

Bramley Military Camp Railway

At one time there were 33 miles of railway track at the Camp for the movement of staff and ordnance. The railway system was on both sides of the main line between Reading and Basingstoke and continued in use until 1 March 1987, when the 'Bramley Bunker', a train chartered by rail enthusiasts, became the last train to use the railway. There was an unsuccessful attempt to establish a transport museum at the site in 1993.

Steam locomotives were initially used when the Camp was opened, some fitted with 'balloon spark arresters' to reduce the risk of a spark setting off a fire or explosion. From 1960 onwards diesel locomotives were used exclusively, operating out of a large diesel depot and associated workshop and office buildings built around that time a short-distance south-east of the station and which were demolished in the spring of 2009. Between some time in the 1950s and about 1970 three ex-Piccadilly London Underground coaches were used for the morning and evening trains that ran between Bramley Station and the Camp. The design of the carriages made them particularly suitable for negotiating the sharp curves on the Camp's railway system.

Source of information: 'Reading to Basingstoke' by Vic Mitchell and Keith Smith, published by Middleton Press in March 1994 ISBN 1873793278. This book has a number of photographs of the locomotives and rolling stock used at the Camp and of the railway and its buildings.