

History

The station was opened in 1846 by the Eastern Counties Railway. It became a junction station for the Churchbury loop in 1890, which entailed the station to be re-built south of the level crossing by the Great Eastern Railway. This wasn't the first station in the area. The Northern & Eastern Railway opened a Halt in April 1842, but due to lack of use it was closed by June 1842. The area was well known for large amounts of Greenhouses, which were around the station.

The Railway Clearing House Handbook of Stations for 1956 shows two Private Sidings. These were Glasspool RL and Stevenage Nurseries Ltd. This same document also shows the station could handle the following traffic: Goods Traffic; Furniture Vans, Carriages, Motor Cars, Portable Engines & Machines, on Wheels and Coal Class Traffic (ie Coal, Coke, etc)

Depot Codes

30A-Stratford.

Sources

Timetable: Eastern Region Section O: 21/09/1953-Until Further Notice (From GERS website)

Diagrams: Eastern Region (Eastern Section) Stratford District Passenger Locomotive Diagrams 16/06/1954-Until Further Notice (wttreprinter)

Timetable Notes

Most of the Eastern Region Loco Diagrams did not include information specific loco classes to work each turn. Instead, they used the Power Classification for what kind of locomotive should work what turn. This was from 0-9, 0 being the least powerful. Distinction was only given to whether the loco was a tank engine or a tender engine, this being done by adding a 'T' after the number (e.g. 3T) All information on each diagram I have carefully copied directly from the diagrams to try and ensure the highest degree of accuracy as possible. Diagrams for the Stratford Suburban Area seem to have not survived. The only diagrams in this area that have been added are from anecdotal and photographic information, so may not be accurate.

In addition to these workings, were many trip workings which were only recorded in documents called trip notices. Very few of these seem to have survived, as I have been unable to locate any copies of them. As a result, I am unable to give a complete picture of yard activity, but I hope this gives a good sense of what the Yard was like.

The red text are workings that are only in the Engine Diagrams but not in the Working Timetable.

Cheshunt

Mondays Excepted (MX)

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Ref No.	Train	Arrive	Engine	Shed	Turn No	Dep	Destination	Class	Notes
1	02.10am ex Broxbourne	02.25am				02.56am	Park Yard	K	
2	05.05am ex Temple Mills	06.33am						F	
3						08.10am	Waltham Cross	EBV	When Required
4	09.55am ex Broxbourne	10.10am				10.37am	Ponders End	K	
5						11.00am	Broxbourne	K	Shunts Turnford Siding
6	08.05am ex Temple Mills	11.10am						K	via Churchbury
7						11.30am	Churchbury	K	
8	09.40am ex Hertford East	01.03pm				01.35pm	Temple Mills	K	When Required
9	01.50pm ex Stratford MPD	02.39pm	3T	30A	122			G (LE)	To work 5.21pm Liverpool St after Goods Pilot.
10			3T	30A	122	05.21pm	Liverpool Street	C (Par)	
11	05.15pm ex Broxbourne	05.28pm				06.10pm	Temple Mills	F	

Cheshunt

Mondays Only (MO)

Ref No.	Train	Arrive	Engine	Shed	Turn No	Dep	Destination	Class	Notes
1	05.05am ex Temple Mills	06.33am						F	
2						08.10am	Waltham Cross	EBV	When Required
3	09.55am ex Broxbourne	10.10am				10.37am	Ponders End	K	
4						11.00am	Broxbourne	K	Shunts Turnford Siding
5	08.05am ex Temple Mills	11.10am						K	via Churchbury
6						11.30am	Churchbury	K	
7	09.40am ex Hertford East	01.03pm				01.35pm	Temple Mills	K	When Required
8	01.50pm ex Stratford MPD	02.39pm	3T	30A	122			G (LE)	To work 5.21pm Liverpool St after Goods Pilot.
9			3T	30A	122	05.21pm	Liverpool Street	C (Par)	
10	05.15pm ex Broxbourne	05.28pm				06.10pm	Temple Mills	F	