



**Little Red Train**

# Tube & Tunnel



"Tube & Tunnel" is produced by The "Little Red Train" to promote an interest in our 7 $\frac{1}{4}$ " gauge (1/8th scale) models of a 1938 'Tube' train and "Ginny" 'Sub-surface' train.

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**#15 / Spring & Summer 2006.**

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The Bakerloo line celebrates its centenary this year, and the LRT hoped to be able to get involved with whatever events were to be arranged, given that our train is a model of a Bakerloo set.

TfL marked the 'day' on March 10th, but there appears to be little interest beyond that! Therefore, we are going to arrange a little something for the Open Weekend at Acton in May. Our website will have the latest news in this respect.



To celebrate the event, it would be nice if we were able to get the centre-car in running order, but it is more important to get the job done properly, than to rush it! The winter service to the bogies was very good, and now everything runs more freely. The conversion to 24v traction has given the driver a greater sense of control, and the train a better top speed for when faster running is practicable.

The Museum Depot's 7¼" gauge railway has its own identity, the Acton Miniature Railway, and this is the reference that we shall use from now on. It is hoped that the railway will soon have either its own website, or a page on the London's Transport Museum website.

Front Cover:

The LRT is seen carrying a trainload during a photo-shoot in September, with non-revenue passengers (they were brought to the AMR especially for the purpose). Adrian is driving from the back.

(Photo: C. Howard.)

## Reports from Events.

As announced in our previous edition, the LRT was booked to appear at the Acton Miniature Railway on October 22nd & 23rd last year. We were the only train in service (but we still supplied our signals so that they could be appreciated) and over the two days we carried 638 passengers. The weather was mostly good (just a few drops of rain on the Sunday afternoon) and there were no major faults with the train. However, we did have an issue with a hot axle-box, and there seems to be some excessive flange-wear, as we were striking the bolts holding the check rails the correct distance from the running rails!



**Left:** In true LU style, warning notices mounted beneath the platform starter signal. The top one warns of 24,000mV!

**Above:** Our two young assistants who helped during the Saturday.

[Photos: A. Allum.]

For a while on the Saturday, we had the assistance of two young girls, who inspected the tickets, and in appreciation of their efforts, they were both given a chance to drive the LRT (without passengers, for obvious reasons).

After the event, the LRT was deemed "closed for business" until March 4th, so that we could have the time to do the necessary work on it before running again!



**Above Left:** The LRT passes the AMR's 7½" gauge Metrovick locomotive.

**Above Right:** Stese driving the LRT, with Daniel as Guard.\*

**Below Left:** The "A" class tank loco, under construction, on static display.

**Below Right:** One of the two spring-return points.

Photos: A. Allum (\*S.Trower)]



On March 4th & 5th, the LRT returned to Acton, where it shared operations with Mike Hanscomb's Metrovick loco (working with two sit-astride coaches from Woking) and a small 0-4-0 steam loco (working with one coach from Woking). In an effort to provide a smoother service, the Arrivals and Departures areas were swapped over, and the signalling modified to suit. This wasn't to everyone's liking, but the event was a success with over 1,000 passengers carried, 345 of them on the LRT.

In addition to the signalling, we provided return-springs for two of the points, so that it was unnecessary to keep changing them by hand, and these were both successful and popular.



## The History (continued).

Ever since the LRT was taken out of active service in 1996, it was known that Fred wished to sell it ... and that Adrian would like to buy it. However, if finding the funds was a little tricky, finding somewhere to store the train was the sticking point! The main problem was that Fred was selling the entire outfit, complete with the trailer it is all carried in, over 100 metres of track, and just about every accessory that the outfit had acquired. Adrian would have been able to find space for the two-car train, but not much more. When Fred considered this as an option, Adrian's funds were not very healthy, and even that option was no longer viable. This is where Daniel comes into the picture. Hindered with eyesight issues due to his albinism, Daniel couldn't look forward to a car for his 18th birthday! However, in a deal with his parents, he got two instead ... the two-car train! Daniel and Adrian agreed to 50/50 ownership of the train, with Daniel's parents agreeing to store the train in their garage at their home in Surrey. During negotiations, Fred made another appeal for selling the whole lot, and having agreed with Daniel's parents to storing a large trailer on the drive instead of a train in the garage, an agreement was reached, and the train was moved to its new home in May 2003. The rest ... is history!



## Forthcoming Events.

We have a few events confirmed for this year, thus:  
May 1st – Ottershaw Scouts – same as last year;  
May 20th & 21st – AMR – our “Bakerloo” event;  
June 10th – Ashford (Middx.) Scouts – same as last year;  
June 24th – Hook Scouts – same as last year;  
October 21st & 22nd – AMR.



## 150 years of Swedish Railways.

The LRT's directors (and most of its operators) also have an interest in the railways of Sweden, and Adrian has an H0 scale Swedish model railway in the garden around his home in Farnborough. The Swedish railways celebrate 150 years in 2006. Having modelled the modern British scene for many years, and then ventured into freelance Narrow-Gauge, a visit to Sweden inspired a new direction for Adrian's modelling interests. With the invaluable assistance of suitably knowledgeable friends both within Sweden and without, the projection and development of this railway has been possible. The railways of Sweden are not as popular among modellers as some other countries ... and that makes the appeal even greater!



**Above Left:** The X2000, "Flagship" of the Swedish railways, is seen on the mainline near Kopparberg on route to Lövhöjden.

**Above Right:** Two Rc-series locomotives bring a steel goods train towards Månstorp.

[Photos: A. Allum.]

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There is not a lot of room inside a Park Home for a model railway. Having spent many years in a large bedroom in the parents' house, with a railway around the perimeter, the prospect of down-sizing was gloomy! Also, the lack of gardening skills enabled "two birds to be killed with one stone," to coin a popular saying!

H0 scale (1:87) is undoubtedly the most popular scale on the European continent, and despite a fair temptation to venture into

a larger scale, the prospect of having to build all rolling stock from scratch or kits put an end to that idea. Most of the major European model manufacturers do produce variable quantities of models for the Swedish scene, and thus the decision was made.

The present "FLMJ" (Fjällnäs Lövhöjden Månstorp Järnväg) was started in May 2001, and officially opened in May 2002, by the Chairman of the Scandinavian Railways Society. Fjällnäs is a name taken from the north of Sweden, and our model will reflect the northern environment. Lövhöjden is taken from the central area, and Månstorp from the south; and our models are being designed to reflect those areas. As is so typical in Sweden, there is a mixture of traditional Swedish design, alongside other European and American influences. The FLMJ is designed primarily as a working railway, and work is in hand to extend the line to Fjällnäs, as well as install overhead power cables (catenary) and a fully working and interlocked signalling system.

In order to keep the FLMJ in working condition, it is maintained and operated by the members of a small club, AJK (Adnalms Järnvägsklubb). There is no fee for membership of AJK, but members are required to make a commitment to the railway, and to comply with the instructions in our comprehensive rulebook. From time to time, non-Swedish models are permitted upon the railway. But it must be remembered that as a Swedish railway, we would rather see Swedish trains (and others that authentically work into Sweden) in preference to anything else. We do permit visiting models from time to time, but these should be booked in advance and will be subject to a thorough mechanical and electrical examination before being permitted to operate. Guest Operators are also welcome, but they will need to be supervised (in accordance with the rules) until we are satisfied that they are competent in and conversant with the operational procedures upon this railway. AJK is also responsible for the exhibition layouts, "Steninge" and "Köpingsvik."

[You can see the FLMJ at <www.adnalm.org.uk>](http://www.adnalm.org.uk)





**Top:** Three coaches behind Mike Hanscomb's Metrovick ... this is probably the heaviest train on the AMR to date! LRT member, Matt Scrutton, driving.

**Above:** Awaiting the next passengers at Ottershaw.

**Below:** Seven children and two personnel ... or maybe more passengers could be carried if they all faced the same way?

[Photos: S. Trower (Top), A. Allum (Above), C. Howard (Below).]

