



**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.

Editor: Adrian Allum.

38 Brookside Park, Farnborough, GU14 9AZ.

01252-377647

Website: [www.littleredtrain.co.uk](http://www.littleredtrain.co.uk)

**#16 / Autumn & Winter 2006/7.**

⊖ Tube & Tunnel ⊖  
#16 / Autumn & Winter 2006/7.



The LRT has a new driver, Matt Scrutton. Matt is also well versed with driving steam locomotives, and he was more than capable of driving the LRT before he reached the required age. Sadly, insurance policies are based on the age of the driver, not the competence. (Just look at some of the chaos on the roads to appreciate this remark!) Nevertheless, it is a pleasure to have Matt as a driver (making it easier to get relief now), and we look forward to equally competent Stephen Trower also reaching the required age next year! Having discussed the legal status of our operators, please note that they are "friends" of the LRT, not members! I won't explain...!

Of course, the LRT itself is advancing in years, and any thoughts of celebrations have to be dampened down due to the need to think very seriously about new bodies. As you will read in this edition, we are making progress in this respect, so there is an air of quiet confidence. We have also had preliminary discussions about new bogies, but time and money will always be an issue!

Traditionally, we are approaching the end of our operating season; but the AMR has two events during this time (October and March), and we are due to run at a school Christmas Fayre also!

Front Cover:

Ottershaw Scouts & Guides May Fayre, and the LRT starts its return to the main station area. On this trip, the passengers turned around at the far end so that they faced forward again.

[Photo: S. Trower.]

## Reports from Events.

The LRT made a return trip to the Ottershaw Scouts & Guides May Fayre on 1st May, and despite the gloomy weather forecast, it turned out to be quite a good day. We carried just over 250 passengers at this event last year, so we thought that a supply of 350 tickets should be ample ... in the event, we carried just over 400 this year! This is our most profitable event to date, but although "money" is not the reason we do these events (we really just want to have fun and enjoy ourselves), it is nice to know that the LRT is moving towards paying back the loans that were necessary to get it running in time for its first run on the Acton Miniature Railway last year! One cheeky pre-teen (male) on seeing that the train goes from one end of the line to the other and back again, decided not to ride; and then told us to bring something more interesting next year! We take the view that 49,000 passengers (the total that the train has now carried under both ownerships) can't be wrong and that it is therefore interesting enough! We also had a few enquiries about taking the LRT to other events; but we had to turn one down as it was a weekday event at a primary school (we'd need to take the day off work, and this sort of location would not be financially viable - for either party)!



Steven Davison at the controls during the event at Ottershaw.  
(Photo: M. Scrutton.)

On 20th and 21st May, the LRT made another appearance at the Acton Miniature Railway, being the sole provider of rides. The weather was wet for some of the time, but very windy, and twice

the AMR's gazebo got blown so hard that it has got quite badly damaged. The train behaved very well, but we didn't bother taking the signals (being the only train there). After the event, the 'A' end car body was taken away to be cloned! This has been arranged for the benefit of a third party, where the new body will be mounted on a dummy chassis; but we have enquired about having extra bodies made up for our use, as the wooden ones are reaching their expiry date! See the next entry for more about that!

On 10th June, the LRT made a return visit to the 8th Ashford Scouts Summer Fayre, but with a difference. The 'A' end car body



The centre car does not have full cab windows at the ends, and is therefore easily distinguishable from the end cars.

[Photo: A. Allum.]

had been returned (see previous entry), but it had been cosmetically improved to make it ready for cloning; but the actual cloning hadn't taken place. We were reluctant to use it (for the fear of damaging it), and so we took the body of the centre-car instead! This fitted the chassis perfectly, and is now a useful back-up! The weather was very hot, and the centre-car body did not have a cushion, and thus got very hot also. Thankfully, we had a supply of foam pads for

people to sit on! There had been the belief that with this car body out of use for so long, it would be in better condition. Much to our dismay, we have found that the opposite is true, and many of the plywood layers are coming apart. Despite the heat and the competition from the TV (involving a lump of leather being kicked around a field in Germany) we managed to carry a few more passengers than last year, and it was an enjoyable event.

Two weeks later, on the 24th, we made another return visit, this time to the 1st Hook Scouts' Summer Fayre. Again, we carried more passengers than last year, and the train's popularity was such that we received an invitation to another event ... on the same field!



**Left:** Hook in June, and a moderately loaded train. At least one passenger in this train returned for the event that was held in the same place by a different host in the following month.

**Right:** Hook in July, and a typically lightly loaded train! Advertising was not as good as in June, but also the Scouts generate more younger people who get involved than a Rotary Club would. Nevertheless, if invited back, we'd accept!

[Photos: A. Allum.]

---

Thus, on 15th July, the LRT returned to Hook for the benefit of Surbiton Rotary Club. We carried just over 100 passengers, roundly half the number of people carried at the Scouts' event; but it was still an enjoyable one to do.

*With cosmetic work being carried out on the body, we declined to take the LRT to the Gala Weekend at the Great Cockcrow Railway this year. We would like to have the train in a more presentable condition before taking it to the GCR, and we are hopeful for next year!*



## Forthcoming Events.

We have a few events booked for the next few months, thus:  
October 21st & 22nd – AMR.

November 25th – Christchurch Infants School, Virginia Water.  
March 3rd & 4th – AMR (to be confirmed).



## Ongoing Maintenance.



**Above:** The “A” end car body seen before being taken away to be cloned. The Velcro strips are to hold the seating cushion down!

**Below:** The body returned for an event, looking much better than when it went, but with a mis-matched roof.

(Photos: A. Allum.)



The biggest news presently, is the cloning of the “A” end car body. We understand that we will have use of the mould after its intended use; and with this, we hope to build two new bodies for the existing train, and a new body for the centre-car. For the centre-car, we would need to make a body without the driving end, and then make a new inner end to be joined to it. We will also be able to make spare cab ends ... just in case!

When the body was returned, the roof was in a different shade of grey, so we have worked on the roof of the other car

to bring it up to the same standard. Whilst we were doing this, we also worked on a few rotted sections and panels, and there is now quite a bit of Polyfiller in places; but with new bodies in the pipeline, we're not bothered by this.

The work that was proposed for the centre-car (having seen what state it is in when we came to use it,) has been postponed, pending delivery of the mould for making the new fibreglass bodies.



The centre-car body is in worse condition than either of the end cars, and there is an even greater desire for the new bodies, now!

[Photo: A. Allum.]



### General News.

Two of the railways that the LRT has operated at, will be getting websites soon. The Acton Miniature Railway will probably be apart from the London's Transport Museum website, and the Spinney Light Railway will be a separate entity altogether. We will have more details (including URLs) in our Spring 2007 edition.

The LRT almost appeared at a Social Afternoon organised by the Residents' Association where Adrian lives. Unfortunately, with the recreational area now 'developed' by the landlord, there was no where suitable to set it up!

An enquiry had also been made about the LRT running at an event on the Isle of Wight. (No ... we will NOT repaint it into "Dinosaur livery" for the event!) We were prepared to do this, but our expenses would have been prohibitive due to the cost of the ferry and B+B.





**Above:** Daniel, Stese and Claire pausing for refreshments at the ticket desk during the event at Ashford.

[Photo: A. Allum.]

**Below:** Adrian date-stamping more LRT tickets during one of the events at Hook. The LRT produces its own numbered souvenir tickets!

[Photo: Steve Davison.]

