permissive block from Kilmarnock to Hurlford - a system rendered necessary by the requirements of the traffic. The south cabin has twenty levers with a lock and frame. The north cabin which, till lately, was the largest in Scotland, has no fewer than 70 levers, and requires two men to work it, besides a girl to work the telegraph, and for which there are six bells, and four of which are called speaking instruments. This cabin commands not only the main line, but the Troon branch and the Joint Line, and somewhere about 230 trains pass it during 24 hours. Between these two are intermediate signal boxes and other signals, and the telegraph has direct communication on the Glasgow, Dalry, Troon, Newmilns, Lugton on the Joint Line, and New Cumnock. Beyond this cabin are other two signal boxes to watch the traffic from the North, so that, insofar as preparations and care are concerned, the station may be said to be completely free from any danger as to collision. A large amount of money has been spent at and on this station; but we suppose the directors expect they will be recouped for all they have laid out. The connection with the Midland and the trains coming from it have added considerably to the general traffic, and doubtless the officials find that good accommodation and careful attention to the wants of traders and the public pay.

KH, F 29.1.1892, 2g — A new Booking Office is to be built at the Hill Street end of the subway.

LOCOMOTIVE RUNNING

E, 26.4.1946, 374-375 — O S Nock, on a run from Glasgow via Kilmarnock to Leeds, with Jubilee 5565 Victoria. See ref.

E, 20.12.1946, 558ac — O S Nock, on a sleeper from St Enoch to Euston via the GSWR line, on 6224 Princess Alexandra.

STATIONMASTER

n.r. — no dates. Baird L N KIRK, b 1829, d 1891.

AA, Th 23.3.1922, 6c — 2 Oct 1906 - 1922, Robert JARDINE. Has been transferred to Ayr.

AA, Th 23.3.1922, 6c — Appointed. E.M. BARBOUR. (1899 Kilkerran - 1901 Crosshouse - 1904 Thornhill - 1907 Bridge of Weir - 1913 Auchinleck - 1916 Hurlford.)

AP, F 3.8.1962, 13a — Appointed. William MCDAVID, currently stationmaster, Dumfries.

KILMARNOCK VIADUCT

List 84 — 1848. 23-arch railway viaduct. Squared rubble with ashlar dressings and parapet. Segmental arches rise from moulded band course. Wider

span to Portland Street with raised, rusticated flanking piers, and polished quoins. Arches to the west of Portland Street of diminishing span and with shallow pointed heads. Note: built by GPKAR. Ref: Hume. B.

Hume — Opened 1848 by the GPKA. A 23-span viaduct with dressed stone arch rings and pier quoins, the remainder of the masonry being coursed rubble. The fifth arch from the north is a wide elliptical arch, spanning a main road, the others being smaller and segmental.

KJ, 8.4.1847 — The Cumnock line 'making good progress under the able management of Messrs King and Sands. The bridge over the Kilmarnock Water is something advanced. The pier in the middle of the stream - a solid and substantial structure - is so far up that it is safe from all contigencies arising from floods.

KJ, 15.4.1847 — Engineer - Robson??

AA, Th 6.4.1848 — Keystone of arch over Portland Street laid last week.

RAILWAY WORKS

Hume — 422384. Built from 1855 for the GSWR. The fragmentary remains of a once large complex conisting of a 2 bay waggon works, and a 2 storey office block with a clock tower.

Wear, 329 — "Designed in 1855 by **H H McClure** of Glasgow, it was opened the following year and the first locomotive, also the first to be constructed in Kilmarnock, was turned out in 1857."

KWP 8.5.1858; 15.5.1858 — Article. Opened in c.1856.

BA, 18.2.1881 — Contracts open - waggon shop, smithy and boiler house, stalk, &c. GSWR Engineers, St Enoch's.

Railway magazine, vol.32, January 1913, 25-31, J F Gairns, "The Kilmarnock Works of the Glasgow and South Western Railway"

Begun in 1858. Presently employs about 1000, with another 270 employed at the waggon works at Barassie. The chief offices are "in a somewhat antiquated building near the Erection Shed C, the structure suggesting an attempt at mediaeval architecture in grey stone."

KS, 15.7.1983 [c.1927] — Photo, pre 1927. Copy herewith. Also aerial view from Dick Folder 132.

KTC, 8.5.1959 — Reference to decision to close by British Transport Commission.

CANALS

Lindsay — As the carpet industry expanded in Kilmarnock, the need for better transport made itself felt; and in 1797 proposals were advanced for a new harbour at the 'point of Troon', and for a canal from there to the western outskirts of Kilmarnock by way of Hillhouse, Auchans and Fairlie, with a branch from Fairlie along the south bank of the Irvine to Caprington and Riccarton Bridge. No immediate action was taken, however; and in 1806 the Marquis of Titchfield, who owned land at both ends of the route, declared his preference for a railway. In a letter to the Earl of Eglinton he wrote: 'This preference has arisen from the consideration that the adoption of it will be attended with much less prejudice to the land through which it may pass, and that, as it can be completed at much less expense than a canal, it will eventually allow the business of the country to be done on much cheaper terms'. The railway which followed a more northerly course than that which had been chosen for the canal was authorized in 1808, and opened in 1812. Refs: Glasgow Courier, 21.9.1797 - NSA - Aiton, 561 - C F Dendy

Marshall, A History of British Railways Down to the year 1830, 1938, 131-133.

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