

Sunningdale and Yorktown Railway

Dated 1864, this line would have left the west end of Sunningdale station and run south west to join the later route of the Ascot-Frimley line (1878) at Bagshot. It terminated at the Frimley Road in Camberley (A321). It was also intended to extend it, to cross the Blackwater and the SER line, curve south and terminate at Aldershot, where the modern A325 road crosses to the Basingstoke Canal. This line (ref Q/Rum/116) had severe gradients with long stretches at 1:60/52; there were some other proposals at this time for a similar line called the Sunningdale & Cambridgetown Railway, but these plans are sealed and cannot be inspected. The S&C did actually get an Act and some work was done before it was abandoned, later being used by the 1878 Ascot-Frimley line. The S&YR had a prominent engineer, Sir Charles Fox, but little traffic potential.

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This was an improved version of the Sunningdale & Yorktown and the plans were published in November 1863 for the 1864 Session (Ref. QS6/8/634). This followed the S&Y route from Sunningdale to Camberley and terminated at Camberley High Street where an extension line commenced to cross the SER line just north of the present A325 Farnborough Road bridge, turn south and join the LSW main line at Farnborough station. It featured 1:80 gradients and would be worked by the LSWR.

This line got its act in 1864, but ran out of money after only a few earthworks had been started. The LSWR decided to build a line on this route to deter others from doing so, and in the LSWR pPowers Bill of 1872, proposed a line from Ascot to Camberley and North Camp (now Ash Vale) (Ref. QS6/8/821). The plans for this line clearly mark cuttings at Bagshot Tunnel and east of Camberley, which the new line was going to use, and these must be those left by the S&C in 1864. The LSWR plans included numerous junction curves in the Farnborough and Frimley areas, most of which were not built, but the Ascot-Frimley-Ash Vale line opened in 1878.

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