

**Public Version of Working Timetable for Sunday 27th April 2025 - Dwarves of Steam Event - Page 1**

**DOWN**

Loco			Knowle	J94	Willy	Willy		Judy	Hastings	J94	Marcia		Knowle	J94	Willy		Hastings		Judy Marcia	Knowle	Hastings	J94	Judy Marcia Willy
Set			Mk I	Pullman	Vintage	L/E		Vintage	Mk I	Pullman	Vintage		Mk I	Pullman	Vintage		Mk I		Vintage +	L/E	L/E	L/E	L/E
Train details			TN - WM Passenger	TN - WM Pullman ECS	TN - RN Passenger	RN - WM Light Engine		TN - WM Passenger	TN - WM Passenger	NM - BM Pullman	TN - WM Passenger		TN - WM Passenger	WM - BM Pullman	TN - WM Passenger		TN - WM Passenger		TN - WM Passenger	TN - RN Light Engine	TN - RN Light Engine	TN - RN Light Engine	TN - RN Light Engine
Tenterden	dept		<b>note T1</b> 10:00	<b>note T1</b> 10+30	<b>note T2</b> 10:48		<b>note T4</b> 11:30	<b>note T5</b> 12:15		<b>note T6</b> 13:00		<b>note T6</b> 13:45		<b>note T6</b> 14:30		<b>note T7</b> 15:15		<b>note T8</b> 16:00	loop 16x27	loop 17x12	loop 17/22	loop 17/32	
Rolvenden	arr		10:10 main	10+45 <b>note R1</b> 10x53	10:58 main <b>note R2</b>	<b>note R2</b> 11/13 main	11:40 <b>note R3</b> 11xw46	12:25 main 12x26		13:10 main 13x11		13:55 main 13x56		14:40 main 14x41		15:25 main 15x26		16:10 main 16x11	16/35 to depot (M)	17/20 to depot (L)	17/30 to depot (L)	17/42 to depot (L)	
Wittersham	arr		10:22 plat <b>note W1</b>	11+11 through 11+11		11/27 plat <b>note W2</b>	11:57 plat <b>note W3</b>	12:37 plat <b>note W1</b>		13:22 plat <b>note W3</b>		14:07 plat <b>note W1</b>	<b>note W4</b> through 14:33	14:52 plat <b>note W3</b>		15:37 plat <b>note W1</b>		16:22 plat <b>note W5</b>					
Northiam	arr			11+27 plat I <b>note N1</b>						<b>note N1</b> plat I 13w00			14:45 plat I 14w50										
Bodiam	arr									13:24				15:05									

**UP**

Loco	Knowle J94	Willy Judy	Knowle		Marcia		Hastings	Willy	Hastings		Judy	J94	Knowle		Marcia	J94	Hastings	J94	Willy Marcia Judy				
Set	L/E	L/E	Mk I		Vintage		L/E	Vintage	Mk I		Vintage	Pullman	Mk I		Vintage	Pullman	Mk I	Pullman	Vintage +				
Train details	09/15 RN - TN Light Engine	09/45 RN - TN Light Engine	10:40 WM - TN Passenger		11:13 RN - TN Passenger		11/47 RN - TN Light Engine	12:10 WM - TN Passenger	12:55 WM - TN Passenger		13:40 WM - TN Passenger	13:40 BM - WM Pullman	14:25 WM - TN Passenger		15:10 WM - TN Passenger	15:15 BM - NM Pullman	15:55 WM - TN Passenger	16+15 NM - TN Pullman ECS	16:40 WM - TN Passenger				
Bodiam	dept											13:40				15:15							
Northiam	arr											14:04 plat I				15:30 plat I							
Wittersham	arr											14:23 through <b>note W4</b>	<b>note W1</b> plat 14:25		<b>note W3</b> plat 15:10		<b>note W1</b> plat 15:55	16+26 through 16x26	<b>note W5</b> plat 16:40				
Rolvenden	arr	ex depot 09/10	10:51 <b>note R1</b> 11xw02		<b>note R2</b> main 11:13		<b>note R3</b> main 11x47	12:21 loop 12xw28	13:06 loop 13xw13		13:51 loop 13xw58		14:36 loop 14xw43		15:21 loop 15xw28	16:06 loop 16xw13	16+37 loop 16x37	16:51 loop 16xw58					
Tenterden	arr	09/18 <b>note T1</b>	09/57 <b>note T2</b>	11:10 <b>note T3</b>	11:25 <b>note T4</b>		11/55 <b>note T5</b>	12:40 <b>note T6</b>	13:25 <b>note T6</b>		14:10 <b>note T6</b>		14:55 <b>note T7</b>		15:40 <b>note T8</b>	16:25 <b>note T9</b>	16+47 plat	17:10 plat					

**IMPORTANT NOTE**

The arrival times shown in the UP DIRECTION at ROLVENDEN are for the loop line and NOT the station. These trains will arrive in the station in the UP DIRECTION 1 minute before the departure time.

As a result of this, it is NOT possible to change between an UP TRAIN and a DOWN TRAIN at Rolvenden.

**IMPORTANT NOTE**

Only trains highlighted in colour are available for public use. Trains without highlighting are loco moves, or are our Pullman service, which is only available to prebooked passengers.

- Key  
 // light engine time  
 x crossing move  
 w water is taken at the location  
 + Empty Coaching Stock (ECS)  
 TN Tenterden  
 RN Rolvenden  
 WM Wittersham  
 NM Northiam  
 BM Bodiam

**THIS TIMETABLE MUST BE READ IN CONJUNCTION WITH PAGE 2 WHICH CONTAINS THE NOTES AND ADDITIONAL INFORMATION**

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<b>note T1 - from 09:00 at Tenterden</b>
Tenterden Pilot diesel to shunt Mk 1 set from No 1 siding to headshunt before the arrival of 09//10 RN – TN light engines, which are to be signalled into the platform. On arrival, engines to proceed to the headshunt and split. Knowle to attach to Mk 1 set and stand, and J94 to shunt to loop and stand clear of Vintage set in berth. Once J94 is clear, then Knowle and Mk 1 set to shunt to platform to form 10:00 TN – WM passenger. Pilot Diesel to shunt to Pullman Dock and at 10:00, to shunt Pullman set to headshunt and stand. J94 to shunt from loop to headshunt and attach to Pullman set and shunt to platform to form 10+30 TN – NM ECS. Pilot Diesel to berth in No 3 siding.
<b>note T2 - from 09:57 at Tenterden</b>
09//45 RN – TN light engine to be signalled into loop at Tenterden and engines to split. Judy to stand and Willy to attach to Vintage set berthed in the loop. As soon as headshunt is clear (see note T1) Willy to shunt Vintage set to the headshunt until the 10+30 TN – NM Pullman ECS has departed. Once this has happened, shunt to platform to form 10:48 TN – RN passenger.
<b>note T3 - from 11:10 at Tenterden</b>
10:40 WM – TN passenger to be signalled into platform at Tenterden. Once platform work completed, shunt train to headshunt without running round, and stand 2 engines lengths clear of Henry's Crossing.
<b>note T4 - from 11:25 at Tenterden</b>
11:13 RN – RN passenger to be signalled into platform at Tenterden. Judy to shunt from loop to platform via crossing on the same set of gates as the arriving train. Marcia to detach and shunt to loop via headshunt and stand. Judy and Vintage Set to form 11:30 TN – WM passenger.
<b>note T5 - from 11:30 at Tenterden</b>
After departure of 11:30 TN – WM passenger from platform. Knowle to shunt Mk 1 set from headshunt to platform and detach. Knowle to shunt to loop and stand. 11//47 RN – TN light engine to be signalled into platform at Tenterden and attach to Mk 1 set to form 12:15 TN – WM passenger.
<b>note T6 - various times at Tenterden</b>
On arrival at Tenterden, signal into platform. On the same set of gates as the arriving train, loco to shunt from loop to platform and attach to set in platform. Loco that worked train in to shunt to loop via headshunt when ready.
<b>note T7 - from 14:55 at Tenterden</b>
On arrival at Tenterden, signal into platform. On the same set of gates as the arriving train, loco to shunt from loop to platform and attach to set in platform. Loco that worked train in to shunt to No 2 siding and attach to coaches in berth when ready.
<b>note T8 - from 15:40 at Tenterden</b>
On arrival at Tenterden, signal into platform. Loco that worked train in to detach and shunt to loop as soon as possible and attach to loco in loop. Both locos to then shunt via crossing to platform and attach to set for departure. Additional coaches will be attached to the rear of the train from No 2 siding using Knowle.
<b>note T9 - from 16:25 at Tenterden</b>
On arrival at Tenterden, signal into platform and loco to remain attached. When set has been cleared, shunt to No 1 siding and berth. Loco to then shunt to loop and stand to form 17//12 TN - RN light engine.

<b>note R1 - from 10:45 at Rolvenden</b>
10+30 TN – NM Pullman ECS to be routed via mainline at Rolvenden and to depart as soon as possible after 10:40 WM – TN passenger has arrived in the loop at Rolvenden. 10:48 TN – RN passenger to follow into the platform at Rolvenden and, once station work is completed, shunts forward onto main line to allow 10:40 WM – TN passenger to depart from loop.
<b>note R2 - from 10:58 at Rolvenden</b>
10:48 TN – RN passenger arrives in platform at Rolvenden and, once station work is completed, shunts forward onto main line and stands to allow 10:40 WM – TN passenger to depart from loop. Engine to detach and stands to form 11//16 RN – WM light engine. After departure of 10:40 WM – TN passenger from loop, engine shunts from depot to main via the platform and attaches to coaches to form 11:13 RN – TN passenger.
<b>note R3 - from 11:20 at Rolvenden</b>
Hastings off shed at 11:20 and shunt to main via Robertsbridge end single line. On arrival on main, stand by R22 signal. Forms 11//47 RN – TN light engine. 10:30 TN – WM passenger to be signalled via the loop and stop to take water at the column if required before continuing to Wittersham.

<b>note W1 - various times at Wittersham</b>
On arrival at Wittersham, signal into loop and loco runs round for departure.
<b>note W2 - from 11:27 at Wittersham</b>
On arrival at Wittersham, signal into loop and loco to take water and then shunt to Engineers Siding to recess.
<b>note W3 - various times at Wittersham</b>
Prior to the arrival of the down train, loco in the Engineers Sidings to shunt to through line and stand. When down train arrives, signal into loop and engine in the through line to shunt across and attach to the Headcorn end of the train ready for departure. The loco that worked the train in to detach and stand. After departure of the up train, remaining loco to drop down to take water and then shunt to Engineers Sidings to recess.
<b>note W4 - from 14:23 at Wittersham</b>
13:40 BM – WM Pullman to be signalled into through line AFTER the engine for the 14:25 WM – TN has completed the run round. Pullman loco to split off and as soon as possible after the departure of the 14:25 WM – TN to run round train to form 14:33 WM – BM Pullman.
<b>note W5 - from 16:22 at Wittersham</b>
When down train arrives, signal into loop and both locos that worked the arriving train to run round via the crossing and attach to the Headcorn end ready to work back to Tenterden. Once attached, loco in Engineers Sidings to shunt out and attach to loco to work back with all three engines hauling the train.

<b>Note N1 - from 11:27 at Northiam / Pullman operation</b>
10+30 TN – NM Pullman ECS to run into platform 1 at Northiam and stop to take water. Loco does not run round and the train departs from platform 1 towards Northiam. Pullman on this day will run NM – BM (run round) – WM (run round) – BM (run round) – NM instead of the usual operation. Crew to note revised section timings and should not arrive at Wittersham early.

Mk 1 set will be formed of two British Railway Mark 1 corridor coaches.  
 Vintage set will be formed of three vintage coaches with compartments and no corridors.  
 Vintage + set will be formed of five vintage coaches with mainly compartments and no corridors.

The K&ESR operates heritage locomotives and carriages over elderly infrastructure using historic systems. We will use every reasonable endeavour to operate the advertised train service, but cannot guarantee that services will be hauled by a particular locomotive or type of traction in the event of a failure or severe delay.

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