

SWWJR Woking Branch

The 1853 Act for the Staines-Wokingham line (SW&WJR) included a branch to Woking. This would have left the main line just east of Longcross, with a facing junction for trains from Staines (Ref. Q/Rum/95). It then turned south east and passed west of Longcross village and just east of Chobham to cross the Basingstoke Canal at Horsell. There were several conditions in the Act to protect the Canals interests. It joined the LSWR main line at Woking between the station and the junction for Guildford, but oddly the junction faced Guildford, so Woking station would have had to be re-sited. The SW&WJR postponed construction of the branch, and it was never built, a pity as Chobham never got a railway and it would be a useful link today.

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Although the SWWJR branch from Longcross to Woking was not built with the main line, there were subsequent proposals to provide this link. There is a plan of November 1857 to revise the route of the branch at the Woking end, so that it joined the Southampton main line east of Woking station by means of a reverse curve north of the town. This line could be sold or leased to the LSWR, GWR or SER (Ref. QS6/8/509).

This surfaces again in November 1862 with the Staines, Egham and Woking Junction Railway (QS6/8/654), which follows the same route from Longcross; with this scheme, it was planned to widen the SWWJR line from Longcross to Staines. This would have been worked by the LSWR and was perhaps seen as a relief route for the main line into London. The completion of the Virginia Water – Chertsey line in 1866, promoted by the LSWR, put an end to such schemes.

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