

**History**

The station was opened in 1847 by the Eastern Counties Railway on the line from Peterborough to Ely. The Station became the terminus for a branch to Benwick which opened in 1898 under a Light Railway Order, the junction to which was actually at Three Horse Shoes, which was 3 miles 48 chains to the east.

The Station had a large amount of storage sidings due to the amount of traffic in the area, mainly from Brickworks. This is further shown by the private sidings that are shown as under the station in the Railway Clearing House Handbook of Stations for 1956. This document shows in the local area where the following sidings, all part of the London Brick Co Ltd: Bundy's Brick Works; Gildenburgh Siding & Victory Siding. There were also a few in the surrounding area owned by the London Brick Co Ltd. These were: Itters Works; Saxon Brick Siding & Star Works. Star Works also had a Siding for Lilley HW. Other Brickworks in the area include Flettons Ltd and Whittlesea Central Brick Co, the latter having two sidings numbered 1 & 2. These are all shown as being between Whittlesea and Peterborough East. Itters Works and Saxon Brick Siding were located at King's Dyke, 1 mile 20 chains from Whittlesea to the west.

This same document also shows the station could handle the following traffic: Goods Traffic; Live Stock; Horse Boxes & Prize Cattle Vans; and Coal Class Traffic (i.e. Coal, Coke, etc) This also shows it had a 1 Ton Crane.

**Depot Codes**

31B-March

**Sources**

*Timetable:* Eastern Region Section J: 15/09/1952-Until Further Notice (From my own Collection)

*Diagrams:* Eastern Region (Eastern Section) Freight Train Engine Diagrams 08/06/1953-20/09/1953 (Main Line Services Only)  
(From GERS website)

**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. Red Text is for workings from the London Midland Region.

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.

**Whittlesea**
**Each Week Day**
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Ref No.	Train	Arrive	Engine	Shed	Turn No	Dep	Destination	Class	Notes
1	08.15am ex Whitemoor	08.40am	6F	31B	128	08.55am	Peterborough East	F	See Working Note 1
2	04.20am ex Temple Mills	08.59am	7F	31B	115			F*	
3	08.55am ex Peterboro' Crescent	09.20am		LMR				G (LE)	To work 10.12am to Spring Vale (MWFO)
4			7F	31B	115	09.25am	Peterborough East	G (LE)	LE of 4.20am ex Temple Mills.
5	07.50am ex Peterboro' East	09.50am	4F	31B	133			K	
6				LMR		10.12am	Spring Vale	J	MWFO
7			4F	31B	133	11.53am	Peterborough East	H	See Working Note 2
8	12.30pm ex March MPD	12.50pm	4F	31B	144			G (LE)	To work 1.00pm Whittlesea to Benwick
9	12.30pm ex March MPD	12.50pm	5F	31B	122			G (LE)	See Working Note 3
10			4F	31B	144	01.00pm	Benwick	K	
11	01.55pm ex March MPD	02.15pm	4F	31B	134			G (LE)	See Working Note 4
12			5F	31B	122	04.00pm	Black Drove	J	See Working Note 5
13	05.10pm ex Black Drove	05.31pm	5F	31B	122			H	See Working Note 6
14	05.00pm ex Benwick	06.09pm	4F	31B	144			K	To work 7.23pm to Whitemoor
15			4F	31B	144	07.23pm	Whitemoor	J	
16			4F	31B	134	07.45pm	March Up Yard	H	See Working Note 7
17			5F	31B	122	07.50pm	Peterborough East	K	
18	08.50pm ex Peterboro' East	09.05pm	5F	31B	122			G (LE)	To work 9.40pm to Whitemoor
19			5F	31B	122	09.40pm	Whitemoor	K	See Working Note 8

**Notes:**

- 1 To start from Whitemoor Up Yard
- 2 Worked by Whittlesea shunting engine.
- 3 Whittlesea shunting engine and works 7.50pm to Peterborough East.
- 4 To work Bricktrips and 7.45pm Whittlesea to March Up Yard
- 5 To work empties for Three Horse Shoes and Black Drove siding.
- 6 To clear Black Drove Siding also traffic from Three Horse Shoes off 4.00pm ex Whittlesea.
- 7 Conveys traffic for March, Bishop's Stortford, Norwich Victoria and Lowestoft, also London and via London.
- 8 To convey all Up road traffic via Whitemoor including London vegetable traffic and traffic for March, Norwich Victoria and Lowestoft.