

The Tetbury Branch



1889 - 1964

BRITISH RAILWAYS



Tetbury Town Council



Tetbury Rail Lands Regeneration Trust

1960



The railbus idles beside the Tetbury platform at Kemble. Although it's highly unlikely that trains will ever run between Kemble and Tetbury again, there are great hopes of reopening the route of the line as a trail for walkers, horse riders and cyclists.

1944



Jackament's Bottom Halt 1939-1948

Jackament's Bottom Halt was built in 1939 to deal with vastly-increased wartime activity at Kemble aerodrome, including hosting Troop Carrier Groups from the USAAF 9th Air Force with masses of Dakota aircraft for vital resupply missions to allied troops in recently-liberated parts of Europe.

1962



Open from 1904 until the line closed, the pretty halt at Rodmarton, seen here in 1962, was, in the words of branch historian Stephen Randolph, "rarely visited by intending passengers."

Rodmarton Platform 1904



c.1960 Added to the line in 1959, in hopes of attracting passengers to the new diesel railbus service, Church's Hill Halt was a simple, exposed platform made from sleepers.

Church's Hill Halt 1959



1932

Tommy Curtis worked as a guard on the branch for 40 years, from its opening day until he retired in March 1932. The train behind him is a mixture of passenger and livestock vehicles - typical of traffic on the branch, which handled 292 trucks of animals and 43,645 milk churns in 1925 as well as 13,000 tons of freight.



Trouble House Halt is said to be the only station in England built specifically to serve a pub. On the line's final day of passenger operation, bowler-hatted 'mourners' put a coffin on board the last train to Kemble at Trouble House Halt. It had been made by the landlord of the pub together with his brother, covered with inscriptions and filled with empty whisky bottles. On arrival at Kemble, the coffin was transferred to a train for Paddington, addressed to Dr. Beeching, infamous as the executor of the plan that closed thousands of miles of rural railways in the early 1960s. The crew had to put out a bonfire of hay bales on the line at Culkerton on their way back to Tetbury, where the town's rail service ceased for ever.

1964



Sixty years after its debut, the Goods Shed was still handling incoming and outbound freight every day, although the fabric of the building was showing distinct evidence of wear and tear as well as signs of the wartime neglect that still afflicted the whole of the country's rail network.

1948

Kemble



The Goods Shed stands partly on rubble quarried from the hillside that originally sloped down across what is now the car park. Scores of labourers excavated the hill by pick and shovel. Some are pictured here at the foot of the cliff behind the Shed. The contract for erecting the Shed and the rest of the station buildings at Tetbury, as well as making alterations to Kemble station at the other end of the branch, was let in 1887 for £1,719 - between £1.5 and £2.5 million in today's economic values.

1888



"Tetbury has been isolated and in shadow for so long. The railway will bring us into contact with the outer world and will break off some of the antiquated theories and prejudices which have hampered us for so long."

Tetbury Advertiser, October 1887

1895



The daily routine on the branch, for most of its life, was eight trains per day up and down the line, pulled by steam tank engines. The passenger service usually consisted of one or two carriages. Any freight wagons were added to the passenger train. Here, the ex-GWR O-4-2 tank locomotive locally known as 'The Donkey', pulls into Tetbury in a few months after Britain's railways were nationalised.

1948

Additional Passenger Train Services	
TETBURY BRANCH	
4.30 p.m. TETBURY TO KEMBLE	5.30 p.m. KEMBLE TO TETBURY
EACH WEEK-DAY commencing Monday, March 25th	
From Tetbury to Kemble	
1.00 p.m.	1.40 p.m.
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