

= Infrastructure of the Brill Tramway =

The Brill Tramway , also known as the Quainton Tramway , Wotton Tramway , Oxford & Aylesbury Tramroad and Metropolitan Railway Brill Branch , was a six @-@ mile (10 km) rail line in the Aylesbury Vale , Buckinghamshire , England . It was privately built in 1871 by the 3rd Duke of Buckingham as a horse tram line to transport goods between his lands around Wotton House and the national railway network . Lobbying from residents of the nearby town of Brill led to the line 's extension to Brill and conversion to passenger use in early 1872 . Two locomotives were bought for the line , but as it had been designed and built with horses in mind , services were very slow ; trains travelled at an average speed of only 4 miles per hour (6 @.@ 4 km / h) .

In 1883 , the Duke of Buckingham announced plans to upgrade the route to main line railway standards and extend the line to Oxford , creating a through route from Aylesbury to Oxford . If built , the line would have been the shortest route between Aylesbury and Oxford at the time . Despite the backing of the wealthy Ferdinand de Rothschild , investors were deterred by the costly tunnelling proposed , and the Duke was unable to raise sufficient funds . In 1888 a cheaper scheme was proposed , in which the line would be built to a lower standard and wind around hills to avoid tunnelling . In anticipation of this , the line was named the Oxford & Aylesbury Tramroad . Although the existing line was upgraded in 1894 , the extension to Oxford was never built . Instead , the operation of the Brill Tramway was taken over by London 's Metropolitan Railway , and Brill became one of their two north @-@ western termini . The line was rebuilt a second time in 1910 , and more advanced locomotives were introduced , allowing trains to run faster .

In 1933 the Metropolitan Railway was taken into public ownership and became the Metropolitan line of London Transport . As a result , the Brill Tramway became a part of the London Underground . The management of London Transport aimed to concentrate on electrification and the improvement of passenger services in London , and saw little possibility that the former Metropolitan Railway routes in Buckinghamshire could ever become viable passenger routes . In 1935 all services on the Brill Tramway were withdrawn , and the line was closed . The infrastructure of the route was dismantled and sold shortly afterwards . Very little trace of the Brill Tramway remains , other than the former junction station at Quainton Road , now the Buckinghamshire Railway Centre .

= = Stations = =

When the line was opened in 1871 ? 72 the stations were crude earth banks 6 inches (150 mm) high , held in place by wooden planks . In 1894 , in preparation for the Oxford extension , Waddesdon , Westcott , Wotton and Brill stations were provided with buildings containing a booking office , waiting rooms and toilets , while Wood Siding station was equipped with a small waiting room " with shelf and drawer " . Church Siding station was not included in the rebuilding , and ceased to be listed in the timetable at this time .

= = Quainton Road = =

Quainton Road originally consisted of two separate stations , one on the Aylesbury and Buckingham Railway and one on the Wotton Tramway . The only physical link between the two lines was a turntable . Before 1895 , the station was referred to as both " Quainton Road " and " Quainton " indiscriminately . Between 1895 ? 97 the Metropolitan Railway repositioned the station building from the west to the east side of the former A & BR line , freeing space for a junction between the two lines to be built . The section of the station serving the Aylesbury line remained open to passengers until 4 March 1963 , and to goods traffic until 4 July 1966 . In 1969 the Quainton Road Society was formed to preserve the station . The station , along with former wartime emergency food depots and sections of siding preserved as a demonstration line , is now the Buckinghamshire Railway Centre . Between 1999 and 2000 , the original Buckinghamshire Railway 's Oxford terminus of Oxford Rewley Road railway station was dismantled and reassembled alongside the existing station buildings at Quainton Road .

Quainton Road is still connected to the railway network and used by occasional special passenger services , and freight trains continue to pass through , but the station no longer has a scheduled passenger service .

= = = Waddesdon = = =

Waddesdon was known as " Waddesdon Road Siding " at the time of the line 's opening , but was renamed " Waddesdon " when the line was converted for passenger use . It was heavily used during the construction of Baron Ferdinand de Rothschild 's estate at Waddesdon Manor in the 1870s and 1880s . Other than that , the station was little used other than for shipping milk from nearby farms to Aylesbury and London . Inconveniently sited away from any nearby towns and villages , and with the far more frequently served Quainton Road and Waddesdon Manor stations within easy walking distance , the station saw very little passenger use . In 1932 , the last year of private operation , Waddesdon Road station saw only 281 passengers and made only £ 4 (about £ 300 in 2016) in passenger receipts over the entire year . It was renamed " Waddesdon Road " in 1922 , when Waddesdon Manor station on the former Aylesbury and Buckingham Railway between Aylesbury and Quainton Road was renamed " Waddesdon " .

= = = Westcott = = =

Westcott was sometimes known in early years as " Wescott " . Two cottages for tramway staff were built next to the station in 1871 . It was removed from the timetable by 1931 , although trains continued to stop on request . Westcott was a small village with a population of about 150 , and passenger usage was low ; in 1932 Westcott station saw only 1 @, @ 560 passengers and made only £ 27 (about £ 1 @, @ 700 in 2016) in passenger receipts . The station building remains in place in the back garden of the former station house , now a private residence , and carries an exact replica of its original " Westcott " station sign . Aside from Quainton Road station , the two buildings at Westcott are the only significant structures associated with the Tramway to have survived .

= = = Wotton = = =

Wotton was a focal point of the line , and the site of the Tramway 's forge and the stables for its horses . With a population at the time of the line 's opening of 220 , Wotton served a smaller populated area than Brill , but as the loading place for goods from Church Siding and the Kingswood branch it handled the majority of goods traffic . As much as 90 per cent of milk traffic carried by the Tramway was loaded at Wotton . The station was situated on a sharp curve and , had the extension to Oxford been built , it would have needed resiting to accommodate longer and faster trains . Wotton had the highest passenger numbers on the line other than Brill itself and the junction station at Quainton Road ; in 1932 the station saw 2 @, @ 648 passenger journeys earning a total of £ 144 (about £ 9 @, @ 000 in 2016) in passenger receipts . Wotton station on the Great Western and Great Central Joint Railway , which in 1923 had been taken over by the London and North Eastern Railway , remained open (albeit little used and served by only two trains per day in each direction) until 7 December 1953 , when the line was abandoned . All buildings of the Tramway station at Wotton were subsequently demolished , other than a small building which had once housed the Tramway 's forge , which was left derelict .

= = = Church Siding = = =

Church Siding was immediately west of Wotton . It was treated as a station during the Tramway 's early years and listed as such in timetables , but was never redeveloped following the conversion to locomotive haulage and its " platform " remained an earth bank with no buildings . Trains heading down the Quainton Road ? Brill line would pause at the entrance to the siding , and any wagons intended for the siding would be detached and hauled down the siding by rope . It ceased to be

listed in timetables in September 1894 , although there is some evidence that passenger trains ceased to make scheduled stops at Church Siding before this date . Freight trains are recorded as stopping at Church Siding to load goods as late as 1899 . Church Siding was the scene of the Tramway 's only fatal accident , on 8 March 1883 .

== Wood Siding ==

Wood Siding initially had no facilities for passengers , not even a platform . In 1894 a low platform and small corrugated iron waiting room were built for passengers . As well as the passenger platform , a short siding led to a raised wooden platform , alongside the through line to Brill , which served both as a buffer stop for the siding , and as a loading platform for milk . The station was staffed by a single porter , responsible for opening the gates of a nearby level crossing and for loading and unloading freight (mainly milk) ; a small , unheated hut was provided for his use . While the original Aveling & Porter locomotive was slow and noisy and could be heard by the porter long before its arrival , later locomotives were quieter and quicker ; a ladder was installed against a large oak for the porter to watch for oncoming trains . Wood Siding station and its siding were rebuilt at the GWR 's expense between 1908 ? 1910 to stand on a wide bridge above the new Chiltern Main Line . Wood Siding was removed from the timetable by 1931 , although trains continued to stop on request . While Wood Siding station was demolished shortly after closure , the abutments of the bridge which carried the station and sidings remain intact . The porter 's hut survives as a nearby garden shed .

== Brill ==

Brill was valuable as a shipment point between the dairy farms of Buckinghamshire and the markets of Aylesbury and London . Around 30 carts per day would deliver milk to Brill station for the first train each morning . There was also a small amount of coal traffic to the station ; Brill coal dealer George Green received three coal wagons per month . In addition , a storehouse at the station held beer supplied by the breweries of Brackley and Aylesbury . Two cottages for station staff were built near the station in 1871 . A third cottage was built in 1885 , possibly to serve as an office . Brill station was relatively little used by passengers ; in 1932 Brill and Wood Siding saw only 3 @, @ 272 passenger journeys and raised only £ 191 (about £ 12 @, @ 000 in 2016) in passenger receipts . Since the closure , all buildings in Brill associated with the railway station have been demolished , with the exception of the station cottages , and the station site is now mostly open fields .

== Locomotives ==

The first two locomotives operated on the line were 0 @-@ 4 @-@ 0 single @-@ cylinder geared steam locomotives of the traction engine type built by Aveling and Porter , works numbers 807 and 846 . A crankshaft drove a 3 @-@ foot @-@ 6 @-@ inch (1 @. @ 07 m) flywheel which in turn drove chains attached to the wheels . They were delivered in 1872 , and numbered 1 & 2 . Following the 1894 authorisation of the rebuilt line to operate as a railway , both locomotives failed to meet minimum speed requirements for railway operations . Both were sold on 23 September 1895 to the Heyford Iron Company in Northamptonshire . No. 2 was found to have a faulty boiler , and was used as a source of spares for No. 1 . By 1922 the Heyford Iron Company had developed a brickworks , and No 1 was used for haulage there until the closure of the brickworks in 1940 . In the 1950s No. 1 was restored by London Transport at Neasden Depot , and was transferred to the Clapham Museum of British Transport on 19 January 1957 . It was displayed there until March 1973 , when it was transferred to the London Transport Museum . Since then it has been displayed at the London Transport Museum and at the Buckinghamshire Railway Centre at Quainton Road .

The next two locomotives were manufactured by W. G. Bagnall : Buckingham , 0 @-@ 4 @-@ 0ST , works number 16 , built 1876 , and Wotton , 0 @-@ 4 @-@ 0T , works number 120 , built 1877 . They were unusual in having " reversed " inside cylinders , which drove the front axle . Bagnall used

a single numbering scheme for all their products ; although the locomotives had the works numbers 16 and 120 , they were in fact the first and third locomotives made by the company . Buckingham was hired , not owned ; it was returned to Bagnall 's in February 1878 . Wotton was sold in around 1894 .

By 1894 two Manning Wardle locomotives were in use : Huddersfield , works number 616 , built 1876 , and Earl Temple , works number 1249 , built 1894 . Huddersfield was bought second @-@ hand and had originally been named Prestwich . Earl Temple , later renamed Brill No.1 , was identical to Huddersfield other than having a covered cab , and was bought new . The Oxford & Aylesbury Tramroad could not afford the price , and thus Earl Temple was owned directly by the Earl and rented to the O & AT . Wotton No. 2 , works number 1415 , built 1899 , was bought on 7 February 1899 to replace Huddersfield . All three were 0 @-@ 6 @-@ 0ST with inside cylinders . The decrepit Huddersfield was sold in 1901 , and the other two Manning Wardle locomotives were sold in 1909 .

From 1903 the Manning Wardle locomotives were replaced by Metropolitan Railway D Class 2 @-@ 4 @-@ 0 tank engines , numbered 71 and 72 . The D Class locomotives were unsatisfactory to the MR , and between 1916 and 1922 the MR sold their entire stock of D Class engines . Their place on the O & AT was taken by two Metropolitan Railway A Class 4 @-@ 4 @-@ 0T locomotives numbered 23 and 41 , built by Beyer , Peacock and Company in 1866 and 1869 respectively . The A Class locomotives would alternate in service , each operating the route for a week . No. 41 was scrapped in 1936 , but No. 23 continued to be used by London Transport until 1948 , and is now preserved in the London Transport Museum .

= = Carriages and wagons = =

Details of the carriages and wagons used in the very early years of the Tramway are uncertain . By 1879 the company operated a fleet of nine four @-@ wheeled goods wagons , some with 9 @-@ inch (230 mm) and some with 11 @-@ inch (280 mm) high sides . All nine wagons were fitted with dumb buffers , and as a consequence did not comply with Railway Clearing House standards and could not be used on other lines . When it was necessary to run through traffic from the Aylesbury and Buckingham Railway onto the Tramway via the Quainton Road turntable , appropriate wagons and trucks were hired from the GWR or London and North Western Railway . It is also known that a passenger tram carriage was owned by the Tramway by March 1873 . This passenger carriage seated 16 ? 20 passengers and although it had been designed as a horse tram , was fitted with buffers allowing it to be used in trains . By 1878 (when it is recorded as being repaired) the company also owned a passenger carriage divided into a third @-@ class compartment , a second @-@ class compartment and a luggage compartment .

In 1895 two new passenger carriages , each accommodating 40 passengers , were bought by the Oxford & Aylesbury Tramroad Company from the Bristol Wagon & Carriage Works as part of the programme of improvements in anticipation of the extension to Oxford . On 4 October 1899 the MR loaned the O & AT an eight @-@ wheeled 70 seat passenger carriage . Following the takeover of the O & AT by the MR , goods services were operated by a fleet of five eight @-@ wheeled carriages built in 1865 ? 66 . Two cattle wagons were added to the line 's stock in the 1920s .