

**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: 21/09/1953-Until Further Notice (wttreprinter)

*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.

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**
**Mondays Excepted (MX)**
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Ref No.	Train	Arrive	Engine	Shed	Turn	No Dep	Destination	Class	Notes
1	04.52am ex Spital Bridge MPD	05.15am						G (LE)	To work 5.35am to Irthlingboro' (TThO)
2						05.35am	Irthlingboro' (Iron Sdgs)	H	TThO
3	05.50am ex Spital Bridge MPD	06.12am						G (LE)	To work 6.30am to Beeston
4						06.30am	Beeston Sdgs	H	
5	06.10am ex Whitemoor	06.35am	6F	31B	111			H	
6			6F	31B	111	06.50am	Bridge Sidings	G (LE)	
7	02.30am ex Tibshelf	08.24am						J	
8	04.15am ex Temple Mills	08.36am	7F	31B	115			H	
9	08.15am ex Whitemoor	08.45am	6F	31B	128	09.00am	Bridge Sidings	H	
10			7F	31B	115	09.15am	Whitemoor	J	
11	08.58am ex Crescent Sidings	09.23am						G (LE)	To work 10.12am to Spring Vale (WFO)
12	07.50am ex Stanground	09.37am	4F	31B	133			K	
13						10.12am	Spring Vale	K	WFO
14			4F	31B	133	11.50am	Bridge Sidings	H	
15	05.30am ex Frodingham	12.10pm	8F	31B	157			F	Empties
16	12.10pm ex March MPD	12.32pm	5F	31B	122			G (LE)	Whittlesea Pilot (Attached to Ref No 17)
17	12.10pm ex March MPD	12.32pm	4F	31B	144			G (LE)	To work 01.00pm to Benwick (Attached to Ref No 16)
18			4F	31B	144	01.00pm	Benwick	K	
19	01.55pm ex March MPD	02.15pm	4F	31B	134			G (LE)	To work Brick trips
20			4F	31B	133	04.00pm	Black Drove	J	
21	05.10pm ex Black Drove	05.31pm	4F	31B	133			J	
22	05.00pm ex Benwick	06.09pm	4F	31B	144			K	
23			4F	31B	144	07.25pm	Whitemoor	J	
24			4F	31B	134	07.45pm	March Up Yard	J	
25			5F	31B	122	07.50pm	Bridge Sidings	K	
26	08.50pm ex Stanground	09.05pm	5F	31B	122			G (LE)	To work 10.10pm to Whitemoor
27			5F	31B	122	10.10pm	Whitemoor	K	

**Whittlesea**
**Mondays Only (MO)**
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Ref No.	Train	Arrive	Engine	Shed	Turn	No	Dep	Destination	Class	Notes
1	05.50am ex Spital Bridge MPD	06.12am							G (LE)	To work 6.30am to Beeston
2							06.30am	Beeston Sdgs	H	
3	06.10am ex Whittemoor	06.35am	6F	31B	111				H	
4			6F	31B	111		06.50am	Bridge Sidings	G (LE)	
5	02.30am ex Tibshelf	08.24am							J	
6	04.15am ex Temple Mills	08.36am	7F	31B	114				H	
7	08.15am ex Whittemoor	08.45am	6F	31B	128		09.00am	Bridge Sidings	H	
8			7F	31B	114		09.15am	Whittemoor	J	
9	08.58am ex Crescent Sidings	09.23am							G (LE)	To work 10.12am to Spring Vale
10	07.50am ex Stanground	09.37am	4F	31B	133				K	
11							10.12am	Spring Vale	K	
12			4F	31B	133		11.50am	Bridge Sidings	H	
13	05.30am ex Frodingham	12.10pm	8F	31B	157				F	Empties
14	12.10pm ex March MPD	12.32pm	5F	31B	122				G (LE)	Whittlesea Pilot (Attached to Ref No 15)
15	12.10pm ex March MPD	12.32pm	4F	31B	144				G (LE)	To work 01.00pm to Benwick (Attached to Ref No 14)
16			4F	31B	144		01.00pm	Benwick	K	
17	01.55pm ex March MPD	02.15pm	4F	31B	134				G (LE)	To work Brick trips
18			4F	31B	133		04.00pm	Black Drove	J	
19	05.10pm ex Black Drove	05.31pm	4F	31B	133				J	
20	05.00pm ex Benwick	06.09pm	4F	31B	144				K	
21			4F	31B	144		07.25pm	Whittemoor	J	
22			4F	31B	134		07.45pm	March Up Yard	J	
23			5F	31B	122		07.50pm	Bridge Sidings	K	
24	08.50pm ex Stanground	09.05pm	5F	31B	122				G (LE)	To work 10.10pm to Whittemoor
25			5F	31B	122		10.10pm	Whittemoor	K	