

**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: 17/09/1956-16/06/1957 (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.

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)**
**Page 2**

Ref No.	Train	Arrive	Engine	Shed	Turn	No Dep	Destination	Class	Notes
1	12.05am ex Spital Bridge MPD	12.30am						G (LE)	To work 12.50am to P'boro' E. (Bridge Sidings)
2						12.50am	Bridge Sidings	H	
3	06.12am ex Whitemoor	06.44am	6F	31B	111			H	
4			6F	31B	111	07.15am	Bridge Sidings	G (LE)	To work 8.38am to Whitemoor
5	06.53am ex Stanground	07.52am						K	
6	03.10am ex Tibshelf Sidings	08.04am						J	
7						08.40am	Uffington Ballest Sdgs	K	
8						08.50am	Spital Bridge MPD	G (LE)	After working 3.10am from Tibshelf
9	08.30am ex Whitemoor	08.55am	6F	31B	128	09.10am	Bridge Sidings	H	
10	09.00am ex Spital Bridge MPD	09.23am						G (LE)	To work 10.12am to Spring Vale
11						10.12am	Sping Vale	J	
12	10.02am ex March MPD	10.20am	4F	31B	133			G (LE)	To work GP at Whittlesea until 11.50am
13			4F	31B	133	11.50am	Stanground	G (LE)	To work 1.10pm to King's Dyke
14	12.12pm ex March MPD	12.34pm	4F	31B	144			G (LE)	To work 1.03pm to Benwick (Attached to Ref No 12)
15	12.12pm ex March MPD	12.34pm	5F	31B	122			G (LE)	Whittlesea pilot (Attached to Ref No 11)
16			4F	31B	144	01.03pm	Benwick	K	
17	01.55pm ex March MPD	02.15pm	4F	31B	134			G (LE)	To work Brick trips
18			4F	31B	133	03.55pm	Black Drove	J	
19	05.05pm ex Black Drove	05.16pm	4F	31B	133			J	
20	05.10pm ex Benwick	06.19pm	4F	31B	144			K	
21			4F	31B	134	07.10pm	March Up Yard	J	
22			4F	31B	144	07.28pm	Whitemoor	J	
23			5F	31B	122	07.50pm	Bridge Sidings	K	
24	08.50pm ex Stanground	09.05pm	5F	31B	122			G (LE)	To work 10.15pm to Whitemoor (TX)
25	09.07pm ex Stanground	09.22pm	5F	31B	122			G (LE)	To work 10.15pm to Whitemoor (TO)
26			5F	31B	122	10.15pm	Whitemoor	K	

**Whittlesea**
**Mondays Only (MO)**
**Page 3**

Ref No.	Train	Arrive	Engine	Shed	Turn	No	Dep	Destination	Class	Notes
1	06.22am ex Whitemoor	06.47am	6F	31B	111		07.15am	Bridge Sidings	H	
2	06.53am ex Stanground	07.52am							K	
3	03.10am ex Tibshelf Sidings	08.04am							J	
4							08.40am	Uffington Ballest Sdgs	K	
5							08.50am	Spital Bridge MPD	G (LE)	After working 3.10am from Tibshelf
6	08.22am ex Whitemoor	08.55am	6F	31B	128		09.10am	Bridge Sidings	H	
7	09.00am ex Spital Bridge MPD	09.23am							G (LE)	To work 10.12am to Spring Vale
8							10.12am	Sping Vale	J	
9	10.02am ex March MPD	10.20am							G (LE)	To work GP at Whittlesea until 11.50am
10			4F	31B	133		11.50am	Stanground	G (LE)	To work 1.10pm to King's Dyke
11	12.12pm ex March MPD	12.34pm	4F	31B	144				G (LE)	To work 1.03pm to Benwick (Attached to Ref No 12)
12	12.12pm ex March MPD	12.34pm	5F	31B	122				G (LE)	Whittlesea pilot (Attached to Ref No 11)
13			4F	31B	144		01.03pm	Benwick	K	
14	01.55pm ex March MPD	02.15pm	4F	31B	134				G (LE)	To work Brick trips
15			4F	31B	133		03.55pm	Black Drove	J	
16	05.05pm ex Black Drove	05.16pm	4F	31B	133				J	
17	05.10pm ex Benwick	06.19pm	4F	31B	144				K	
18			4F	31B	134		07.10pm	March Up Yard	J	
19			4F	31B	144		07.28pm	Whitemoor	J	
20			5F	31B	122		07.50pm	Bridge Sidings	K	
21	08.50pm ex Stanground	09.05pm	5F	31B	122				G (LE)	To work 10.15pm to Whitemoor
22			5F	31B	122		10.15pm	Whitemoor	K	