



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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#17 / Spring & Summer 2007.

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The LRT has three new Friends, Chris, Martyn and William. Chris is also insured to drive already. All three joined the team at the March open weekend at the Acton Miniature Railway, and all three enjoyed themselves thoroughly.

The LRT has been thrown almost into a state of chaos, thanks in no small part to the Chancellor! We have enjoyed the private use of a company van for getting the LRT to and from events, but as from April, there is a £3k tax threshold for this small convenience. The actual burden on Adrian's income is about £85 per month, and this is more than Adrian can afford. Therefore, he is giving up the private use of this vehicle, and the LRT needs to look elsewhere!

We have looked at hiring a van for each event, but that means throwing away something in the region of £50 each time; and there is always the problem of vans not being available in the early hours that we need. The solution looks to be that Daniel will buy a van and Adrian will run and maintain it. This will also give us an advantage in that it can be fitted with racking (for the track) and that we can even get it sign-written!

As this edition closed for press, there was no firm decision, but we hope to have good news in this respect in our next edition.

Front Cover:

The Metropolitan 'A' class 4-4-0T steam loco waits to propel a train back to Depot Approach as the LRT arrives at Museum Loop with Chris driving ... Chris is about to operate the "Train Arrived" foot plunger!

(Photo: D. Hill.)

Reports from Events.

On October 21st & 22nd last year, the LRT went to the AMR again, this time with the two end cars, not the centre car. Both rooves were made to match and the cushion was refitted. We had three derailments during the weekend; two caused by the uneven track, and one by bad loading of passengers. However, on the Sunday, the train came to a stop due to rain ingress on the hand-held controller! It was dried under a hand-drier in the gents' loo, but longer term repairs were needed after the event! We carried just under 450 passengers. Adrian was unable to get many photos from this event due to a pack of 'AA' batteries purchased from Tesco (for his camera) containing three that were dead, and one that was putting out 4½ volts! This pack was in the budget range (very plain packaging) and we would urge people to protect their equipment by purchasing bona-fide batteries from a reliable source!



Left: The LRT is passed by a Metropolitan steam loco at Acton

Right: The LRT at Christ Church School.

(Photos: A. Allum (left) & S. Trower (right).)

On November 25th, the LRT made an appearance at Christ Church Infants School, Virginia Water. Just after setting up, there was a very heavy downpour (not unexpected), and we wondered if we would actually carry any passengers at all. As it turned out, we had a steady flow of just over 100 passengers; and a hint of attending their summer fayre in 2007.

March 3rd & 4th is the only 2007 weekend at the AMR, due to all the efforts to move much of the Museum's artefacts back into Covent Garden. This turned out to be a very big event with very long queues for the miniature railway on both days, and despite the rain, Sunday was the busier day! The signalling that we provide had been modified to provide better protection at the passing loop, and after prolonged setting-up, it all worked reasonably well, though there were equipment failures that are being looked at before the next event there! The railway carried a little under 1500 passengers in the two days, just under half of them upon the LRT. We shared the track with the Metropolitan 'A' class steam loco, and a Metro-Vick Bo-Bo electric loco. Matt



Left: New LRT driver, Chris waits with the LRT at the passing loop, whilst Thomas arrives with the Metro-Vick. (Photo: D. Hill.)
Right: Matt brought his Tram-LoCo along to the event, and this saw a few duties, banking the steam locomotive's train, due to the steep climb out of the main station! (Photo: A. Allum.)

also brought his tram loco, "Livvy," along, and this served as a banking loco for the steam train whilst the rails were wet on the Saturday, but despite the continual rain on the Sunday, it was not needed on the second day!
The AMR's two new "Metropolitan" coaches were also in service, and these not only look nice, but they are a very practical solution to the provision of rolling stock on the AMR.



Forthcoming Events.

With the uncertainty about our transport arrangements (see the editorial), bookings are a bit slow coming in this year. However, we do have a few already.

May 7th ... Ottershaw Scouts & Guides (as before);
June 30th ... Hook Scouts (to be confirmed);
July 7th ... Purley OR Totteridge (whoever books first!!!)



Ongoing Maintenance.

The point and a few other items of track have been moved from the trailer to the workshop. The point is a “Y” type, with the mechanism to the left (if facing). There is a “compensation piece” to allow the track to connect to it, and these are being checked over and serviced where necessary, so that they can be brought into service. (Matt Scrutton is interested in bringing “Livvy” to the Ottershaw event, so the point would be very useful ... also of course for when the Ginny is running!)

Additionally, a few more straight sections were transferred for servicing and bringing into use, plus the curve that had been condemned earlier. We are looking into putting the offending rail through a rail-bender with the hope of seeing if we can bring it back into serviceable condition. Finally, there is also a short piece of track, just under 2' long, that Adrian is working on, with the view of fitting a treadle for signalling purposes. More on that, maybe, next time!



A point detector at Acton, to record train movements. A similar detector (but not on the point) will be fitted to the LRT's portable track.

[Photo: A. Allum.]



General News.



The preserved 1:1 scale 38 Stock is seen in this picture, on a railtour a couple of years ago. It is frequently used for educational purposes, as shewn in the lower picture. (© TFL)



At the time of closing for press, we have heard that the LTM's 38 stock is to go on a railtour on Sunday June 24th. We are making enquiries to see if we can join the tour, as this would be a nice thing to do ... to ride on the 1:1 scale

version (well, "in" the 1:1 scale version, as there would be clearance issues if we were to ride "on" it)!



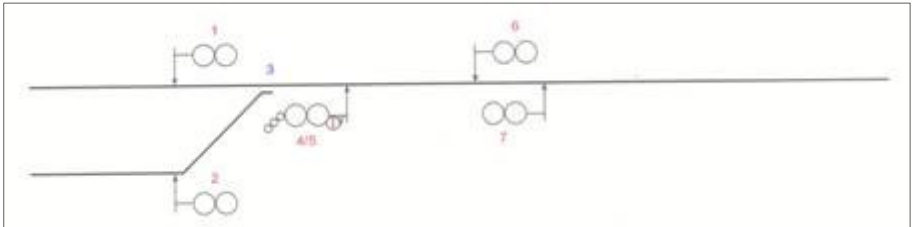
LRT Signalling

The LRT has provided signalling at Acton since summer 2005 (after our first run there). The need is obvious; the bi-directional single line goes around a curve and out of sight (behind a building and various parked cars). Adrian has drawn up a scheme for the whole line to be properly signalled (including the eventual extension) from a proper signalbox. There is hope that one of the 11-lever Westinghouse frames will be made available for this project, as one would be so 'at home' on a LU themed railway.

With the LRT's point being brought into service, more than one train can be operated at "Portable Track Events," and although signalling is not so necessary here, it will add to the appeal of the railway.

There will be two starter signals, an advanced starter signal, a home signal and an outer-home signal. The home signal will have a route indicator for the left track into the station area, and a subsidiary signal to let a train into an occupied track. All signals

will shew red or green. The advanced starter and outer home are provided incase there is a need to shunt stock in the station area from one track to the other whilst another train is "out." This may seem very basic, but for the nature of the portable railway, this is quite elaborate. The whole system will be at the mercy of one battery, but the point will be hand operated ... the point detectors will need to be in agreement with the point lever before any signals can be unlocked!



There will not be any track circuits, so the home signal has two levers, "4" for the main aspect and "5" for the subsidiary aspect. The route indicator will be 'picked' by the position of the points. In true LU practise, the route indicator will have three white lamps above the main aspect, inclined at 45° to the left. BR route indicators would normally have five white lamps.

If we can design a suitable treadle that will work regardless of flange depth, then this will be located near to the far end of the line. As a train passes over it (just before it commences its return journey), it will cause a lamp to illuminate on the track diagram to indicate that the train is approaching signal 7. If signal 7 is already clear, the indicator will not work (it will rely on Lever 7 being in the normal position).

The signals (including route indicator) will be home-made, using probably LED technology to save on power consumption! The subsidiary signal, however, will probably be a recycled signal or track indicator!

Whether all this can be working in time for the Ottershaw event, remains to be seen!



