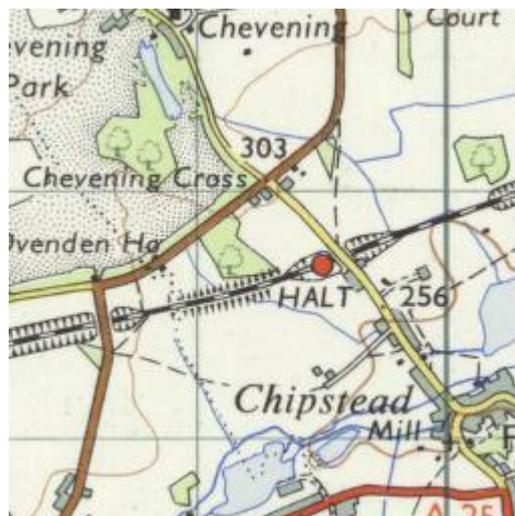
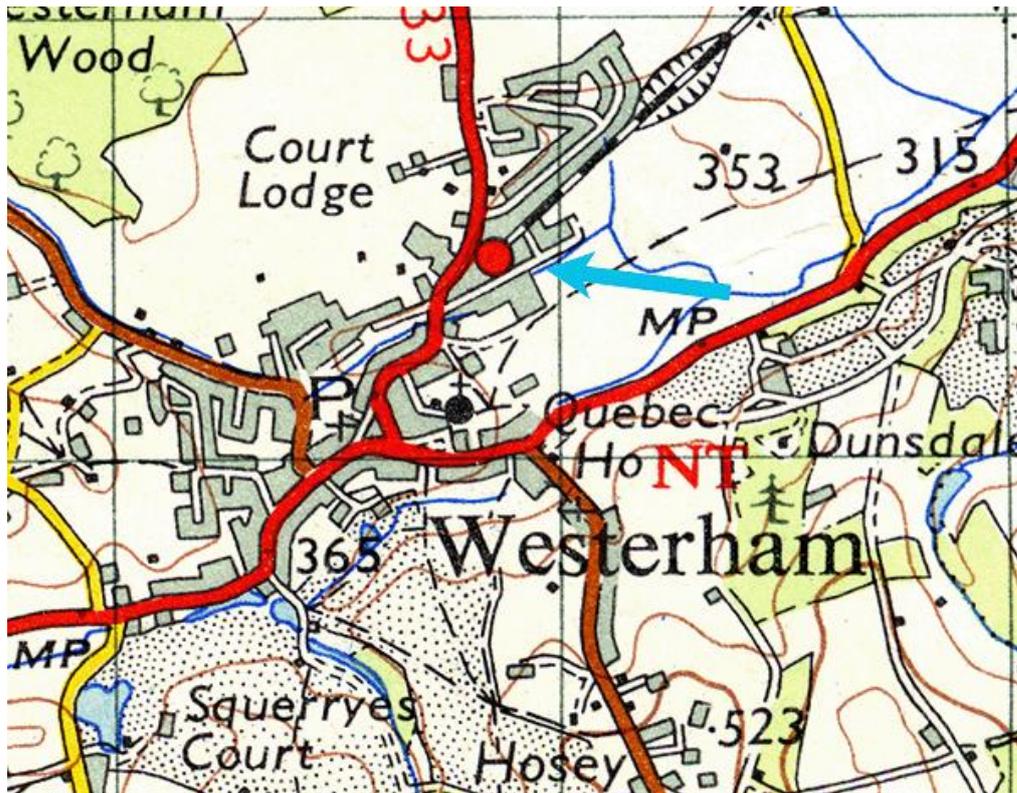


# WESTERHAM

## And Chevening Halt

(Dartford Model Railway Group)  
4mm/OO gauge

The Westerham branch, built by the South Eastern Railway, ran from a junction with the main line at Dunton Green to Westerham, with an intermediate station at Brasted, and a halt at Chevening. Opened in July 1881, it closed at the end of October 1961, and a large part of the former trackbed now forms part of the M25 motorway from junction 5 westwards.





Westerham Station

The layout was the project of one of our members who has sadly passed away and left us to complete it. It supposes that the 'axe' did not fall on the branch and that the line was electrified to fit in with the rest of the network, enabling through trains to the London S.R. termini.

The railway buildings (Station and signal box at Westerham and waiting shelter at Chevening) are representations of those actually on the sites, though the distances have necessarily been compressed to fit within the available space. We have modified the original layout concept by replacing the modern 70's/80's warehouse style buildings with something a little older and more anonymous timewise to enable us to extend the period of operation and add interest. In doing this we hope to progressively run a timescale from around the time of closure through to modern day.

Thus initially, regular passenger services will be steam tank locomotives operating pull-push sets – as in fact operated by B.R. up to closure – progressively replaced by various classes of third rail EMU up to today's Networkers.

Being a commuter line, these services naturally peak in the morning and evening rush hours when through trains to London operate. For the remainder of the day a shuttle service operates to Dunton Green.

Freight and engineering services, initially operated by steam, give way to diesels and electro-diesels. Palletised freight traffic can be handled by drinks and agricultural supplies companies on the industrial estate that has developed adjacent to the former goods yard. A coal merchant still operates from one end of the former yard.

Of course, being the nearest station to Churchill's home at Chartwell, and with some excellent rambling countryside nearby, a number of excursion trains operate over the line with onward travel by bus and coach from the station forecourt.

We have added an extension to the layout to show Chevening Halt and the rural nature of much of the line, contrasting with the busy Westerham site.



Chevening Halt

Operation is by DCC and is the group's first venture into this method of control enabling us to learn the advantages and disadvantages. At present this only extends to loco control, with the pointwork controlled conventionally by probe and stud method, and signals by discrete switches.

An 'L' shaped layout with a 14 feet by 18 inches scenic display, and an 18 inches by 4 feet fiddle yard.

Exhibition managers wishing to include this layout should contact Bob Hope at [robert.hope@talktalk.net](mailto:robert.hope@talktalk.net) or Eddie Lemman at [eddielemman@yahoo.co.uk](mailto:eddielemman@yahoo.co.uk) or via the group website [www.dartfordmrg.btck.co.uk](http://www.dartfordmrg.btck.co.uk)



Westerham awaits the arrival of the next service.



Awaiting passengers in the car park.



2EPB awaits departure.



2EPB leaves for Dunton Green.



466 'Networker' arrives at Chevening.



Tin Tabernacle re-erected by WVMRC as their HQ.