



**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)

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## ⊖ Tube & Tunnel ⊖ #17 / Spring & Summer 2007.

Wesley Quilty (1972-2007).

The Acton Miniature Railway is a regular "Stamping Ground" for the LRT, and owes much of its existence to Wesley Quilty. Becoming a Friend of London's Transport Museum was quite a logical step forward for Wesley. He had been a member of his local model railway club before getting involved with the Tram collection at Crich, where he had eventually become fully qualified to drive the trams; but at the time of transferring his interests from the smaller scale models, told his father that he was still modelling, but in a bigger scale!



Wesley was actively involved in preparing the many vehicles for their move to the Museum Depot, and never shied away from any job that needed doing - even vacuum cleaning the insides of the various exhibits. He took a great interest in the construction of the Museum Depot's miniature railway (the Acton Miniature Railway), and no doubt must have been pleased with the naming of Harrison's Crossing, after a close friend of his at the Museum. (It has been said that these two gentlemen would sit and discuss, with a bottle of Ginger Beer each, how the perfect museum should be arranged, and they designed it in discussion, in every detail. At the end of the day, they would feel that it had been a productive day!)

Wesley was taken from all who knew him after a brief illness, and as a fitting tribute, the passing loop at the AMR (conveniently close to Harrison's Crossing) is to be renamed, "Wesley's Halt."

Front Cover:

Southern U-class 2-6-0, 1803 "River Itchen" alongside the LRT during the annual event at Ottershaw. Rain stopped play for a while, but that only made the steam train more atmospheric!

[Photo: A. Allum.]

## Reports from Events.

On May 7th, the LRT made a return visit to the Ottershaw May Fayre, organised by the local Scouts' and Guides' groups. For this event, we had a special attraction ... a live steam locomotive! Southern U class 1803 "River Itchen" is owned by the father of one of the Friends of the LRT, Stephen Trower, and being so local to the loco's usual stamping ground (the Great Cockcrow Railway), it was a good opportunity to do something different! (Remember last year? One cheeky lad told us to bring something more interesting next time ... we are not aware of any complaints this time!) Matt Scrutton also brought "Livvy" along, and this took over when the steam loco was taken out of service to be prepared for taking away at the end of the day. The weather could have been better and we carried less passengers than last year, but still over 300.

On June 2nd, the LRT made a return visit to the Spinney Light Railway in Farnham. Its performance was inspiring, and its ability to start from rest up a 1:30 curved gradient was laughable, especially as this is where the train broke down (couldn't cope with the load) before we carried out the big, expensive overhaul, back in 2003. It suffered a hot axle box during the day, but this was greased, and we suffered only five minutes out of action!

On June 10th, the LRT visited a Fun Day organised by Down Syndrome Extra 21, at Chelmsford. We were certainly made to feel welcome, and the children (with Down Syndrome) were some of the nicest that the LRT has carried! An emotionally uplifting event.



On June 16th, the LRT made a return visit to the 8th Ashford (Middx.) Scouts for a very wet Summer Fayre! The new minibus certainly proved itself as a comfortable mess-room while we waited for the short dry spells in which to carry passengers!

On June 23rd, the LRT visited FoSELS (Friends of Slip End Lower School) in Luton for their Summer Fete. Being so far away, our expenses were high (but the fare was the usual 50p), and we did just about manage to break even! The ground was very hilly, and finding a level area in which to run was quite a challenge, and both of the curved sections of track got used! We have been invited back for their Santa event in December!



On June 30th, the LRT made a return visit to 1st Hook Scouts for their Summer Fayre. (Our other event at this site (last year) didn't happen this year because it clashed with another event!) The weather was somewhat better than on previous events (and we are sure

that you don't need reminding what this year's summer was like), but even this event failed to generate as many visitors as in previous years.

On July 7th, the LRT visited the Summer Fayre organised by the 11th Finchley Scouts & 7th North Finchley Brownies. As with Luton, this was further away than we prefer, but we actually had good weather, and good patronage. This event was arranged through Daniel's mother, and this resulted in a later booking, as you'll read in a moment!



August 1st was the highlight (almost) in the LRT's history! It was taken to the "Sunrise at Walton Firs," a Scout camp near Cobham, where His Majesty King Carl XVI Gustaf from Sweden was a guest. The King had a look at the LRT and a conversation with the team operating it, but he declined to take a ride!

On August 22nd, the LRT visited the Great Cockcrow Railway to support the appearance of a "Compass House" Metro-Vick loco (or at least, that was the excuse)! The Metro-Vick was under evaluation by one of the members there, and given that Adrian was between jobs at that time, he could take the LRT to this Wednesday event!

On August 26th, the LRT visited a Street Party in Henley-on-Thames, arranged by Daniel's grand-parents! Originally, we were to take fares, but at the last minute, we were given a 'down payment,' and we carried people free of charge. This event has led to a few more enquiries!



On September 1st, the LRT supported a Model Railway Exhibition organised by Stuart Robinson from the North Downs Model Railway Circle, at Redhill. Model Railway Exhibitions seem to attract less and less younger enthusiasts these days (less hands-on for them to play with, we suspect), and this was a poorly attended event. Nevertheless, it was the first time that they had invited a miniature railway, and they are confident that they can do better next year, so we have been provisionally booked again!

On September 8th & 9th, the LRT made another visit to the GCR for their Gala Weekend. Being non-steam in a steam based environment, the LRT spent most of each day in a siding, but it did get quite a few trips



around the railway, and many friends got the chance to drive it. Being such a long ride with less stops, the batteries were worked hard, and there was always the worry about how well the train would get around. The fact that it is slower contributes to the sense of losing power ... even if we weren't!



### Forthcoming Events.

We have a few bookings at this point, as follows:

November 3rd—Caversham.

November 25th—Christchurch School, Virginia Water.

December 1st—Slip End Lower School.

March 8th & 9th, *2008*—Acton Miniature Railway.

Enquire or see our website for details (when available).



### Ongoing Maintenance.

Plans for glass-fibre bodies have been dashed as we have been let down by the people responsible. However, we have noticed that the present bodywork will not last much longer, and we need to make new bodies. The present proposal, subject to sufficient clearance underneath, is to make solid wood ends and sides, with a thin plywood layer on top with the doors and windows cut out (to give them some depth). The curved roof could be made from firm foam cushioning, thus eliminating the need for an out-of-character cushion on top. We hope to start this work this winter!

We are also looking at the bogies with a view to replacing them. The present ones are not interchangeable (as we found when we dismantled them for cleaning and greasing ... and then struggled to get them to go back together). We have had preliminary talks with Paul Trotter at Camberley Engineering about having Cockcrow style bogies, and with these, it won't matter if we also change to larger wheels, because they will not get noticed. And to be honest, how often does the average passenger or railway enthusiast actually notice the wheels on a tube train?

On Thursday September 6th, all of the remaining (unused) track was brought from the trailer at Farnham to Daniel's home in

Ash Vale. We found that we had three more curves, and enough straight sections to more than double our present track length! On this evening, we also brought the Ginny home, but this is all in preparation for scrapping the trailer as it is beyond repair, and is really in the way at Farnham.



### General News.

A minibus arrived on May 3rd. It was supplied by PHVC, an extremely helpful organisation, and we have provided a link to their commercial website from the LRT's website. The vehicle is an LDV Convoy with 17 seats (including driver's), but we have taken some out so that it can carry personnel and the LRT! This also means that we no longer have to rely on a small van from Adrian's former work (made necessary due to the new Van-tax)!



On Sunday June 24th (one day after an LRT event), Adrian and Daniel got a ride on a real 1938 Tube Stock train as part of the centenary celebrations for the Northern Line. (We understand that a similar event had not been arranged for the Bakerloo last year!) The journey included riding through the turning loop at Kennington!

The 1938 TS train was brought out again on September 15th to raise money for the Outward Bound Trust, and this time, several lines were traversed, including the former Bakerloo line to Stanmore. Daniel had a day out with this tour; but Adrian was on holiday in Sweden, on a different rail-tour.



Adrian has recently become the new General Manager for the Acton Miniature Railway, taking over from Jonathan Riddell. We hope to have more about this in our next edition.



### **Consumer Warning!**

We wish to warn people about a rogue trader, to advise against dealings with him or his organisation. Bill Edwick (a.k.a. Nick Edwick) fronts an organisation called "T. F. Minibuses," and after paying him for a minibus (which would be available after being got through the MoT), the Little Red Train ended up with no vehicle, just a continual flow of excuses and lies. Efforts to get a refund were just as difficult, and we have resorted to professional assistance, but even that is proving difficult. He is based in Merwood Yard, Stonehill Road, Ottershaw (near to one of our regular events), and our advice cannot be any clearer: don't go there!

