

The Contactor

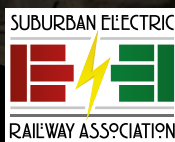


Members Newsletter

Autumn/Winter 2024

Volume 02 · Issue 09

4-SUB
association



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The 4-Sub Association 2025 Wall Calendar



Our Wall Calendar has been published annually since 2018. It is sent to all supporters of 750 Supply.

Sign-up via our website if you're able to support us.

If you already support us but have not yet received your calendar, please inform us right away.

Our calendar would not be possible without the wonderful photography we are permitted to use each year.





The Contactor

Volume 02 · Issue 09 · Autumn/Winter 2024

Welcome to another issue of our journal.

A lot of news inside these pages to take in from all the projects. The Summer months have always been our busiest with the railways we are hosted by enjoying full operating seasons and like last year we have played a small part in some of the events that have been put on. The longer days bring more working hours and the fine weather we hope to enjoy allows for a wider range of tasks to be undertaken. The weather has, of course, been a bit hit and miss this year but we have been able to produce some great results as you will see in the following pages.

My article on the state of play of EMU preservation in the last issue generated some interest and even generated correspondence from people who had read it, to offer their thoughts. Of course, the issue is a long game and no quick fixes exist, but the key to making progress is getting boots on the ground to volunteer, but equally important is money in the bank. I hope this message starts to filter through to the masses who need to understand that 'likes' and 'comments' on social media *really are* of no practical use.

So, at the time of writing, the summer is a distant memory, the country has just been battered by storms, daylight is in short supply and the weather is not very welcoming for outdoor work. But none the less, we still have dedicated volunteers out there and there are also those working behind the scenes. 2025 is now getting close and that will be a big year for the railway industry with the 200th anniversary of the worlds first public railway opening. We have been offered the chance to take part in events at our host railways and we are formulating plans as to what that participation will look like. Elsewhere the SUB project is at a critical phase and it is our hope that Car One will be progressed in time for RAIL 200, but again that comes down to fundraising, more on that inside.

May I take this opportunity to wish you all a very Happy Christmas and hope we can have lots to celebrate in 2025 — and that we can do it in style.

Best Wishes

Graeme Gleaves

Cover Montage: All images featured and credited inside

Have a Nice Day

In the last issue we told you of the start of the repaint for the 457 car at Shepherdswell at the East Kent Railway. This was all part of a bigger event that was being promoted and organised by not only The EKR but the Heritage Electric Trains Trust, Southern Electric Group and the Network SouthEast Railway Society (*Ironically it turned out to be the last event the NSERS had active participation in as the group went into voluntary liquidation a couple of months later*).

The event was laid on to commemorate the 65th anniversary of the electrification of the Kent Coast lines from Swanley to Ramsgate and Dover via Faversham which opened on 15th June 1959 as the first phase of a huge project to

eliminate steam, installed as part of the 1959 electrification scheme.

The idea for the event, which was to be run on 16th June 2024 (*the East Kent Railway were not open on the previous day for the actual*

A brush with the Blues Matt Mullen and Dan Holness get to feel blue while applying the correct Network SouthEast shade to the public side of 67300. Photo: Graeme Gleaves



The Contactor

The Newsletter of the
4-SUB Association, the
Suburban Electric Railway
Association and the London
Transport Traction Group.

4-SUB
association



**We welcome your comments, suggestions
and input on all topics covered.**

Please email editorial@4sub4732.co.uk or write to:

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anniversary) and featured trains operated by the resident class 73 locomotive working with the Gatwick Express set, which includes GLV 9110, converted from a 2-HAP driving motor brake that ran on those lines that opened in 1959.

A line up of vintage EMU cars was arranged for the platform siding at Shepherdswell which included the resident VEP driving trailer, a CEP TSO (from the original Kent Coast stock), the Southern Electric Group's 4-COR driving motor brake 11187 which was fully finished in BR green with small yellow warning panel and numbered back to its proper unit number as 3135 (*it had carried 3142 for years*). The final vehicle in the line up was the 457 car, more of which in a minute ...

At the other end of the line at Eythorne station was Selling signal box which contained the original control panel from Faversham signal box which was installed as part of the 1059 electrification scheme. The three coaches of 365 040, now known as the Jubilee carriages and host a café and event space were open for refreshments.

The 365s were a class that operated in Kent during the late 90s and early noughties, though not 365 040, however this meant that the event covered not only local electrification elements but a spread

of items from seven decades of Southern Region railway electrification. In addition, information boards were made up with the history of the stock in use and on display and a DL pamphlet was produced and given out free to visitors with the story of the 1959 electrification.

Our task was to have the 457 looking good for the event and that meant painting but a paint job was dependant on the weather!

Rubbing down of the 2017 paint work had begun in May after the vehicle had been given a thorough clean. This was only a light sanding achieved using palm sanders to provide some key, a surface for the fresh paint to adhere to and to last for at least another five or six years. We decided to run a public fundraiser for the cost of the paint rather than dip into our existing funds. Tastes amongst railway enthusiasts have changed dramatically over the last twenty years and Network SouthEast is considered a heritage livery that many younger people have a very fond regard for. There aren't many vehicles that currently wear it, so the chance to have the vehicle repainted and on public display allowed us to connect with that community and seek donations towards to



Above Pictured on 15th June, the interior of 67300 with the lighting switched on for the first time in over a year.

Photo: Graeme Gleaves

Left The drivers side bogie steps recovered from a scrap 317, on site and ready for trimming and fitting in 2025.

Photo: Peter Spokes



cost of the project.

By promoting it purely on social media channels and internet forums we received £430 in donations, which not only covered the cost of the paint, but the brushes and reels of masking tape needed to complete this livery.

Over the four weeks from mid-May to the day before the event we 'enjoyed' a mix of sunshine and showers leaving several days when no progress could be made. But by doubling down our efforts on the days the weather was on our side we eventually started to make

great progress.

The new paint was layered directly over the old and we used professional coaching enamel that will provide not only a quality finish but is durable against the outside weather conditions the vehicle has to live in. The bodysides and ends were only to be tackled as there was no facility to do the working at height this work would require and certainly no time to complete it before the event. With the help of most of our Team Kent volunteers the paint on the

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Continued from page 3

public side was ready on the Saturday, the other side was 90% complete and won't need progressing further until the 2025 season. The underframe black had lasted well, due to being sheltered from the weather so this was not painted this time around, but the fixings for the shoe beams and other small parts were touched up.

The finishing touches were the bodyside and front unit numbers as well as the NSE branding transfers which were all generously supplied by the NSERS and we must thank both John Shepherd and John Piper for arranging this.

These were all applied on the Saturday before the event which left just one last job – to plug the unit in and test the lighting still worked. Thankfully, both the internal and external lights worked fine. We had considered putting the lights on during the event, but the bright sunshine on the day would have meant it wouldn't be visible to visitors and was just a waste of electricity.

And so came the day of the event. Good publicity ensured there were good numbers with each of the four return trips run

during the day nearly full. The service ran to time and with no technical problems. Everyone had a great time, and we gave out the DL leaflets. The SEG and 4-SUB Association sales stands both did good business and the 457 looked superb, gathering many admiring looks and positive comments. A successful day all round.

The SERA AGM was held in May and a special EGM of the 457 shareholders approved the transfer of the vehicle into the ownership of HETT as a better permanent option than the informal arrangement that had existed up until then between the shareholders. This change was ratified in August and the

vehicle is now the property of HETT, but SERA Team Kent will continue to be responsible for the upkeep of it as HETT does not have volunteers of its own.

The hunt for the handful of missing parts to rebuild the vehicle turned up the largest missing component when the cab steps from a 317 that was being stripped (*on the drivers side*) became available, thanks are due to Brad Wright of the Clacton Express Group and Peter Spokes for facilitating this. The item is now stored on the 457 and will be fitted next year as it needs to be trimmed down as the 457 had the steps reduced in height due to working over the third rail. 2025 will see work on the



A fine finish for 457
Freshly painted in yellow along with repainted handrails, orange stripe, jumpers and new Network SouthEast flash and unit numbers, and pictured with the head and marker lights switched on.

Previous Page Spread
The finished article looking splendid. 67300 shows off its newly applied livery ready for the Kent Coast 65th Anniversary event.

Photos: Graeme Gleaves

vehicle continue with the interior getting repairs to the moquette and the replacement of maps and signage ready for when it can be in a position to welcome visitors on board in the future if plans currently being worked on with the management of the East Kent Railway come to fruition, *but that's a story for another day.* ■

Pick a Part That's New

At the Battlefield Railway in Leicestershire the work on Spondon No.1 and MAZDA has been a long drawn out saga, even after the chaos of the pandemic is taken into account, both projects have met with delays and disruption. The original plan should have seen Spondon finished first with MAZDA following a year or so later and both by 2023.

Well that target has been and gone and at least it now looks that both projects have turned the corner and will be delivered within a few months of each other with Summer of 2025 looking very likely for Spondon and December 2025 being the estimate for MAZDA.

Work slowed in early 2023 but by the end of the year had picked up again with Spondon now getting the protective coat of green cut back to enable to historic pitting of the bodywork to be filled, rubbed back and then receive the undercoat that will host the top coat of green that has been decided upon for this loco.

There are many depressions in the body that are left over from welding work that was carried out long before it came into our custody, these are really only visible when that side of the loco is in sunlight, not the end of the world but with a commitment to quality we want to have the loco looking its best at all times so the decision to fill these depressions was taken. By spring of 2024, one side and one nose end was done and the first coat of green undercoat was applied to those areas. Inside the loco the cab interior is also getting its top coat with ivory gloss being the preferred colour scheme. Winter has now put a hold on

this so the exterior and interior will be completed from the Spring when drier conditions are the norm and paint can then dry. Rob Davidson has been leading this work. The list of outstanding jobs is now looking more manageable. The biggest remaining task is the replacement of three cab windows that have been fitted with perspex since they were smashed by vandals at Coventry. These will get new safety glass that will have to be ordered. The loco is still operational and has been used for shunting at Shackerstone during the autumn. Mechanically and

electrically there are no big tasks outstanding but the klaxon fitted a couple of years ago needs attention as it mysteriously stopped working, that could be a connection issue, we shall see.

MAZDA is a more complicated beast with far more working parts than Spondon and as such the work required to bring it back to standard has been far more involved. One major component is the petrol donkey compressor that is used to charge the start air system. This comprises of a combined petrol engine and compressor in one heavy lump that is mounted inside the engine compartment.

As previously reported, the unit was removed and it was found the engine component was seized and the magneto that provides the spark for ignition wasn't functioning. Alan Hirst stripped it down, sent the magneto away

for reconditioning and un-seized the engine, cleaned it all up and in October it was all put back together and the unit was successfully test run on the bench. Its been painted in primer and will get a coat or two of Ruston Stationary Engine Green before it is refitted and plumbed back into the loco. The main engine has benefited from both the servicing of the six fuel injectors and the flushing out of the radiator which hadn't been done in at least two decades. The opportunity was taken to remove the coolant pipe from the upper side of the engine and it was found to have corrosion damage in the form of small holes that have now been welded so it will be good for quite a few more years. The cab toolbox, which also houses the batteries for

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It's all in the preparation Jacob gets to grips sanding back the body prior to the application of filler and primer. Photo: Rob Davidson





Continued from page 7

lighting has been taken off site for refurbishment. The batteries themselves are life expired and a modern replacement will be obtained off the shelf.

The main generator had new brushes fitted in 2017 and these are still many years away from needing changing but the traction motor brushes did need changing and we have taken delivery of these but first the traction motor needs a heavy clean from all the years of use, we have contracted an engineer to do this.

Next year work will focus on the cab interior including replacing some of the floor boards and the superstructure, including

a full repaint into green and the brakes – as the brake cylinder needs a new seal as the current one is life expired and prevents it holding sufficient air.

We are confident all of this can now be completed in 12 months giving the Battlefield Railway another working shunting loco that can be used both on pilot duties and works trains.

Elsewhere on site, house keeping has had to be brought into line.

The work over the last few months has left our working space inside the ex-Coventry van body very cluttered and finding anything was a

challenge, this was made worse as the components recovered from the scrapped 503 coaches were placed inside for temporary store. A team of volunteers took a whole day off from working on the locos and basically sorted this situation out. Items that were no longer of any use were disposed off as either waste, recycling or scrap. Items that are not needed for the foreseeable future were relocated to the Ironclad stores van. Anything that is useful was put in a place where it is easily retrieved and the insides of the van were sorted into some form of order with the resultant free space created allowing room to swing a cat for the first time in many months.

A happier and tidier work environment makes for a more productive workforce and given the work that needs to be undertaken in 2025 to meet our targets we need everyone to be happy! ■



Previous page spread Spondon with filler applied and smoothed back with an undercoat of green applied. Photo: Graeme Gleaves

Above The donkey engine from MAZDA resting on a pallet during reassembly with a fresh coat of primer. Photo: Rob Davidson

Above right Alan Hirst gets to show off his welding skills on MAZDA's coolant pipe. Photo: Rob Davidson

Right This is the refurbished magneto that creates the ignition spark in the donkey engine, the two disks are the couplings that transmit the drive from the engine. Photo: Alan Hirst



Handbags & Glad Rags

The big news from Cynheidre was the appearance of 483 006 on television. The show called 'Alex Jones: Plant y Streic' was broadcast on the Welsh language channel S4C on 12th November. You can probably still find it on the S4C player and although it's in Welsh, there's English subtitles. *Continued overleaf*

It's a wrap With the filming out of the way, Alex Jones was happy to pose for a photo alongside 483 006.

Photo: Mark Thomas

Handbags & Glad Rags



All aboard A still from the documentary with Alex Jones conducting her interview inside 006. Photo: Mark Thomas

Continued from page 11

The show was presented by Alex Jones, who is better known as one of the regular hosts on BBC One's 'The One Show'. Whilst everyone who knows of her is aware of her Welsh ancestry, it is not as well known that she was raised in the Welsh language.

The show followed Alex as she interviewed the children of families caught up in the 1984 miners strike and they talk about how their lives were affected. One of the segments (about two thirds of the way into the one hour show) was filmed

at the Llanelli & Mynydd Mawr Railway at the end of March but neither the LMMR or ourselves were allowed to talk about it until the day of broadcast.

Under the original plan 006 was not meant to be involved but the poor weather on the day meant that the interview portion of the filming needed to be inside and 006 was the most convenient place to do that. Just as well the unit interior had been thoroughly cleaned up a few months beforehand and was suitable for the job.

During the segment there is drone footage showing both

006 and the Willesden Bogie before cutting to the reason for being at the railway, explaining it is an old colliery line and Cynheidre Colliery was caught up in the strike, like the rest of the pits in the South Wales coalfield. The short interview was carried out inside car 126 just behind the drivers cab.

Away from the site the management of the LTTG have been looking at the make up and structure of the organisation which hasn't changed from the initial set up back in 2020.

Under this, there's a limited company that owns the two

units and the Willesden Bogie with a supporting association set up for people to join and support the work to restore the assets of the company, although the company is set up as any other would be it is run as not for profit, but there is no written guarantee it has to be that way and this is something the future structure would seek to change, setting up a Community Interest Company which is not a registered charity but is bound by its governing document to be operated solely in the public interest and not to make profits for private individuals; all income must be used for

Continued on page 13



Standing proud With 006 getting all the attention we've included this picture of 008 as it looks now.

The LMMR re-opens for a couple of Santa season dates from 1st-8th December and for most visitors this will be the first thing they see when arriving on site. Photo: Mark Thomas

Continued from page 12

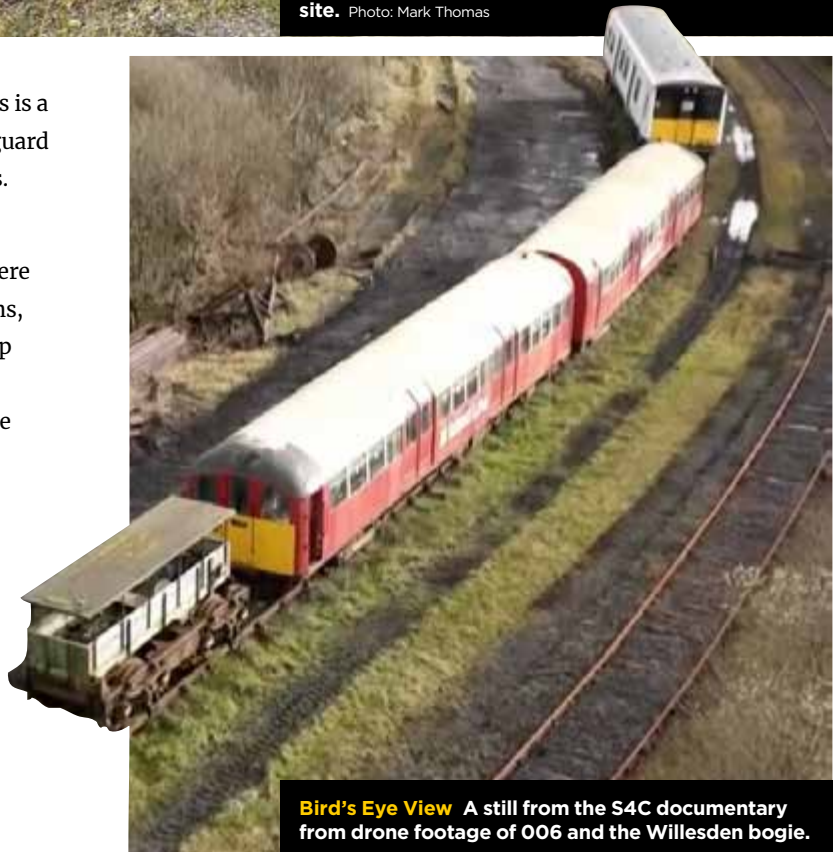
the community interest project, which, in this case, is the restoration and display of the units and the Willesden Bogie. One further guarantee is that the assets of the company can not be disposed of for private profit and have to be re-distributed to other 'like minded organisations' in the event of the failure of the project. Whilst no one at the LTTG is setting it up to fail, the protection of an asset lock like this gives peace of mind that an asset strip could never take place in the future.

At present a draft structure is out for consideration by the management team and

the thoughts are that this is a logical next step to safeguard the future of the projects.

It is not something that will be done lightly as there are several considerations, not least the membership structure of the new organisation and how the wider public have the opportunity to join in with the CIC.

We shall of course keep you informed of developments and how they affect you, our '38 Club Members. ■



Bird's Eye View A still from the S4C documentary from drone footage of 006 and the Willesden bogie.

4-SUB Assoc' Sales Stand

My report starts with the event that followed the Kent & East Sussex Diesel Gala — the 65th Anniversary of the Kent Coast Electrification at the East Kent Railway which was organised by the HETT, Southern Electric group, Network South East Society and 73130ltd.

Before the event there was a lot of preparation to make sure the Class 457 (pictured right) was looking its best — and indeed it was having only just finished being repainted the day before. Overall, the event was a success raising just under £80 with highlight sales including the sale of a Hornby Sentinel, and better still, we sold out of our stock of Graeme Gleaves' latest book on Railways of the Isle of Sheppey.

After this was the AGM which resulted in a couple of extra sales as well as three major donations by Neil Bennett which included a Bachmann Midland Pullman set.

Next, we headed to the Pevensey Model Railway Exhibition in Eastbourne on 6th July.

The exhibition was generally slow but we still managed to raise £163, with the highlight being the sale of the Bachmann LBSCR Atlantic and several pieces of rolling stock.

The next event was just a few weeks later during the weekend of 21st and 22nd July at the Chatham Model Railway Exhibition. The venue for the event had returned to Chatham Dockyard for the first time in over 12 years with new organisers running the event. I was joined by a new assistant

for the first time on Saturday, Matthew Mullen who regularly helps out with 6307 and the Class 457 was there to help and will hopefully attend more events in the future. There was quite a few interesting layouts and exhibits include a display of OO Gauge Multiple units which included the Class 210.

The event was a huge success and our most successful event we've ever attended raising over £870. Highlights including the sale of the Midland Pullman, and selling all copies we had of Graeme Gleaves book on Railways of the Isle of Sheppey not to mention a Hornby Gresley Buffet Car in Blue Grey, a Hornby Terrier, a Dapol Terrier, a Graham Farish Class 33 and a Lima Class 66.

Between the Chatham and Spa Valley events we had a extra day at the East Kent Railway which raised an extra £100.

At the beginning of August we attended the Spa Valley Railway Diesel Gala. This year the guest engines were a Class 50 [50021] named Rodney, a Class 33/2 [33202] and Class 03 [03063]. The event was a bit slow over the 3 days with Friday being the slowest. But by the Sunday the event turned out to be quite



From top A gleaming 457 and 4COR (and 4VEP *next page*) at the East Kent Railway. A OO gauge Class 210 displayed in Chatham in BR Blue Ivory and a 4VEP in Engineering black livery. Layouts at the Northfleet Model Railway Exhibition. A 3-car 5BEL in silver livery. The prize winning Cato Inferno steam punk themed Layout.

All photos: Chris Hurst



successful as we raised £380. Highlights sales included several new and secondhand books along with a Hornby Class 50 and Class 73 and a Graham Farish Class 20. We also received a donation of secondhand books including some EMU books which were gratefully received. Between the Chatham Model Railway Exhibition and the Model Bus Federation event at Northfleet, we sourced more items for the stand which included a Hornby Class 87, a Graham Farish Mark 1 Carriages and two Graham Farish Class 66 along with quite a few diecast toy cars.

We then attended the Model Bus Federation event at Northfleet.

The day was relatively quiet but we did sell some items including a couple of Graeme Gleaves' book on the Railways of the Isle of Sheppey.

Next up, we attended the Bluebell Railway Diesel Gala which last held over 6 years ago. We were there on the Saturday and Sunday only. Attending the event for its first public run in over a decade was 4VEP [3417]

hauled by Class 33 [33111], also visiting was Class 14 [D9551] from the Severn Valley Railway, Class 37 [D6851] named Flossie and Class 20 [D8188]. This event was a huge success raising almost £950. The highlight sales included the sale of two Heljan Class 33 train packs, a Accurascale Class 37 and several other model railway items.

The Epping Ongar Railway Diesel Gala was next on the calendar and took place over a 3 day period. Guest locos included Class 50 [50021] and Class 20 [20048]. It was our first time at Ongar. The Friday was rather quiet for most of the day and the Saturday was much the same. The Class 50 broke down on the Saturday which disrupted the day somewhat. On the Sunday the weather closed-in which, and while we were sheltered from the weather in a big tent, we decided not to stay on Sunday. Funds raised were just over £172 with highlight sales including quite a few bits of Bachmann rolling stock.

A few weeks later saw us heading to the Folkestone Model Railway Exhibition over the first weekend of October. A highlight layout for me was seeing Laurie Calverts latest creation Cato Inferno (see *previous page*) a Steam punk based layout which won overall layout of the show. The weekend was a mixed bag, Saturday being the better day

as Sunday saw barely any sales at all. We raised just under £230 with highlights being a Bachmann Salty and a Hornby Trainset.

Before our next show at Northfleet, I attended a talk with Graeme Gleaves on the Monday after Folkestone for the Mid hants Croydon Regional Railways final operating day of 2024 before the santa specials.

With both events combined we raised a extra £200 and included a visit to the Great Electric Train Show which allowed me to buy more stock for the stand before Northfleet.

The Northfleet Model Railway Exhibition was held on 2nd-3rd November which coincided with the 5 year anniversary since our sales stand was formed in its current guise. Ahead of the event we also had a delivery of a new set of 3 mug designs for the 4SA featuring the 4SUB alongside other locomotives and units including the Class 73 and Class 455.

Overall this was another successful

event raising just over £480. Highlight sales included a Bachmann 2HAP, Locomotion Models V2 and a variety of OO- and N-gauge rolling stock.

Our final event was a week later in Tolworth.

There were quite a few interesting layouts on display including a layout based on the East Kent Railway at Shepperdswell and Folly Lane which won best layout in show. This event turned out to be very successful fundraiser as we raised just shy of £550. Highlight sales included a Bachmann Class 350 and 2 copies of the Allied Railways of the Western Front books.

Following our final event of the year, I totalled up the funds raised this summer and was surprised to discover the grand total of just over £6100 which is even better than we did last year. But that's not all – during the year we have run several silent auctions to raise extra funds for the 4SUB included the sale of a Croydon Tramlink sign, London transport carriage maps etc which raised a extra £653.

This increased our grand total to just shy of £6775 for 2024.



Just like buses ... We've added 3 new designs to our range of 4Sub mugs

Matt Mullen's Story

Hello, I am Matt Mullen — I am a joint member of the SERA's Team Kent and 4SUB Association. I was part of the track laying team to construct the siding for the SR 2EPB 6307 Restoration Project.

I also helped with moving the EPB coaches along the siding as well as the painting and door swap tasks and helped with the Class 457 DMS coach repaint (pictured).

After the repaint was completed I volunteered to assist Chris on the 4SUB Association Sales Stand. Even before this, I had been assisting Chris with attending a local auction that sometimes boasts railway collectables ranging from model rail stock to vintage London Underground signs and maps which could be useful stock for the Silent Auctions we've been running lately —

It's surprising what gems can be found at these small auction rooms!

My first 4SA Sales Stand event was the Chatham Model Show in July, it was great to chat to buyers, some of whom recalled working on/with 4SUB units, even our 4732 during it's 'celebrity years'. Saturday was very profitable but Sunday unexpectedly was even better! My next attendance was my hometown, Folkestone Model Railway Exhibition in October. Despite being a very popular venue, we did not draw much



Photo: Graeme Gleaves

interest, Saturday was fair, but Sunday was very quiet. My next attendance was the East Kent Railway's end of season running day on the 20th October, with ED 73 130 running with the Gatwick Express set and the 4SA Sales Stand in the Shepherdswell shop. Despite the weather being bleak, we did rather well, I even contributed £70 worth of sales towards a Hornby Bulleid Suburban Composite coach and a Bachmann 'Nightcap Bar' Pullman coach; proof there's something for everyone on the 4SA Sales Stand!

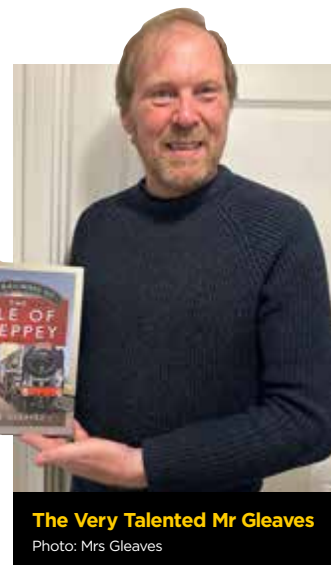
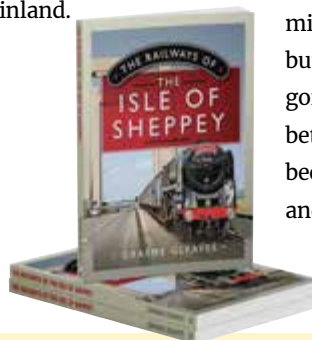
Overall, I am proud to assist in running this vital fundraising venture, I've always had a fond respect for Bulleid designed coaches and EMUs and although I never travelled on 4732 on the mainline, it's humbling to know that the 4SA and HETT are fully committed to ensure that funds are raised and progress is made its cosmetic restoration, and that hopefully, in the not-too-distant future, the fruits of 4732's restoration and display at the One:One Collection will be savoured by all. ■

Book News | Island Life

Did you know, our very talented Editor Graeme Gleaves published his fourth book back in July this year entitled **The Railways of The Isle of Sheppey**.

The book tells the story of the railways on the Isle of Sheppey, how they came to be built, how they were run and how times changed over the following decades.

The island was home to Industry, agriculture, maritime and aviation as well as the population that grew during the 19th and 20th centuries. A small railway network was built up and even an urban tram network to serve the island with a fixed link to the mainland.



The Very Talented Mr Gleaves
Photo: Mrs Gleaves

Continental boat passengers, dockyard workmen and day trippers, they were all carried on the trains and trams that shuttled about to, from and across the flat terrain of this often overlooked island. Being an island can create its own unique set of challenges and the railways on the island were certainly challenged by misfortune and circumstances, but the little network kept going until economics got the better of it and from there on it becomes a story of contractions and closure. ■

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4SA Sales Stand Events in 2025

We're pleased to reveal our schedule of events for 2025 is taking shape with the following events confirmed.

18-19 JAN	Canterbury - St Anselm's School, Canterbury CT1 3EN
25-26 JAN	Erith - Harris Garrard Academy, Thamesmead, Erith DA18 4DW
12-13 APR	Ashford Festival of Railway Modelling - East Kent College
5 JULY	Pevensey Model Railway Exhibition - Eastbourne BN21 1UE
19-20 JUL	Chatham Model Railway Exhibition - Chatham Dockyard, ME4 4TZ
6-7 SEP	Bluebell Railway Diesel Gala - Horsted Keynes Station/Platform 1
2-3 NOV	Gravesend Railway Enthusiasts Soc. Exhibition - Northfleet School

See our Facebook page for updates and our full schedule in our Spring/Summer issue

Just Looking

A couple of brief updates on other projects that have happened over the Summer.

Sellindge

The work on converting the DMBS of 5176 into our dedicated stores and workshop has continued.

Ashley has fitted the electrics that will allow us to hook the vehicle up to the mains supply at the site and run both power tools inside the vehicle as well as lighting so we are not dependant on the ambient light and the longer days of Summer and Autumn. We have advertised the LOR coach as available but there is no rush to get rid of it. A few enquiries were received but

none have come to fruition as yet. We have started the process of emptying out the interior and there are three types of contents; rubbish to be disposed of or recycled, materials that are of some use, including components from various stock that have been gathered during its time at both Coventry and even Southport. The third category is items that we don't need but have a re-sale value and hopefully we can monetise these, there isn't a fortune to be made but maybe some useful income. ■



The interior of 14352 showing the lighting now in situ and the stripped out interior components sorted and stored. Photo Ashley Saunders

Below The 503 DMBS in its new resting place at Llynclys awaiting a weatherproof cover. Photo Graeme Gleaves

Llynclys & Cynheidre

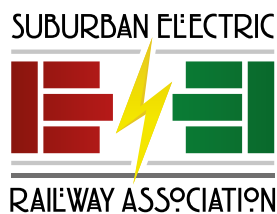
The 503 DMBS has been shunted over the rear of the site and out of the way of the regular operations of the Cambrian Heritage Railway.

No work is planned on the vehicle but we are actively seeking funds to provide sheeting for the vehicle that will protect it during its period in store.

Likewise, the 4-EPB car at Cynheidre has been moved to a long siding used to hold all of the EMU cars stored on the site and a sheeted cover is also on the shopping list for this vehicle too. ■



At a glance, the structure of our organisations



NAME OF ORGANISATION Suburban Electric Railway Association

TYPE OF ORGANISATION (a club) Constituted, unincorporated society

ROLLING STOCK OWNED OR RESPONSIBLE FOR

City & South London Car Body and the Liverpool Overhead Railway Trailer Car #7 (both owned by SERA)

South Tyneside 2-EPB, the 2-EPB Unit 6307 and the Ironclad Bogie Stores Van

(all owned by Electric Train Preservation Limited)

Class 457 DMSO (owned by HETT)

Spondon No.1 Battery Loco (on loan)

Ruston & Hornsby 165 DE Loco 'MAZDA' (owned by consortium)

WHO RUNS IT Management committee, elected each year at the association's AGM.

CURRENT COMMITTEE

Graeme Gleaves, Chairman | John Missenden, Secretary | Robert Davidson, Finance Officer | Mark Walling, Creative Lead

Nicholas Hair, Membership Secretary | Daniel Holness, Project Manager, Kent | Allan Hirst – Project Manager, Shackerstone

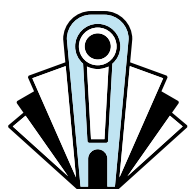
WHAT IS ITS ROLE?

Management of the restoration and storage of the above items.

Provision of volunteer work-force to support them and full fundraising.

SOURCES OF INCOME

Membership Fees, Donations & Sales



THE
HERITAGE
Electric
Trains Trust

Established 2019

NAME OF ORGANISATION The Heritage Electric Trains Trust

TYPE OF ORGANISATION Charitable Incorporated Organisation (CIO)

Registered with the Charities Commission. Registration No. 1183029

ROLLING STOCK OWNED 4-SUB Unit 4732 | Class 503 DMBSO | EPB Trailer Second Car | Class 457 DMSO

WHO RUNS IT Team of Charity Trustees, appointed upon formation and by subsequent invitation.

CURRENT TRUSTEES

Graeme Gleaves, Chairman | Neil Bennett, Trustee | Ian Brown CBE, Trustee

Mike Lamport, Trustee | Mark Walling, Trustee

WHAT IS ITS ROLE?

To fund, direct and project manage the storage, subsequent restoration and operation of both the SUB and 503 units.

SOURCES OF INCOME

Personal and Corporate Donations, Legacies and Grants.



NAME OF ORGANISATION 4-SUB Association

TYPE OF ORGANISATION (a club) Constituted, unincorporated society

ROLLING STOCK OWNED None

WHO RUNS IT Management Committee, elected at the Association's Annual General Meeting by the membership.

CURRENT COMMITTEE

Mark Walling, Chairman | Graeme Gleaves, Treasurer | Nicholas Hair, Membership Secretary | Christopher Hurst, Sales Officer

WHAT IS ITS ROLE?

Raises funds and promotes awareness for the restoration project on 4732 as its name implies it is a support group for the project that is managed by the Heritage Electric Trains Trust.

The 4-SUB Association is *not* a charity so donations to the project are channelled to The Heritage Electric Trains Trust to be eligible for Gift Aid.

SOURCES OF INCOME

Membership Fees & Sales



Project 483

NAME OF ORGANISATION London Transport Traction Group Limited

TYPE OF ORGANISATION Private Limited Company

ROLLING STOCK OWNED Class 483 units | 483 006 & 483 008 | Willesden ex LNWR bogie

WHO RUNS IT Directors and appointed officers.

CURRENT COMMITTEE

Tim Healy, Director | Tim Macer, Company Secretary | Graeme Gleaves, Director | Thomas Connor, Commercial & Media Manager

WHAT IS ITS ROLE?

Preserve electric traction associated with London.

SOURCES OF INCOME

Sales, Donations and Legacies.