

A photograph of the Bat & Ball Station building at dusk. The building is a two-story brick structure with a gabled roof and several chimneys. The ground floor features arched windows and a central entrance. A sign above the entrance reads "BAT AND BALL". A person is sitting on a bench in front of the building. The sky is dark, and the building is illuminated by streetlights.

BAT & BALL

STATION!

1862 - 2023

BACK IN 1859

In 1859, Parliament passed a bill to allow the construction of Sevenoaks Railway by Thomas Crampton



WHO IS THOMAS CRAMPTON?



Thomas Crampton was a very well known English engineer who worked initially at Brunel's Great Western Railway and is best known for designing the Crampton locomotive.

In 1864 Crampton bought land located at just a short distance from the station itself – 81 acres near Greatness Farm and St. John's. He also had a road named after him -Crampton Road which branches off the A225 Otford Road.

THE GRAND OPENING

1862

After only 3 short years, Bat & Ball Station opens. It was first known as Sevenoaks Station, being the only station in Sevenoaks at the time. Up to 1861 Sevenoaks was a small country town with a population of under 5,000 - smaller than it had been 30 years before.

- Sketch of Sevenoaks High Street in 1850's



A ROYAL VISIT 1866

In 1866, the Prince and Princess of Wales (later Edward VII), the Duke of Edinburgh and Duke of Cambridge arrived at the Station to visit Knole. Being the only station in town it was quite a walk from here!

Soon after Queen Victoria visits the Station in 1867, then continuing her tour of the town and Knole.



LOST TURN TABLES, ENGINE SHED AND WATER TOWER

As the station was originally a terminating point, an engine shed was established at the Station. Direct access to the building was not possible, but with only one way into the shed, a 45 foot turntable was situated there!

Electrification made the engine shed completely redundant and subsequently, by the end of 1935 both the buildings and turntable had been removed.

[https://www.youtube.com/watch?v=-
DVRwHqADhs](https://www.youtube.com/watch?v=-DVRwHqADhs)

MIX UP OF NAMES!

Back in 1868, Sevenoaks Station as we know it opens but confusingly is called Sevenoaks also.

After a year of deliberation, this station was renamed 'Sevenoaks Bat & Ball' and Sevenoaks station is called 'Sevenoaks Tubs Hill'.

By the end of the year, the station was renamed again to 'Sevenoaks Bat & Ball' after the local pub. Both of the station are linked onto the same Thomas Crampton line, starting at Sevenoaks through the Darent Valley to Swanley.



The Station before 1960's





The Station before 1960's

The footbridge remains, but it has lost its roof, this being removed around the time of the signal box's closure.

The waiting shelter did lose its wrap around sides and canopy however through the 2015-2017 restoration it was restored to heritage value.

1869 - 1935

Over the next few years, the Station was used for post, tourism, commuting, and produce deliveries for the local town.

By 1935, Electrification came to. Putting the steam locomotives out of use.

A signal box of the LC&DR's own in-house design was erected at the northern end of the "down" platform





< 9th June 1978

A 73127 and
73129
transporting
coal from Bat &
Ball Station

BOARDING UP OF THE STATION



In 1992, the Station was de-staffed and boarded up. This was around the time when British Rail was privatised in 1993- dividing up rail up into over 100 separate companies.

SEVENOAKS TOWN COUNCIL

2015 - NOW

Although the Station was being used on a daily basis, because the large building wasn't being used it attracted vandals, neglect, and un-friendly behaviour. It was decided in 2015 that Sevenoaks Town Council to include Bat & Ball Station as part of its community Investment Plan and regeneration of Northan Sevenoaks.

2017 - Sevenoaks Town Council obtains long lease for the Bat & Ball Station Building. They also obtain Heritage Lottery Funding for refurbishment of Bat & Ball Station building to a community facility.

2018 - Sevenoaks Town Council starts work to refurbish the Bat & Ball building.

COMPARING OLD AND NEW TICKET OFFICE



1960's stable door and window



Now the Station Cafe

COMPARING OLD AND NEW STATION EXTERIOR



1960's – the bathroom extension has been added onto the station house



2019 – the extension on the station house was removed

COMPARING OLD AND NEW THE BOOKING HALL



1960's – original fireplace blocked in



2019 – doors and ticket window still evident