

= Glasgow , Paisley , Kilmarnock and Ayr Railway =

The Glasgow , Paisley , Kilmarnock and Ayr Railway ( GPK & AR ) was a railway in Scotland that provided train services between Glasgow , Kilmarnock and Ayr . It opened its first line , between Glasgow and Ayr in 1839 - 1840 . The section between Glasgow and Paisley was made jointly with the Glasgow , Paisley and Greenock Railway . Later it built a line from Dalry via Kilmarnock to Cumnock , linking there with the Glasgow , Dumfries and Carlisle Railway , and together forming a through route from Glasgow to Carlisle . The two companies merged to form the Glasgow and South Western Railway .

The original main line from Glasgow to Ayr , and the line from Kilmarnock to Carlisle , are in use today , although many intermediate stations and branch lines have closed .

= = History = =

= = = Earliest lines = = =

Coal and other minerals were extracted in the west of Scotland from medieval times ; getting the heavy product to market was always a challenge , and this encouraged the development of tracked systems ; the earliest plateways in the vicinity of Ayr date from ? at the latest ? 1775 .

In 1812 the Kilmarnock and Troon Railway opened , also a horse @-@ operated plateway , constructed to carry coal from the Kilmarnock area to the harbour at Troon , for onward conveyance by coastal shipping ; it was the first railway in Scotland to have an authorising Act of Parliament .

In the late 1820s , several further mineral railways were constructed in the west of Scotland : the Monkland and Kirkintilloch Railway , opened in 1826 , proved a remarkable success in carrying coal from the collieries near Airdrie and was quickly followed by the Ballochney Railway . These " coal railways " used horse traction ( mostly ) and short cast iron rails on stone block sleepers . The key technical advance was that they used " edge rails " : the guidance was provided by flanges on the wheels of the wagons . These lines showed the way forward .

In 1831 the Ardrossan Railway opened ; it too was a horse @-@ operated line using stone block sleepers , but passenger operation was a major part of its objective . It was conceived as a means of developing Ardrossan Harbour as the sea port for Glasgow . However the promoters were unable to raise sufficient money to build the whole of their line ; moreover recent improvements to the navigability of the River Clyde enabled sea @-@ going ships to reach the City . Accordingly , the line was truncated , and only reached a terminal at Kilwinning and collieries east of that town . Nonetheless it was a considerable commercial success , carrying passengers and in enabling coal , particularly from the pits belonging to the Earl of Eglinton to be exported at Ardrossan , and it further emphasised the viability of railways .

The Liverpool and Manchester Railway had opened the previous year , and proved a remarkable success in abstracting traffic from the parallel canal , and indicated that longer distances , not merely feeders to a harbour or from a colliery , could be dealt with , and everywhere business people were considering where a railway might advantageously be built next . When the Grand Junction Railway was authorised in 1833 , it was possible to consider that railways might one day link central Scotland and the south of England .

= = = Glasgow to Ayr and Kilmarnock = = =

By 1835 the idea of building a railway from Glasgow into Ayrshire gained sufficient support for a survey to be commissioned from John Miller , a partner in the firm of Grainger and Miller , which had been heavily involved in the earlier railways in the west of Scotland . Miller proposed a route from Tradeston , in Glasgow at the south end of Glasgow Bridge , through Paisley and the Garnock Valley to Kilwinning and Ayr , with a branch from Dalry to Kilmarnock . The cost was to be £ 550 @, @ 000 and a 10 % return could be expected ; notwithstanding the south @-@ westerly course of

the line , it was foreseen as a first step towards linking with railways in England .

Interests in Kilmarnock were dismayed to be consigned to a branch line , and the Burgh Council of Kilmarnock commissioned Scott , Stephen and Gale , an engineering partnership " which was not to make a mark on railway engineering " to plan a more direct route . Plotting a direct route was easy , but gradients were severe , earthworks would be formidable , and there was much less intermediate business . Gale was a rival canal company 's engineer , and was hardly impartial . It was necessary to bring in someone to settle the matter ; George Stephenson gave a report supporting Miller 's choice of route .

Raising capital proved straightforward , and it was possible to present a Bill for the line in the 1837 session of Parliament . There was strenuous opposition from river and canal interests , but this was overcome . At the time the Glasgow , Paisley and Greenock Railway ( GP & GR ) was also promoting its line , with a similar route from Tradeston to Paisley . It became obvious that Parliament would be hostile to the formation of two adjacent lines , so it was determined to build the line jointly as far as Paisley . Both the GPK & AR and the GP & GR received the royal assent on 15 July 1837 . The Glasgow , Paisley Kilmarnock and Ayr Railway Act authorised share capital of £ 625 @, @ 000 , and £ 208 @, @ 300 in loans . The line was to be constructed simultaneously from each end , to prevent the experience of the Ardrossan Railway which failed to build the eastern end of its authorised line .

The gauge of the new line was not yet determined , although the estimates had been prepared on the basis that it would not exceed 6 feet . Many of Grainger and Miller 's lines had been to a gauge of 4 ft 6in ; the Dundee and Newtyle Railway ( 1831 ) had been at 4 ft 6 ½ in ( 1 @, @ 384 mm ) and the Dundee and Arbroath Railway , authorised in 1836 , was to be 5 ft 6in ( 1 @, @ 676 mm ) . Connections to local railways were considered important in determining the gauge , but the engineer Joseph Locke urged that conformity to the gauge of the English railways was important , and in the end this was adopted : standard gauge , 4 ft 8 ½ in ( 1 @, @ 435 mm ) .

= = = Construction starts = = =

Construction of the line , supervised by Grainger & Miller , proved challenging , as a large @-@ scale contracting industry was not yet in place in Scotland ; nor was large @-@ scale financing . At the end of 1838 Miller was instructed to build a branch from Barassie to Troon Harbour , earlier thoughts of taking over the Kilmarnock and Troon Railway and converting it ? as it was then still a horse @-@ operated plateway ? having been dropped .

In 1839 the Ardrossan and Johnstone Railway was engaged in converting its gauge to standard so as to interwork with the GPK & AR ( with which it was to connect at Kilwinning ) , and the following year it changed its name to the Ardrossan Railway

= = = Opening ? in stages = = =

After a directors ' special run between Ayr ( north of the river , at Newton @-@ on @-@ Ayr ) and Irvine on 19 July 1839 , the line opened to the public between those points on 5 August 1839 . This was an enormous success and that limited section of the line made a surplus of £ 500 in the remainder of the year . The section between Irvine and Kilwinning opened on 23 March 1840 .

On 13 July 1840 the joint line between Paisley and a temporary terminus in Glasgow at Bridge Street was ready for a demonstration run , opening fully to the public the following day .

The remainder of the main line opened in further stages , and the dates for the whole line were :

Glasgow Bridge Street ( temporary station ) to Paisley ( Joint Line ) : 14 July 1840 ;

Paisley to a temporary station at Howwood ( then spelt Howood ) : 21 July 1840 ;

Howood to Beith : 12 August 1840 ; Howood station then closed ;

Beith to Kilwinning : 21 July 1840 ;

Kilwinning to Irvine : 23 March 1840 ;

Irvine to Ayr ( Newton @-@ on @-@ Ayr ) : 19 July 1839 .

The permanent Bridge Street station opened on 6 April 1841 .

The GPK & AR moved their head offices to Bridge Street from Gordon Street in March 1841 .

The construction of the main line was stated to have overrun estimated costs considerably , and at a shareholders ' meeting in February 1841 it was stated that as a result , the Kilmarnock branch could not be started until authority for additional capital had been obtained , and of course the money actually raised . Kilmarnock had to be content with a coach connection until the line there from Dalry Junction opened on 4 April 1843 .

= = = By rail and sea to London = = =

The opening of the line and the conversion of the Ardrossan railway to run in connection , enabled a fast service ? 26 ½ hours ? between Glasgow and London to be instituted . The fast steamer Fire King plied on alternate days between Ardrossan and Liverpool ; from May 1841 the English terminal was transferred to Fleetwood following the opening of the Preston & Wyre Railway and Dock Company . The service only lasted a few days and was not a commercial success ; the GPK & AR sold the vessel to James Burns , who continued the service but " soon withdrew it " , transferring the boat to a route to Ireland .

= = = The railway route to England = = =

From the time the GPK & AR was authorised , controversy raged about the route a railway to England might take . It was plain that Carlisle would be reached from the south ; a direct route from Glasgow over the Southern Uplands , the route that became known as the Annandale line , would involve severe gradients , and pass through almost unpopulated territory . The locomotives available at the time were not thought to be capable of climbing the steep inclines , and rope haulage was put forward by some as the solution . By contrast , a route from Kilmarnock through Cumnock and Dumfries ? the Nithsdale line ? would have much easier gradients and pass through considerable population centres , bringing in additional traffic . Moreover , the Nithsdale route would be much cheaper to build .

The Government intervened and in 1839 appointed two Royal Commissioners to determine the way forward ; at this time there was a presumption that one railway route from Scotland to England would suffice ; but which ? There was no consensus between expert witnesses , and in 1840 the Commissioners reported that the Annandale route should prevail , but " the promoters must prove their bona fide intention to complete the English portion of the line , otherwise preference would be given to the East Coast route " ( from Edinburgh via Berwick @-@ upon @-@ Tweed and Newcastle upon Tyne ) . This stalled the whole process : there was no such single group as " the promoters " of any route via Carlisle , and in fact the Lancaster and Carlisle Railway was not authorised until 1844 .

The report of the Commissioners was not binding , and the rivalry between supporters of the two routes intensified . An independent Glasgow , Dumfries and Carlisle Railway was proposed , to build from Carlisle to meet the GPK & AR , and the GPK & AR itself proposed several branches , mostly for tactical reasons , to weaken or exclude the Caledonian Railway ( CR ) , as the dominant supporter of the Annandale route . Of these only an extension from Kilmarnock to Horsecleugh , south of the mining town of Old Cumnock was authorised , by Act of 21 July 1845 . The CR case was strengthened by its intended branch to Edinburgh ; moreover locomotive designs were being improved , and the capacity to haul trains over the steep gradients of the Annandale route was diminishing in importance . In Parliamentary hearings in 1845 , the Caledonian Railway passed the Commons and despite the GPK & AR fighting on in the Lords , the Caledonian Railway was authorised , in preference to the Nithsdale route , on 31 July 1845 .

The Glasgow , Dumfries and Carlisle Railway felt the setback most keenly , as it had no railway and had just been refused sanction to build one .

= = = A resilient mood ; but then collapse = = =

The GPK & AR was at least able to see a positive future without the line to Carlisle ; a 6 % dividend was declared in August 1845 . The Shareholders approved the lease of the Kilmarnock and Troon Railway ( K & TR ) ; as a horse @-@ operated plateway this would need to be converted and upgraded at a cost of £ 40 @,@ 000 , but the process would give access much improved access to the harbour for collieries in the area . In addition a mineral line was to be built from Auchinleck , on the Cumnock extension , to Muirkirk . There had long been an ironworks at Muirkirk which suffered from the disadvantage of poor transport links to market ; in addition a new ironworks at Lugar would also be accessed by the line .

The 1846 session of Parliament experienced a snowstorm of bills for new railways ; many of these threatened to encroach on the GPK & AR area of influence and abstract business ; several schemes were promoted by the Caledonian Railway or its allies ; in self @-@ defence the GPK & AR itself promoted numerous schemes ? in fact 25 branches as well as a bill nominally by the K & TR to authorise the modernisation works ? to head off some of the encroachment .

In this session , the remodelled Glasgow , Dumfries and Carlisle Railway got its authorising Act of Parliament ( on 13 August or 16 July ) , to build from Horsecleugh ( near Cumnock , the southern limit of the GPK & AR authorisation ) to Gretna Junction , reaching Carlisle from Gretna over the Caledonian Railway line . The Act stipulated that on actual completion of the construction , the GD & CR should merge with the GPK & AR to form a new company , the Glasgow and South Western Railway .

This huge volume of intended activity was fuelled by financial speculation ? the " railway mania " . It appeared that fortunes could be made by subscribing to shares in new lines , and the subscriber only had to put a small deposit down until construction got under way . Over @-@ optimism led to stark inability to pay up when the calls ( for cash on subscribed shares ) came in , and suddenly money was impossible to come by . Most of the speculative schemes collapsed at once .

= = = Regaining momentum = = =

Although in difficulties for cash , the GD & CR started construction ; obstructions by the Caledonian Railway at the Gretna end were eventually resolved , and a fresh Act structuring the merger with the GPK & AR was passed ( on 9 July 1847 ) , but " so heavily amended ... as to be useless to the Companies " .

On 1 March 1847 the Kilmarnock and Troon line reopened , as a standard gauge locomotive operated railway . It had been closed for the modernisation work , and it now provided a proper link from Kilmarnock to the coast . The GPK & AR opened a short connecting spur between its own line and the K & TR in Kilmarnock . On the same day a branch at Dalry to Swinlees was opened ; there was a copper mine there .

On 22 July 1847 the company acquired control of the Paisley and Renfrew Railway under the Paisley & Renfrew Railway Sale and Improvement Act . , . The purchase had earlier been agreed by the proposed Paisley , Barrhead and Hurler Railway , supported by the GPK & AR , for £ 34 @,@ 000 . It was horse @-@ operated and had a track gauge of 4 ft 4in ( 1 @,@ 321 mm ) . The line was loss @-@ making and had no practical value other than the tactical one of securing territory against competing companies . The Paisley Barrhead and Hurler Bill failed in the 1847 session of Parliament and was re @-@ presented in 1848 ; the share capital proposed had risen to £ 230 @,@ 000 ; during the Lords ' hearings it became plain that running powers were likely to be granted to the Barrhead and Neilston Direct Railway , an offshoot of the Caledonian Railway . The GPK & AR had subscribed to £ 150 @,@ 000 in face value of the shares of this proposed line , with the sole intention of excluding the Caledonian Railway from the area . The GPK & AR now petitioned against the Bill , but this was unsuccessful , and it received the Royal Assent , with the running powers clause , on 31 August 1848 .

Having a majority shareholding , the GPK & AR was able to stall any plans to proceed with construction of the Hurler line , but on 9 October a special GPK & AR Shareholders ' Meeting reviewed the financial commitments made by their Board in the frenzied days of 1845 and 1846 , when support to numerous new lines had been committed ; the meeting left the directors in no doubt

as to their disapproval .

On 28 May 1848 a line opened between Irvine and Busbie , about 2 miles ( 3 km ) north @-@ west of Kilmarnock ; a short branch to Irvine Harbour opened on the same day . The Cumnock line as far as Auchinleck and the Muirkirk branch from that point , opened on 9 August . This included the Ballochmyle Viaduct , located near Catrine ; it was built with a central span of 181 feet ( 55 @.@ 2 m ) and 175 feet ( 53 @.@ 3 m ) high above the River Ayr . It was the largest masonry arch span in the world at the time of its completion , and is the highest railway bridge in Britain .

Also on 9 August 1848 the Newmilns branch opened from Hurlford to Galston .

A branch to Perceton Colliery ( a short northward spur from the Irvine - Busbie line ) opened on 26 June 1848 . On 1 July 1848 , a Perceton branch from the Doura line of the Ardrossan Railway opened . It was actually the only part of the Glasgow Kilmarnock and Ardrossan Railway to be built ; it became part of the Ardrossan Railway .

On 26 February 1849 the Fairlie branch of the former Kilmarnock and Troon Railway was opened .

= = = Completing the line to Carlisle = = =

The Glasgow , Dumfries and Carlisle Railway had been proceeding with construction as fast as funds would allow , and on 23 August 1848 it opened its line between Gretna and Dumfries . At Gretna passengers could change to Caledonian Railway trains ; the Dumfries station was a temporary structure south of Annan Road . The GPK & AR provided the rolling stock to its junior partner . The GD & CR was insolvent , owing £ 230 @,@ 000 and needing £ 602 @,@ 000 to complete the line ; these facts emerged after another bruising session at which shareholders criticised the liabilities and futile Parliamentary expenses incurred by the directors of both companies . ( In fact there was considerable overlap on the two boards . )

By March 1849 these negative feelings led to the GPK & AR Chairman , James McCall being removed along with several directors ; Andrew Orr took over as chairman , but for a period the remaining directors from the earlier years formed an obstructive group ; their motivation seemed to be the personal liabilities they had taken on on behalf of the company , and their wish to be indemnified against personal loss . Orr eventually resolved these issues and on 24 August , Orr held shareholders ' meetings of each company ( separately ) and announced that all the " old " directors had resigned , and that a new board would shortly be formed , with an identical composition for the two companies . The engineer John Miller also resigned at this time in the interest of economy . All the remaining GD & CR construction contracts had been let and were proceeding , and the two companies would operate as a single unit using GPK & AR rolling stock .

On 20 May 1850 the line was opened between Auchinleck and New Cumnock , completing the GPK & AR southward extension and including the northern extremity of the GD & CR line .

By 28 October 1850 the final section of the main line to Carlisle was completed by the GD & CR , and trains began to run through to Carlisle ; evidently the difficulty with the Caledonian Railway from Gretna southwards had been resolved .

= = = The Glasgow and South Western Railway is formed = = =

The GPK & AR and the GD & CR had already been authorised by the Acts of 1846 and 1847 to amalgamate at this stage . In fact the GD & CR was absorbed by the GPK & AR which then changed its name to the G & SWR ; the 1847 Act provided for the vesting of the GD & CR in the GPK & AR on the date of the opening throughout of the GD & CR , when that company would be dissolved . From the date of the amalgamation the company would be called the Glasgow and South Western Railway .

On 28 October 1850 the Glasgow and South Western railway started its existence .

= = Train services = =

The first services on the line in 1839 , between Irvine and Ayr , travelled at an average of 21 miles

per hour ( 34 km / h ) with stoppages averaging 1 min 6 secs per station , meaning a trip along the entire 10 @. @ 5 @- @ mile ( 16 @. @ 9 km ) line at that point would have taken around 35 ½ minutes . The maximum fare for passengers at the time was 2d , 1 ½ d and 1d for first , second and third class respectively . 137 @, @ 117 passengers travelled on the line during the first year of services .

In conjunction with the Ardrossan Railway , which was regauged in 1840 , on alternate days a fast steamboat service ran between Ardrossan Pier and Liverpool , and vice versa . This connected with the Grand Junction Railway and London and Birmingham Railway 's expresses to London . In 1841 the steamboat service was transferred from Liverpool to the new Port at Fleetwood , Lancashire .

In March 1850 the passenger train service consisted of five trains southbound and four northbound on the Ayr line ; these called at all stations except that Cochrane Mill was served only by the first southbound and last northbound trains ; the journey time to Ayr was two to two and a half hours . The service between Glasgow and Muirkirk had four trains each way , but only two went throughout ; one trip was to and from Auchinleck only , and one was to and from Kilmarnock ; there were connecting trains from Ayr to Irvine . The journey time Glasgow to Muirkirk was three hours . Three of the four Kilmarnock line trains were combined with Ayr trains between Glasgow and Irvine , and between Dalry and Kilmarnock trains travelled via Irvine and Dreghorn .

In addition a " Glasgow to Troon direct " train was advertised , running on Wednesdays and Fridays in connection with the steamers to Liverpool , leaving Glasgow at 4 @. @ 30 pm . This is the departure time of an ordinary parliamentary train to Troon and Ayr , so it does not appear to be a separate boat train .

= = Rolling stock = =

The original locomotives used on the line in 1839 were similar to those used on the London and Birmingham Railway , having 12 @- @ inch ( 305 mm ) cylinders , 18 @- @ inch ( 457 mm ) stroke and four wheels . Designed by Bury , the 2 @- @ 2 @- @ 0 locomotives cost around £ 1 @, @ 200 per engine were given the names Mazeppa , Mercury , Marmion and Cutty @- @ sark . Two more of the same design were obtained in 1841 named Stuart and Bute . The six original locomotives were withdrawn between 1858 and 1860 . In 1840 @- @ 1841 twelve 2 @- @ 2 @- @ 2 locomotives ( designed by company engineer J. Miller ) were built and given names such as Bruce , Eglinton , Phoenix , Prince Albert and Loudoun . Bruce and Cutty @- @ sark hauled the first special train from Glasgow to Ayr on 11 August 1840 .

Early passenger carriages were of similar design to those used on railways in England at the time , holding eighteen passengers on first class carriages , and thirty on second class . Third class carriages originally had seats , but on 15 April 1840 a board decision declared that all future third class carriages were to be made without seats . All existing third class carriages also had their seats removed . A later board decision on 3 July 1840 ordered that third class carriages would be situated closest to the engine , followed by second class , with first class at the rear .

= = Development under the Glasgow and South Western Railway = =

On taking over the GPK & AR and GD & CR networks , the Glasgow and South Western Railway had a main line from Glasgow to Ayr , and from Glasgow to Carlisle , and some branches . It already served areas rich in minerals , especially coal and ironstone , and had useful access to west coast ports .

It had two main limitations . The first was that the Carlisle line was very circuitous compared with the competing Caledonian Railway ( CR ) route via Beattock , which also served Edinburgh ; the route also depended on running over the CR from Gretna Junction to Carlisle , and needed accommodation at Carlisle station . The CR was to prove a formidable competitor for Anglo @- @ Scottish traffic , both passenger and goods , and much energy and money were expended in securing exclusive territory for the G & SWR , and in keeping the CR out .

The second issue was that both the Glasgow and Ayr stations were awkward . The Glasgow station

, at Bridge Street , was on the south of the Clyde ( and Glasgow Bridge carried a toll at the time ) . The Ayr station was north of the River Ayr , and although not inconvenient for passenger access to the town , the location prevented southward railway extension .

The means adopted to overcome these challenges are described more fully in the Glasgow and South Western Railway and other articles . In overview :

The company encouraged local promoters to build railways that extended or fed the G & SWR ; often this was with substantial financial support from the company ;

a number of branches were constructed directly ; this was especially the case to serve districts where mining was dominant ;

in later years a number of agreements were finalised with the Caledonian Railway over primacy of territory and limitation on the formation of encroaching routes ;

the Ayr and Dalmellington Railway , encouraged by the G & SWR , built its line southwards from Falkland Junction , immediately north of Ayr station ; the new line passed round the east side of the burgh , and a new through station for Ayr was provided on it in 1857 ; after initial reluctance , this became the main passenger station for Ayr ;

with the North British Railway , the G & SWR sponsored the City of Glasgow Union Railway , which opened a line crossing the Clyde in Glasgow and making a south to north link line ; as part of that scheme a new passenger terminal at St Enoch was opened , and ( no less important ) a central goods terminal at College , on land vacated by the University of Glasgow ; the river crossing and a temporary central station were in use in 1870 and the St Enoch station was opened in 1876 ; after a short time the Bridge Street station was vacated by the G & SWR ;

the Glasgow , Barrhead and Kilmarnock Joint Railway was made , jointly with the Caledonian Railway , forming a direct route between Glasgow and Kilmarnock , and shortening the route from Glasgow to Carlisle ; this opened in 1873 ; the Dalry to Kilmarnock line was reduced in importance for express passenger trains , but continued as an important link from Carlisle to the West Coast ports , and for mineral and goods traffic .

= = Twentieth century closures = =

In the first half of the twentieth century , the extractive industries of the West of Scotland underwent a metamorphosis . The small pits were either worked out or were mechanised and merged . A similar process took place in the iron and steel production industries , and the medium scale iron works in many locations closed down . Many railway branch lines had been heavily dependent on business from the mineral industries , and could not be sustained when they had gone , but some continued as passenger lines where they served sizable communities .

The heavy rationalisation process in British Railways in the 1960s , often referred to as the Beeching Axe , resulted in a re @-@ assessment of those lines , at a time when efficient bus services were abstracting passengers from often infrequent and inconvenient train services .

The effect of this process on the original GPK & AR network can be summarised thus :

Glasgow to Ayr : still operating ; electrified 19 January 1987 ; a diversion to serve Troon more conveniently replaced a short section of the original main line there in 1892 ;

Dalry to Kilmarnock : closed to local passenger trains on 18 April 1966 . ; a night sleeper train continued running over the line , giving a direct Paisley to London service , but the line closed completely on 23 October 1973 ;

Kilmarnock to Horsecleugh : still operating as part of the Glasgow - Kilmarnock - Dumfries - Carlisle route ;

Irvine to Busbie Junction : closed to local passenger traffic on 6 April 1964 , and closed completely 11 October 1965 ;

Irvine Harbour branch ; closed ;

Perceton branch ; closed ;

Barassie to Kilmarnock ( former Kilmarnock and Troon Railway ) : still operating ;

Auchinleck to Newmilns : the section between Auchinleck and Cronberry closed to passenger traffic on 3 July 1950 . The line between Cronberry and Newmilns was part of a route between Ayr and

Muirkirk , but this too closed to passenger trains on 1 October 1950 . In 1951 services were reinstated for two weeks to accommodate diverted trains from Edinburgh to Ayr . The entire line from Auchinleck to Muirkirk then closed to regular passenger traffic on 1 October 1950 ; the line was used until 1976 .

= = Topography = =

Note : station and route details are confined to those opened during GPK & AR days , and the subsequent history of those stations and routes ; details of stations opened on the route later than 1850 , and of contiguous routes opened later , can be found in the Glasgow and South Western Railway article . Locations in *italic* were not passenger stations ; entries in **bold** are passenger stations open at the present .

= = = Bridge Steet to Ayr = = =

GPK & AR trains used the Glasgow and Paisley Joint Line as far as Paisley ; it was joint with the Glasgow , Paisley and Greenock Railway . The line between Shields Junction and Paisley was quadrupled in 1880s . It was reduced again to double track during the mid 1960s . A third track was added once more in early 2012 .

Bridge Street

Moss Road ; opened 1843 ; closed 1843 ; Cardonald station opened on the same site 1879 ;

Paisley ; renamed Paisley Gilmour Street from 1883 ;

Johnstone ; renamed Johnstone High from 1851 until 1962 ;

Cochrane Mill ; opened 1846 ; renamed Milliken Park 1853 ; closed 1966 ; a new Milliken Park was opened a short distance nearer Dalry on 15 May 1989 ;

Howood ; opened 1840 ; closed 1840 ; re @-@ opened as Howwood 1876 ; closed 1955 ; reopened 28 October 1988 ;

Lochwinnoch # # # #

Kilbirnie ; opened 1841 ; renamed Glengarnock 1951 ;

Swinlees Junction ; junction for mineral line from Swinlees ; ( the branch opened 1847 ; cut back to Boredon 1920 ; closed in the 1950s ) ;

Dalry ;

Dalry Junction ; opened 1850 ; closed 1860 ; junction to Kilmarnock line ;

Kilwinning ; junction to Ardrossan Railway ;

Irvine ; junction for line to Busbie and for line to Irvine Harbour ;

Barassie ; junction for line from Kilmarnock ; junction for line to Troon Harbour ; the station probably did not have platforms on the Kilwinning line during the lifetime of the GPK & AR .

The section of line between Barassie and Lochgreen Junction closed in 1975 .

Troon ; closed 1892 when the new station on the loop line was opened ;

Lochgreen Junction ;

Monkton ; closed 1940 ;

Prestwick ;

Ayr ; closed 1857 when all passenger services were transferred to the through station .

= = = Dalry Junction - Kilmarnock - Auchinleck = = =

Dalry Junction ; ( above ) ;

Stewarton ; renamed Cunninghamhead 1873 ; closed 1950 ; ( the name Stewarton was transferred to a station on the Glasgow , Barrhead and Kilmarnock Joint Railway , nearer the town ) ;

Busby ; ( spelt Busbie when the line was being planned ) ; clsoed 1850 ; re @-@ opened as Crosshouse 1872 ; closed 1966 ;

Kilmarnock ;

Hurlford ; closed 1955 ;



Mauchline ; closed 1965 ;  
Auchinleck ; closed 1965 ; re @-@ opened 1984 ;  
Old Cumnock ; renamed Cumnock 1955 ; closed 1965 ;  
Horsecleugh ; end @-@ on junction with the Glasgow , Dumfries and Carlisle Railway ; no station or siding facilities .

= = = Irvine to Busby line = = =

Irvine ; see above ;  
Dreghorn ; closed 1850 ; opened 1868 ; closed 1964 ;  
junction for the Perceton branch , open 1848 to 1950 ;  
Busby ; see above .

= = = Troon Harbour to Kilmarnock = = =

Troon Harbour ;  
Barassie ; see above ;  
Drybridge ; closed 1969 ;  
Gatehead ; closed 1969 ;  
Kilmarnock ; see above .

= = = Hurlford to Galston = = =

Hurlford ; see above ;  
Mayfield Junction ; junction to Mayfield goods station ; branch cut back to Fireclay Works 1930 ;  
closed 1965 ;  
Galston ; closed 1964 ;  
Newmilns .

= = 1994 - present : Privatisation and current operations = =

Privatisation resulted in the former GPK & AR being under the ownership of Railtrack , and then from 2002 , Network Rail . Passenger services between Glasgow and Ayr operate under the title Ayrshire Coast Line ( which also incorporates the Largs branch ) , and passenger train services on the line from Kilmarnock to Carlisle are called the Glasgow South Western Line . Local services are run by First ScotRail on behalf of Strathclyde Partnership for Transport .

= = Connections to other lines = =

Ardrossan Railway at Kilwinning and Dubbs Junction  
Ayr and Dalmellington Railway at Falkland Junction  
Ayr to Mauchline Branch and associated lines at Prestwick , Falkland Junction , ( near Newton @-@ on @-@ Ayr station ) and Mauchline  
Bridge of Weir Railway at Elderslie  
Dalry and North Johnstone Line at Brownhill Junction , north east of Dalry  
Darvel Branch at Hurlford Junction , south east of Kilmarnock  
Glasgow , Barrhead and Kilmarnock Joint Railway at Kilmarnock  
Glasgow , Dumfries and Carlisle Railway at Horsecleugh  
Glasgow , Paisley and Greenock Railway at Paisley Gilmour Street  
Kilmarnock and Troon Railway at Barassie and Kilmarnock  
Paisley Canal Line at Elderslie and at Shields Junction