

Want to see this
in full colour?
Then visit
www.nlsme.co.uk

This Month...



The News Sheet

Chairman's Chatter, Treasurer's Report, Forthcoming General Meetings, The November General Meeting, A hot air engine, Mr Grumpy, Our H0 North American railway at HQ, Diary Dates, Club Contacts.



Chairman's Chatter



As we approach the like it or loathe it 'Festive Season', and this may be a bit early in some people's minds, but Irene and I would like to wish a very pleasant Christmas and fruitful New Year to all our many Members and their families.

Hopefully many of you will be able to get to Tyttenhanger on New Year's Day for the annual reverse running Steam Up. As this clashes with our wedding anniversary it is one date where I am otherwise spoken for. Have a great time anyway.

I also have great pleasure to confirm that the Society are now in receipt of an amazingly generous donation from one of our very long standing, if not an original member, in the form of a grant which will be spread over the next five years. I do know that our benefactor would prefer this money to be used primarily for projects associated with live steam scale model engineering but would also be happy for some to be used towards the new proposed workshop at Tyttenhanger.

Currently at Tyttenhanger we have a situation that is creating a lot of bad feeling between different sections and many members. The cause revolves around a proposal to extend the G.L.R. with a running loop from Smallford station across the site towards Henley Halt. This is a very delicate topic that has many 'pro's and con's' in respect of this extension. However, life is too short to let a project such as this create so many rifts and personal disputes amongst our membership. Can all parties with an interest in this proposed extension please consider it from all aspects and not just their own personal point of view. It is essential that before any changes are made that all options are considered such as planning, maintaining the infrastructure of the site, all safety aspects, interaction between different Sections, funding and the general ambience and well-being of the Tyttenhanger Site. It may be necessary to include this topic in a forthcoming 'General Meeting' or maybe hold an additional General Meeting to discuss this project.

Please do not let personal opinions get in the way of the rest of the Membership enjoying the wonderful facilities that our Society has the good fortune to use.

As far as I am aware, all other sections are progressing in their own way with no significant problems.

There is a General Meeting scheduled for Friday 3rd February at 20:00 at Headquarters where amongst the many topics scheduled for discussion the Ground Level Railway team could present and discuss the planned proposals for extending their track.

Robin.



Gresley A3, number 55 'Woolwinder' running at speed on the Gauge One track at Colney Heath on the 10th November. Photo Mike F.

Raised Track Christmas & New Year.

The Raised Track will be available for the Christmas period and our New Year's day steam up will kick off from 10.00am on Sunday 1st January 2017, tea, coffee, mince pies etc. will be available on the day. The track will be closed from the 5th January, whilst remedial work is progressed and a re-opening date will be advised in due course.

Mike.



Covering the tunnel with soil. The area will be seeded and eventually should blend in with the surrounding land. Photo Mike F.



Forthcoming General Meetings

Unless otherwise indicated General Meetings begin at 8pm at our Legion Way Headquarters in North Finchley, usually ending at about 10pm. All members are welcome and we are always happy to see friends and family attending. We hope for a good attendance to support speakers. Please remember that many of the meetings depend on the club to provide the catalyst for a stupendous evening.

For more information please give me a ring.

Friday 2nd December.

Club Christmas Gathering. The Christmas party for all sections. Please come along and have an evening of Christmas fun. New cuisine again this year and meet folk you do not usually see in such convivial surroundings.

Friday 6th January. An evening of members' **Slides and photos.** We all have slides taken years ago that we can talk about for a few minutes, so bring them along. Now that we are in the computer age, I think that we are now in a position to scan those cherished photos to show on the silver screen so don't be reticent. Not too many slides of old flames please unless of course they happen to be of the steam powered variety!

Ian.

Photo on front cover. Preparing for public hauling - raising steam on 16th October 2016. Photo kindly supplied by Ron Andrews.

The November General Meeting. The Metropolitan Railway and the Brill Tramway. Geoff B.

Ian J. welcomed the gathered group of members to listen to Geoff talk about the Metropolitan Railway and the Brill tramway. Safety announcements were delivered and the fire warden appointed. The raffle prizes were displayed and tickets ably sold by Peter D.

The meeting heard the sad news that Jim Robson's wife Julie had died after a long illness. The assembled group sent Jim their sincere condolences.

The computer was cranked up and Geoff delivered his illustrated talk as follows:-

The Metropolitan Railway Northern Extremes - Brill and Verney Junction

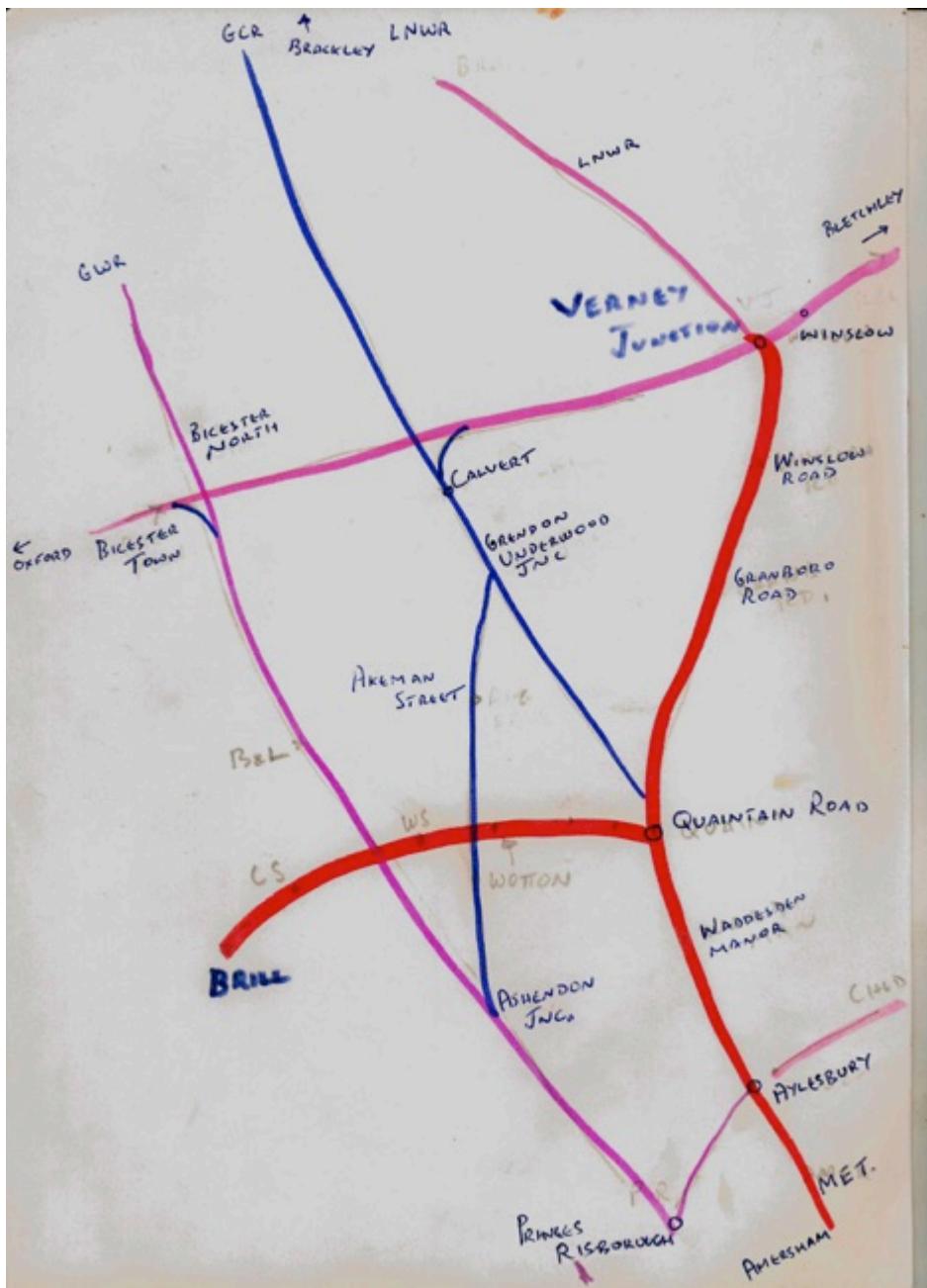
You will need to be at least 85 years old to remember Met line trains running to Brill and Verney, indeed you would need to be over 60 to remember the Met line running to Aylesbury.

The map (on the next page) shows these lines and other assorted railways in about 1910, the ownership of some of the lines changed several times.

Victorian railway times featured numerous schemes to build new lines, the majority of which needed both parliamentary approval and capital. Many of these proposed schemes failed, either through lack of money or parliamentary objections.

The second "Railway King", Sir Edward Watkin, was involved in many of the lines you see on the map. His vision was to run trains from Manchester to Paris and Brussels via the to be built channel tunnel. To this end he had become chairman of the Manchester, Sheffield and Lincolnshire Railway (later renamed The Great Central), the South Eastern Railway and the Metropolitan Railway. The Great Central decided to build their London Extension from Annesley (just north of Nottingham) to Quanton Road. This extension was completed in 1899 and gave Watkin the ability to run trains from Manchester to Dover. Watkins health was giving out and he died in 1902.

Somewhat earlier the Aylesbury and Buckingham Railway was built between Aylesbury and Verney with intermediate station at Quanton Road,



Grandborough Road and Winslow Road (none of these were very close to the village they purported to serve). Verney Junction was named after the local landowner and was a hamlet of 17 dwellings, but it was on the Bletchley to Oxford line. Later a LNWR branch was built from Verney to Buckingham and Banbury (Merton Street).

The Brill or Wotton Tramway was a classic Victorian deal. The Duke of Buckingham owned nearly all the land from Quainton Road to Wotton and Brill. He decided to build a tramway between Wotton and Quainton, so that he could bring in goods for Wotton House, where he lived, and take out bricks from his kilns. As the line was built on his land the Duke did not need parliamentary approval, one winter he simply ordered his agricultural labourers to lay track from Wotton to Quainton Road. The line was lightly laid as it was intended to be horse drawn. The tramway proved a success (other than occasional derailments) and Wotton House employees asked to travel by the tram to Quainton, with connection for Aylesbury. The line was quickly extended to Brill (.75 miles from the village) The horses could not cope with the weight on increasing traffic so the Duke bought a couple of Aveling & Porter engines, these were much more powerful but still rather slow. Before long the tramway was re-laid with heavier duty rail and a pair of proper steam locomotives were purchased along with a carriage. For some years there were 3 advertised trains each way to Brill.

Whilst all this activity was ongoing , the Metropolitan Railway was ever moving further north, it reached Aylesbury in 1892. However in the Previous year the Met bought the Aylesbury and Buckingham Railway and leased the Brill Tramway. The Met swiftly upgraded both of its acquisitions, double track to Verney and heavy duty rail to Brill. The Brill line held another attraction for the Met, should they get permission, a line to Oxford would be built being much shorter than those currently in use. In the event no such line was built. For 40 years the Met ran services from Verney to Baker Street and Brill to Quainton Road.

The 1935 transport bill created what we know as London Transport; the Met was very unwillingly swallowed up by LT. The following year the Brill tramway closed (i.e. the lease was surrendered) and the line from Quainton Road to Verney was shut.

The Great Central line was shut on 3rd September 1966. Chiltern Rail now run a good service from Marylebone to Aylesbury and the Met line runs from Aldgate to Amersham and Chesham. The stub of track from Aylesbury to Clayden is still used twice a day by rubbish trains emptying London's waste.

The line from Bletchley to Bicester and Oxford will reopen, probably next year, but Verney is not one of the reopening candidates.

A few updates: Quanton road is the headquarters of the Buckinghamshire Railway Society, it incorporates the former Oxford Rewley Road station (LNWR), it features steam trains most summer weekends.

Wotton is the home of retired Judge Jeremy Sullivan. Some of his money was spent on acquiring further land at Wotton and building a 15inch gauge miniature passenger carrying railway. It is occasionally open to the public and is called the Wotton Light Railway. The land bought by the judge incorporates the site of the former Wotton (Brill tramway) station.

A fairly useless bit of information, that could only be of use in pub quizzes, is that Brill House in New York was the headquarters of the Lieber & Stoller song writing duo who had countless hits in the 1960's.

.....

Soon it was time for the satisfied crowd to perhaps retire to local hostelrys to make plans to see some of the places described so distinctly by Geoff.

Ian.

Mr. Grumpy.

Work on Sundays is progressing in so many areas and I apologise if I frightened anybody with my list last month. Obviously, some of those items are currently 'work in progress' or in the planning stage and just requiring men and materials to complete.

So please keep up the good work, keep drinking the tea and eating the biscuits and having a laugh.

Mr. Grumpy.
Tyttenhanger Site Manager.
[A.K.A. Robin.]

Further to the article in our October 2016 News Sheet; Holger has supplied a couple more photos of his friend's rather unusual model, a hot air engine in 5" gauge.



Dear Editor,

I was shocked to read in the News Sheet of Derek Eldridge's passing. I first met Derek when he had just started his 3 1/2 inch Doris and we spent a couple of happy afternoons together. He was always friendly and a real gent. Very sad at the news.

Regards,

Ian.

Society Activities.

Every Wednesday; Garden Railway Section at CH (11am – 4pm), also 0, 00 and H0 Model Railway Groups and Video Group meet at HQ (evening)

Every other Wednesday; Slot Car (Retro) meet at HQ (evening).

Every Thursday; Working parties at CH (all day) and Slot Car section meet at HQ (evening).

Every Saturday; Working parties at CH on GLR, including Junior section (all day).

Every Sunday; Morning working parties at CH (start 9am).

The next News Sheet will be the February 2017 edition.

Our North American Railway at HQ.
Some recent photos by Owen C.



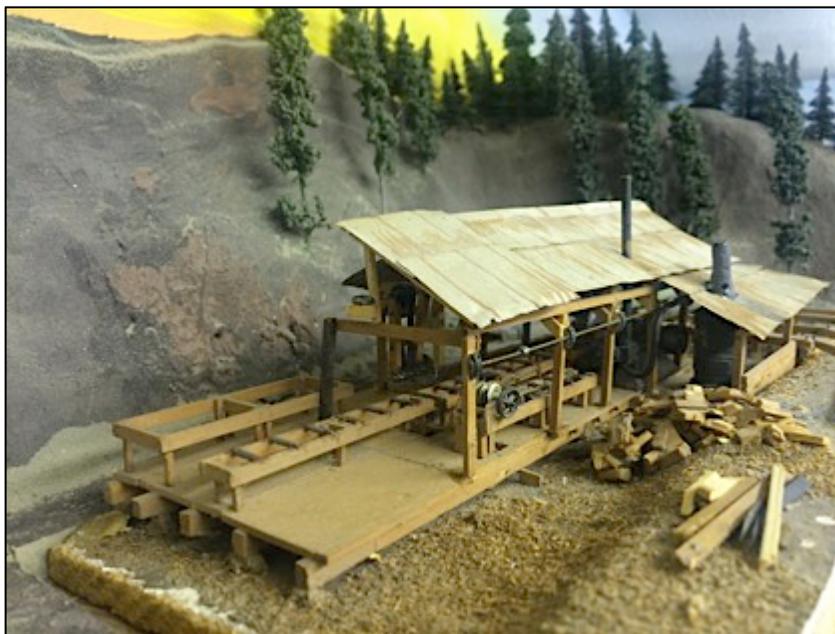
A Southern Pacific Daylight Express passes an F-6 2-10-2 switching at Baldwin.



The steam powered sawmill that has just been completed by Nick G. at the logging camp

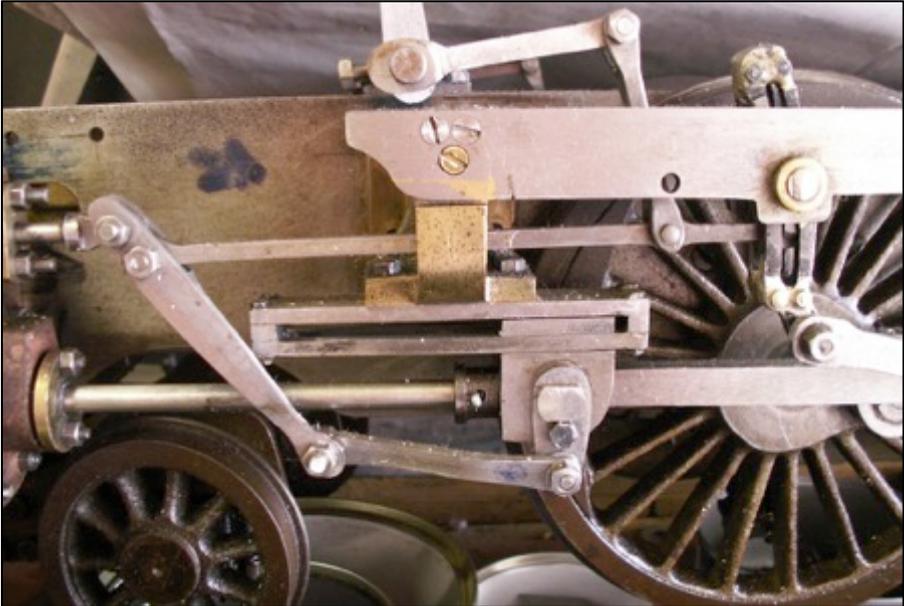


Nigel G. untangling the sidings for the mine loaders.



The steam powered sawmill at the logging camp.

Part built 3 1/2" gauge Lord Nelson for sale



Sirs, I am the Treasurer of the Tendring Hundred MRC. The widow of a deceased member has a 3 1/2 scale part built Lord Nelson live steam loco & wants to dispose of it. Would any of your members be interested in considering purchasing & taking away. Pictures available. It is located in N.E.Essex
Details from Mike F.

Sunday 1st January 2017

New Year's Day Running at the track.

Mike F.

Dates for your Diary

DECEMBER	2016
Fri 2nd Dec	Christmas party at HQ, 8pm, for all sections
Sun 4th Dec	Working party at CH, 9am – 12:30
Tues 6th Dec	Council Meeting. 8pm at HQ.
Sat 10th Dec	Slot car event all day at HQ.
Sun 11th Dec	Working party at CH, 9am – 12:30
Tues 13th Dec	TSC Meeting at St Mark's Church Centre. 8pm
Wed 14th Dec	Gauge 1 section Christmas meeting, contact David.
	<i>There is no January News Sheet.</i>
Sun 18th Dec	Working party at CH, 9am – 12:30
Wed 28th Dec	H0 section Christmas meeting
JANUARY	2017
Sun 1st Jan	New Year's Day steam up at CH, contact Mike F.
Tues 3rd Jan	Council Meeting. 8pm at HQ.
Fri 6th Jan	General Meeting. 'Slides & Photos' at HQ, 8pm
Sun 8th Jan	Working party at CH, 9am – 12:30
Sun 15th Jan	Working party at CH, 9am – 12:30
Tues 17th Jan	TSC Meeting at St Mark's Church Centre. 8pm
<i>Fri 20th Jan</i>	<i>Deadline for copy to Editor for February News Sheet</i>
Sun 22nd Jan	Working party at CH, 9am – 12:30
Fri 27th Jan	Workshop meeting at HQ, 8pm with Mike H.
Sun 29th Jan	Working party at CH, 9am – 12:30

NB. Please notify Alan M. (Secretary) of all meetings and other Society events for inclusion in the Society Calendar. Approval for special events still rests with Council and/or the Tyttenhanger Site Committee.