

Westerham Valley.

Branch-Line Handbooks - Brasted



Description: -

-Westerham Valley.

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Westerham railway station

Both were notorious for the poor quality of their services and decrepitude of their stock, and the struggles had driven both companies to the verge of bankruptcy. Two even worked passenger trains on the Wotton Tramway better known as the Brill branch and at least one of these is known to have been adapted from a traction engine during the construction stage. The electric service commenced through Dunton Green to Sevenoaks on 6 January 1935.

Westerham Valley Railway Society

Click for a larger version of this map which also includes Wreford's private siding and the Dunton Green Brick and Tile Works. Beyond the fence is a large house Windmill Bank Cottage with generous gardens and a superb view.

Squerryes Estate »

British Railways accepted this offer subject to the condition that a commuter service is provided, thereby enabling it to cease its annual subsidy of £8,700 towards the additional bus services laid on following the line's closure. Shopping Westerham is renowned for its selection interesting and unique shops. On 2 March 1936 it was transferred to the London East Davison where it was given a second opportunity to prove itself on the relatively flat Westerham branch.

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In a further attempt to reduce running costs, the tiny P class 0-6-0T had been developed by 1909 for use on low-capacity branch lines.

Westerham Valley Railway Society

At the same time, the Sunday service was reduced to only five trains: two of those trains taken out were connecting services with two non-connecting services being retained! The goods shed had a small wooden canopy over the loading entrance on the south face.

The Sentinel was unreliable and it was even less popular than the rail-motors, and its stay on the Westerham branch was short with the line reverting to the trusted R1s within a few months. After the 1923 Grouping, the Southern was the most colourful of the 'Big Four' when it came to buildings, and it used the same colour scheme throughout the Grouping period from about 1926 when the standard colour scheme was introduced. There had been a timber yard there since 1870 when Benjamin Horton expanded his business originally based in Lewisham, South London.

Disused Stations: Westerham Station

Once completed, this would leave the branch as an isolated steam-operated adjunct of a modernised main line. Special tickets were made for the event one is seen above and visitors were also treated to information on the branch line, as well as a model railway set and video footage. During the 1950s, the line began to suffer competition with buses, notably the 403 route which ran from Croydon via Sanderstead, Chelsham and Westerham to Sevenoaks, and as train fares rose dramatically from 1938, passenger numbers fell.

Disused Stations: Dunton Green Station (Westerham branch platform)

In 1917, the practice of running Charing Cross trains via Cannon Street ceased but this did little to improve the general punctuality of suburban services, which was, at this time appalling due to bottlenecks caused by too few tracks trying to accommodate too many trains.

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