

WIMBORNE OPERATING SEQUENCE HIGH-SUMMER WEEKDAYS 1960 (MX)

04:00 BOX OPENS

04:16:30 VAN B+VAN BY+[SK (FO)]+3-SET L arrives DOWN PLATFORM

04:19:00 VAN B+VAN BY+[SK (FO)]+3-SET L departs DOWN PLATFORM

04:35 LIGHT ENGINE arrives UP MAIN; crosses 22; reverses 7 to DOWN SIDING SOUTH; couples to 6-SET G 340/341; reverses to DOWN SIDING NORTH; over 17 to DOWN PLATFORM. [Rule 55 (Dec. 1960–Aug. 1961): 04:53; 05:00; 04:46; 05:00; 04:44; 05:05; 04:50; 04:39; 04:50]

05:17:00 6-SET G 340/341 departs DOWN PLATFORM

05:19 SEMI-FITTED [4+] FREIGHT [Limit 48: 17–35] arrives DOWN MAIN; leave [05:19–05:36] REAR PORTION on DOWN MAIN; detach FRONT PORTION (WIM & DCH/WEY-line wagons); FRONT PORTION forward over 7; reverse over 7 to berth in DOWN YARD; outward POO BMH BMW wagons over 7 to DOWN MAIN; reverse on to REAR PORTION

05:36 SEMI-FITTED [4+] FREIGHT [Limit 48: 17–31] departs DOWN MAIN [05:34–05:44]

06:03:00 2 LE [bunker first] + P-P (FP) +P-P (RP) (ECS) arrive UP PLATFORM [Rule 55 (Dec. 1960 – Aug. 1961): 06:05; 06:04; 05:55; 06:09; 06:01; 06:05; 06:06].

Uncouple LEs; run round via 15, DOWN MAIN, 22; uncouple engines; rear LE reverses to clear 22 on UP MAIN; front LE couples to RP; uncouple FP/RP; RP reverses over 22 to DOWN MAIN; reverses to DOWN PLATFORM. [Rule 55 (Dec. 1960– Aug. 1961): 06:12; 06:15; 06:05; 06:21; 06:11; 06:10; 06:14; 06:05; 06:30].

Rear LE couples to FP in UP PLATFORM.

06:15:00 PUSH P-P departs UP PLATFORM

06:45:00 PULL P-P departs DOWN PLATFORM

06:59:30 PUSH P-P arrives UP PLATFORM

07:01:30 PUSH P-P departs UP PLATFORM

07:11:00 3-SET L arrives UP PLATFORM

07:12:00 3-SET L departs UP PLATFORM

07:25 FREIGHT [4–21] arrives DOWN MAIN. Whole train to DOWN YARD if arrival [07:06–08:59] before 07:52 & 08:20 DOWN. FRONT PORTION wagons ex RGD, ALH, UDN. DETACH: PMV for 17:32 UP; WSM for 09:10 UP. ATTACH: DCH/WEY-line wagons.

07:51:00 3-SET L+ SK arrives UP PLATFORM
 OPTION (M-F): train engine attach 2 SK from Salisbury bay TO FRONT PORTION
 OPTION: train engine attach van(s) from 07:52 down

07:52:00 PULL P-P arrives DOWN PLATFORM
 07:53:00 PULL P-P departs DOWN PLATFORM

08:05:00 3-SET L+SK [+2SK] departs UP PLATFORM
 08:11:30 3-SET L arrives UP PLATFORM
 08:14:00 3-SET L departs UP PLATFORM

08:20:00 3-SET M arrives DOWN PLATFORM
 08:22:30 3-SET M departs DOWN PLATFORM

08:39:30 PUSH P-P arrives UP PLATFORM
 08:40:30 PUSH P-P departs UP PLATFORM

08:45 FREIGHT (6–35) [Limit 32 loaded] over 7 to DOWN MAIN, departs
 [07:06–08:59]

09:10 FREIGHT [8–41] arrives UP MAIN; leave REAR PORTION on UP MAIN [Rule
 [09:05–09:16]55 (Jan., Aug.1961): 09:04–10:07; 09:20–09:57] if 09:15 CCE not running; REAR
 PORTION RGD (incl. carded), BCU, via BCU, Brake Van. FRONT PORTION
 WMO(wx), WSS(wx), WIM; DETACH WIM wagons DOWN YARD; ATTACH
 outward wagons DOWN YARD, and all empties DOWN/UP YARDS
 OPTION: Water

09:15 Q PATH CCE arrives UP PLATFORM
 OPTION: Water

09:16:30 PULL ACV+P-P arrives DOWN PLATFORM
 09:18:00 PULL ACV+P-P departs DOWN PLATFORM

09:20 Q PATH CCE departs UP PLATFORM

09:42:00 6-SET G 428 arrives DOWN PLATFORM
 09:43:00 6-SET G 428 departs DOWN PLATFORM

09:50 FREIGHT [12–42] departs UP MAIN
 [09:32–10:07]

10:00:30 WR 6-SET arrives DOWN PLATFORM
 10:01:30 WR 6-SET departs DOWN PLATFORM

10:12:00 PUSH P-P arrives DOWN PLATFORM; reverses 17 to DOWN SIDING NORTH;
 BERTH

OR reverses 17 to DOWN SIDING NORTH; forward to DOWN SIDING SOUTH;
BERTH

10:21:00 3-SET L+3-SET L+WR VAN arrives DOWN PLATFORM
10:23:00 3-SET L+3-SET L+WR VAN departs DOWN PLATFORM

10:33:00 3-SET M[+P-P TuO] arrives UP PLATFORM
10:35:00 3-SET M[+P-P TuO] departs UP PLATFORM

10:48:00 PUSH P-P+ACV arrives UP PLATFORM
10:49:00 PUSH P-P+ACV departs UP PLATFORM

P-P[+PMV MO] from BERTH to DOWN PLATFORM [Rule 55 (Dec.1960–Aug.
1961): 11:03; 10:55; 11:05; 10:55; 11:00; 11:00]

11:12:00 PUSH P-P[+PMV MO] departs DOWN PLATFORM

11:44:00 PULL P-P arrives DOWN PLATFORM
11:45:00 PULL P-P departs DOWN PLATFORM

12/24 SEMI-FITTED [6+] FREIGHT passes DOWN MAIN (Conveys BRD POO traffic)
[12/06–12/40]

12:48:30 PULL ACV+P-P arrives DOWN PLATFORM
12:49:30 PULL ACV+P-P departs DOWN PLATFORM

12:52:00 PULL ACV+P-P arrives UP PLATFORM
12:53:00 PULL ACV+P-P departs UP PLATFORM

13:32:00 3-SET L arrives UP PLATFORM
13:34:00 3-SET L departs UP PLATFORM

13:47:00 [P-P (TuO)+]3-SET M arrives DOWN PLATFORM
13:48:00 [P-P (TuO)+]3-SET M departs DOWN PLATFORM

14:30 LIGHT ENGINE arrives [ex BSM] UP PLATFORM
SHUNTS YARD(S)

14:32 FREIGHT [BV each end] arrives DOWN MAIN; over 7 to DOWN YARD;
[13:11-15:01] shunts; TERMINATES.

14:55:00 LIGHT ENGINE over 7 departs DOWN MAIN [turn via HAM/POO]

14:47:00 PUSH P-P+ACV arrives DOWN PLATFORM
14:48:00 PUSH P-P+ACV departs DOWN PLATFORM

14:58:00 PUSH P-P+ACV arrives UP PLATFORM
15:00:00 PUSH P-P+ACV departs UP PLATFORM

15:19 SEMI-FITTED (6+) FREIGHT (34-51) arrives UP MAIN

[15:10–15:30] OPTION: leave REAR PORTION on UP MAIN [Rule 55 (Jan. 1961): 15:25.]
SHUNTS DOWN/UP YARDS

15:38 LIGHT ENGINE [via HAM/POO] arrives UP MAIN [for 17:32 freight]

15:45 LIGHT ENGINE (shunter) departs DOWN MAIN [to HAM/WRM]

16:00 SEMI-FITTED (6+) FREIGHT (31-56) departs UP MAIN
[15:35–16:02]

16:51:00 PUSH P-P arrives UP PLATFORM
16:52:00 PUSH P-P departs UP PLATFORM

16:55:00 SK+3-SET L arrives DOWN PLATFORM
16:56:00 SK+3-SET L departs DOWN PLATFORM
OPTION (M, Tu, W, Th, F): detach 2 SK RP with 17:32 engine; BERTH in
Salisbury bay

17:21:00 PMV+PMV+3-SET M arrives UP PLATFORM
17:22:00 PMV+PMV+3-SET M departs UP PLATFORM
OPTION: detach cattle vans REAR PORTION with 17:32 engine; BERTH in
DOWN or UP YARD. Special working to UDN via WMO with engine+BV ex BMH,
or off terminating 1849.

17:32 FREIGHT (PMV+ via SAL SR, VRD, BV) reverses over 17 to DOWN MAIN; over
15; departs UP MAIN
[17:30–17:34]

17:46:00 PULL ACV+P-P arrives DOWN PLATFORM
17:51:00 PULL ACV+P-P arrives DOWN PLATFORM

18:20:00 5-SET H arrives DOWN PLATFORM
18:21:00 5-SET H departs DOWN PLATFORM

18:49:00 6-SET G 340/341 arrives UP PLATFORM;
forward to clear 15; propel over 15 to DOWN MAIN to clear 17; over 17 to DOWN
SIDING NORTH; reverse to DOWN SIDING SOUTH No 1; uncouple ENGINE;
over 17 to DOWN SIDING NORTH; (after 18:59 dep.) reverse over 17 to
DOWN MAIN inside DOWN STARTER; [WATER]

OR propel over 22; propel on DOWN MAIN to clear 7; forward over 7 to DOWN
SIDING SOUTH No 1; uncouple ENGINE; forward to DOWN SIDING
NORTH to clear 17; (after 18:59 dep.) reverse over 7 to DOWN MAIN; reverse
inside DOWN STARTER; [WATER]

18:58:00 6-SET G 428 arrives UP PLATFORM
18:59:00 6-SET G 428 departs UP PLATFORM

18:59:00 3-SET M arrives DOWN PLATFORM

19:04:00 3-SET M departs DOWN PLATFORM

19:12 LIGHT ENGINE departs DOWN MAIN

[19:13–19:21] OPTION: special working loaded cattle wagons to UDN via WMO; return LE.

19:16 SEMI-FITTED (6+) FREIGHT arrives UP MAIN; recess REAR PORTION in UP
[19:18–19:33] YARD; FRONT PORTION (6+WIM wagons) over 15 to DOWN MAIN, clear 17;
over 17 to DOWN SIDING NORTH; reverse and detach WIM wagons in DOWN
SIDING SOUTH No 2 road.

19:26:00 6-SET WR arrives UP PLATFORM

19:29:00 6-SET WR departs UP PLATFORM

19:36:00 PUSH P-P+ACV arrives UP PLATFORM

19:39:00 PUSH P-P+ACV departs UP PLATFORM

19:55 SEMI-FITTED (6+) FREIGHT departs UP MAIN

[19:55–20:02]

OR

[20:01–20:08] SEMI-FITTED (6+) FREIGHT passes UP MAIN

20/05 Q PATH CCE

20:17:00 SK(FX)+3-SET L+SK(FO) arrives UP PLATFORM

20:18:00 SK(FX)+3-SET L+SK(FO) departs UP PLATFORM

OPTION: Attach 1 or 2 vans [6-21 minutes]

21:18:00 3-SET M[+3-SET L (FO) 26/8-9/9] arrives UP PLATFORM

21:19:00 3-SET M[+3-SET L (FO) 26/8-9/9] departs UP PLATFORM

21:26:00 3-SET L (FX); 6-SET G 428 (FO) arrives DOWN PLATFORM

21:27:00 3-SET L (FX); 6-SET G 428 (FO) departs DOWN PLATFORM

21:37:00 PULL ACV+P-P arrives DOWN PLATFORM

21:38:00 PULL ACV+P-P arrives DOWN PLATFORM

BOX CLOSES 22:00

NOTES

This operating sequence is derived from several sources, including:

Working Time Tables for passenger and freight trains, 13 June 1960 UFN

Carriage Working Notices, 13 June to 11 September 1960

Wimborne signal box train register, 19 December 1960 to 3 August 1961

Engine Working Notices, 1958 and 1962

Personal recollections (oral or written), including those from: Peter Foster, Owen Fripp, the late Ted Henbest, the late Brian Kohring, Keith Pfrangley, Aubrey Punter, the late John Saville, the late Michael Webb. My apologies to anyone I've forgotten.

Times or movements in [brackets] are largely derived from the train register; although this covers a slightly later date, the data are probably applicable to the high summer of 1960.

The three-character location codes are Network Rail's, augmented where necessary:

ALH Ashley Heath
BRD Broadstone
RGD Ringwood
UDN Uddens
WIM Wimborne
WMO West Moors

Despite this wealth of knowledge, there are inevitably points where I have had to make assumptions about operating procedures. Further clarification, suggestions or corrections will be gratefully received.

As ever, I have benefitted enormously from my conversations with Peter Russell.

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