

# The Contactor



Members Newsletter

Autumn/Winter 2025

Volume 02 · Issue 10

**4-SUB**  
association



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## The 4-Sub Association 2026 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 10 · Autumn/Winter 2025

## Welcome to the latest edition of The Contactor.

This is the last issue we will publish in the current A4 format so the next issue will see the format reduced to A5 which will be a permanent change going forward. Smaller envelopes are cheaper to post and with the cost of mailing the printed magazine out now at an all time high, the saving means we will not have to compromise on content or presentation. This issue is a few months later than usual, and for that we apologise, we were hoping that by delaying this issue, we would be able to bring you a really big news story before you saw it plastered all over social media; but alas, we are once more hostages to circumstance and the events have yet to happen, we couldn't delay any longer so here we go with this issue — we will play catch up with the next one at the end of the year.

2025 has been a very busy year for both the main line and heritage railway sectors with Rail 200 events in full swing, a couple of which we have had active participation in and the details of that are in the pages of this issue. Rail 200 has presented a magnificent opportunity to showcase the best of the industry to a much wider audience with not only the events such as The Greatest Gathering (*which we didn't participate in*) or the galas and open days, but also the media coverage that has ensued with mainstream channels that normally give little coverage to rail taking up the stories and running them. One can only hope that this has more lasting benefit to the industry and the heritage railway sector. It has also given many organisations a chance to push themselves to see what they can deliver when challenged and that has raised the bar going forward.

As for the various groups covered by this journal, there has largely been progress, unfortunately there is no LTTG report in this issue as that project has not been able to put anything together that is news worthy, but I am reliably informed that will change and a report will feature in the next issue. But there's plenty of other content though with the usual mix of success, frustration, drama and the like to report. 2026 will be with us far sooner than I like to think and that will bring another year of challenges no doubt. The good news is the 4-SUB Association calendars are finalised and will be printed and sent out with the next issue for those of you that are eligible to receive one.

Best Wishes

**Graeme Gleaves**

Cover Montage: All images featured and credited inside



# 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.**

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# SERA Sales

**With the costing exercise on 6307 carried out, it was apparent the project would need a cash injection, but the funds it gets from standing orders just about covers the cost of keeping the coaches at Sellindge.**

A range of sales items were produced with the idea of selling them in conjunction with the 4-SUB sales stand at the Ashford Rail 200 event and the Bluebell diesel gala, with the remaining stock being left with the stand and Chris Hurst agreeing to devote some space for it.

The merchandise was designed to build on topical items such as the NSE Networker with a bespoke ceramic mug designed and made, along with key rings, replica data panels for Networkers and class 73s along with a range of three calendars that feature diesel locos, class 73s and EMUs

all in Kent. The thinking being that left over stock could be sold on commission in the East Kent Railway shop. As it transpired, these items proved very popular and only half a dozen diesel loco calendars have been transferred to the EKR shop (*of which they have already sold two*).

The funds raised have boosted the 6307 restoration fund by over £400 and thoughts are now turning to establishing a larger and better stocked SERA sales department, but we need someone to help run it ...

**Could that be you?** If you think you can help, please email us: [sera01uk@yahoo.co.uk](mailto:sera01uk@yahoo.co.uk) ■



**Above** There is no news to report from Wales on the EPB driving motor coach that is stored there but it was visited on 8th July 2025 and the sun was shining in Carmarthenshire, not an everyday occurrence! Photo: Graeme Gleaves

**Right** A full report will feature in the next issue, but this was the joint 4-SUB/SERA sales stand at the Southeastern Ashford Depot Rail 200 Open Day with Chris Hurst (*left*) and Matt Mullen standing by. Photo: Graeme Gleaves

# Midlands Updates

In Leicestershire Team Tyneside continues to progress at a leisurely pace on both their active projects, but they've had their own share of drama too.

## MAZDA

**Mazda has been visited by a contracted electrician who was tasked with cleaning the brush boxes on the traction motor so they are ready to accept the new brushes that were purchased last year.**

The problem with using outside contractors who are willing to work for a token amount is that you get them when they are free as their services tend to be in demand. Whilst waiting for our turn attention has been able to be focussed elsewhere.

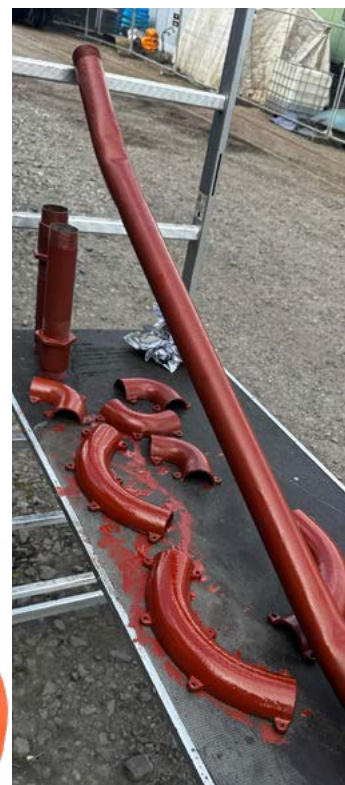
The auxiliary petrol donkey compressor which the team serviced has been given a fresh coat of Ruston engine green and still sits on its pallet in storage waiting to be installed back in the loco. The engine has been started a few times to be tested and all is well with the unit. The locos tool box was removed from the cab and taken off site by Rob Davidson who has refurbished it and that is also ready to go back on the loco, but the cab floor still needs to be repaired as the planks nearest the doors rotted over the years in the rain at Coventry and will be totally replaced. The toolbox also contains the locos batteries,



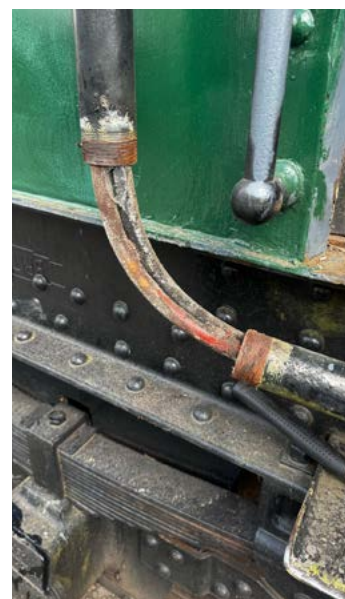
**Above** Seb tries his hand at painting with a fresh brush and a tin of Ruston Engine Green.

**Right** A section of the battery cables after the conduit was removed showing the extent of the damage to the insulation.

**Far right** Another section of the battery cables, this part looked relatively healthy but the whole lot had to be removed. All Photos: Rob Davidson



**Above** The various components of the external battery cable conduit all removed, cleaned and freshly painted in oxide.





**Didn't he do well!**  
The finished engine in a special grade of paint that can withstand the engine's heat.

these were only provided to supply the lighting on the loco and as such was kept charged by the engine driven dynamo. The batteries on the loco are best described as ancient and well beyond life expired. They only hold a surface charge and a replacement modern battery will be fitted that will give many years of good service.

### **SPONDON No.1**

**Spondon continues to be a focus of attention with the full repaint of the bodywork carrying on and with the level of detail required to get a museum quality finish it isn't a quick job.**

The loco has been filled many times over its years with evidence of crash repairs being found as we stripped the old paint back. There was also the need to re-fill some areas where there were welding scars from previous work carried out that became more obvious when the loco was parked in bright sunlight. This required the use of two different types of filler—a standard one for the bigger indentations and a fine detail filler for some of the smaller ones that are not visible from a distance but really stand out when seen up close. The commitment to quality is such that there will be no compromise on the finished product; yes it has taken a long time to deliver on this project, but it will be worth it. The ability of this loco to throw surprises and challenges to the team

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# Midlands Updates

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continued in 2025 when a fault appeared on the traction and braking circuit. The dynamic brakes on the loco are never used as they were only suited to over head wire operations, on occasions the master controller can be slipped into a braking position which usually has no effect but suddenly started causing a short circuit.

This quickly escalated to a short during traction and smoke was seen coming from the battery compartment at one end. This was very serious of course and the loco had to be inspected to find the source of this. Two problems were found; the first was a loose contactor tip within the master controller which was cleaned and tightened up.

The other issue was more serious. The battery cables that link the two banks together have a conduit that carries them outside the cab between the two bonnets. Opening this up revealed the cables were damaged with the insulation that protects them from the steel conduit had disintegrated with age. This meant the two cables (*positive and negative*) both had to be removed and replaced.

Thankfully, we have a contact who has access to some recovered secondhand heavy duty cable and this will be used to replace the life expired ones

on the loco, but we will have to wait until it can be dug out of storage and delivered to site. The alternative is to pay top price for new ones—we would rather wait. With the conduit off the opportunity was taken to clean it and paint it with primer first and then a fresh coat of gloss black.

The loco is starting to come back together and the to do list is now considerably shorter than this time last year but with the top coat needing to go on and with the weather turning from good painting weather to that which is best described as ‘changeable’ the chance to get the loco finished before Easter 2026 is slipping away, the team remain committed to seeing it through but the options for progress are now somewhat out of their hands waiting for outside contractors, the supply of components and the British weather. ■

**Above** Alan Hirst is an experienced vehicle bodyshop worker, but he's more used to working on cars and vans but very easily transferred his skills to the preparation and filling of Spondon's bodywork.

Photo: Graeme Gleaves

**Right** This image gives you some idea of the amount of fine and deeper filling required on the No.1 end bonnet of the loco, which needed to not only be applied but meticulously sanded to a flat finish.

Photo: Rob Davidson





Spondon No.1 showing one side and the No.2 end bonnet after filling, sanding and now wearing undercoat. Photo: Graeme Gleaves

# Kent Report

**In the Garden of England the SERA has been busy at the two sites it occupies, The East Kent Railway and Hope Farm, Sellindge.**

The former was very nearly the scene of a major disaster on 6th December. Just as the last issue of The Contactor went out to members a large tree came down at Shepherdswell and came to rest on the roofs of our class 457 car and the EKR's pacer unit 142 036 that was parked on the adjacent road.

It was believed the tree came down during the preceding evening following a period of stormy weather and must have been slow in falling as the resultant damage from such a large and substantial object was minimal. The 457 suffered a small dent in one of the ribs in the roof and the pacer had a window smashed where a branch pushed out the glass. A lucky escape? — Well yes, this could have been very serious indeed and thankfully the East Kent have been undertaking a programme of tree felling involving trees over looking their line and sidings that posed a significant risk to the railway.

The high number of storms over the winter and spring months brought with them extra risks of this type of event and it is good to see the railway taking a pro-active stance to prevent a reoccurrence. Within minutes of the tree being discovered there was a team on site equipped

with chainsaws, harnesses, ladders and all the requisite safety equipment and the end result was a lot of sawdust and logs. The impact has caused no lasting damage to the vehicle but not the type of news anyone wants to wake up to.

**Moving over to Sellindge the equipping of the stores and workshop vehicles has progressed with new racking and shelving units being purchased and assembled inside the driving motor brake of 5176.**

The racking allows for the mounting of fixed power tools on top, such as the pillar drill or grinding wheels with hand tool storage below. We have been donated a large amount of hand tools through the good work of Chris Hurst who has delivered a large amount of sockets, drivers, spanners and a multitude of other items. There will have to be a fair bit of sorting over the winter as these are in various sizes, with those all important imperial sizes included, when dealing with equipment that is as old as what we have the imperial sizes were standard back then and the old story of always losing the 10mm sockets doesn't apply—its 7/16" that we're always short of!

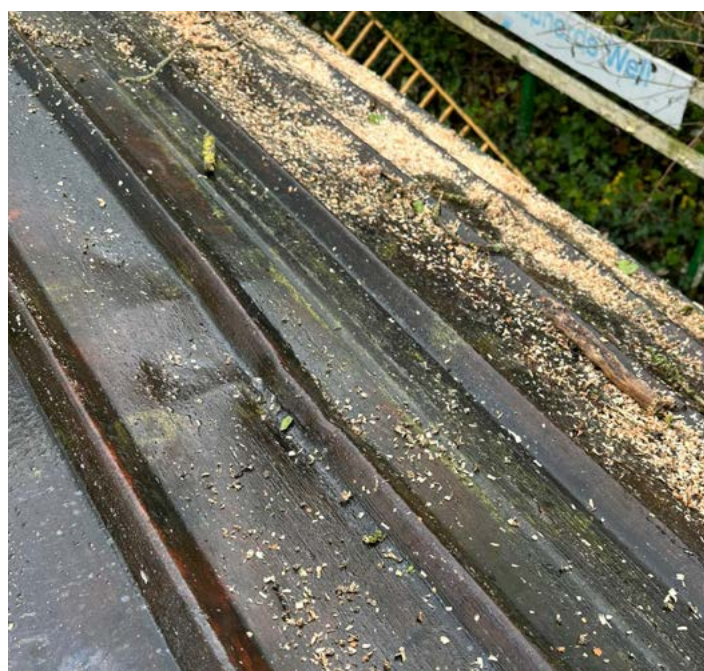
*Continued on page 10*



**Opposite Page** This was the scene that greeted volunteers of the East Kent Railway — a fallen tree with two trunks was straddling both the 457 and class 142 unit.

**Above** The sideways view of the offending tree, the thickness of the trunks and the amount of earth that was disturbed to enable it to fall are clearly evident from this angle.

**Below** It could have been so much worse! But this was the extent of the damage to the 457. One of the ribs in the roof now wears a dent which has caused a slight depression, correcting this would take far more work that it is worth so we will leave it as a battle scar for the time being. Photos: East Kent Railway





# Kent Report

From page 8

Other tools are in Whitworth and BSP sizes which are again very niche and are essential for working with vintage machinery.

Talking of spares and stores, the opportunity was taken to empty out a large portion of the Liverpool Overhead coach at Sellindge. Many of you will know we currently have this coach listed as a available as 'free to a good home', no serious offers have come in for it as yet but we're in no rush to get rid of it. It did contain a large amount of spare material, some of which dated back to its time at Southport many years before SERA ownership. With the need to create space for components removed from the 4-SUB unit (see separate report) the vehicle was largely emptied and what a mixed bag it turned out to be. A large quantity of glass, most of which was broken or useless so was disposed of, a lot of timber, some of which would be useful. There were also electrical components that we think were from the EPB fleet that have been placed in our main stores. There were also a massive haul of carbon brushes, many still in their original wax paper packets. We think these were from the stores of the NRM's 502 which was kept a Southport, so we alerted the Friends of the 502 project to see if they're of use to them and will

investigate if they fit anything else. There was also a bus seat, some spares from a Ruston Loco (belonging to the editor) and a fair amount of waste material and scrap metal that has now been responsibly disposed of.

**6307 has seen very little activity in the last 18 months but that's due to change as the unit is now top of the Team Kent pecking order.**

One task that needed to be done ahead of a comprehensive start was to cost the early stages of body preparation. The idea is to strip the driving trailer back to bare metal to see the extent of the welded repairs necessary and we needed to get an idea of how much that would cost. The material cost is in the abrasive wheels used to remove the paint and a test patch was

stripped to see how much paint you remove with one wheel before it's done. The result is in the photos and after stripping the area was quickly primed to prevent any rust. What was evident was how good the metal under the years of paint is, there was a bit of evidence of the filling work that BR did on these units and that is something we shall have to do again where necessary.

The welder who's going to carry out the patch repairs to the skin re-visited the site in June and advised on which order he feels would be prudent to work through the vehicle. A start has been made on removing the seating bays around the areas that are to be stripped first as the stripping and welding will generate heat that won't mix well with the largely timber and horse hair seating. ■



**Main** The stripped area after being treated with primer. This is the extent of one wheels capability so you can get some scale of how many would be needed to strip the whole body of one coach.

**Below** Room to manoeuvre! The new racking in our workshop/stores vehicle at Sellindge. The units were sourced by Project Manager Dan Holness and are the modular type that were very easy to assemble. The pillar drill and grinding wheels are already in place on the working surface.

**Inset** The difference between a new preparation wheel (left) and the spent one is clearly evident.

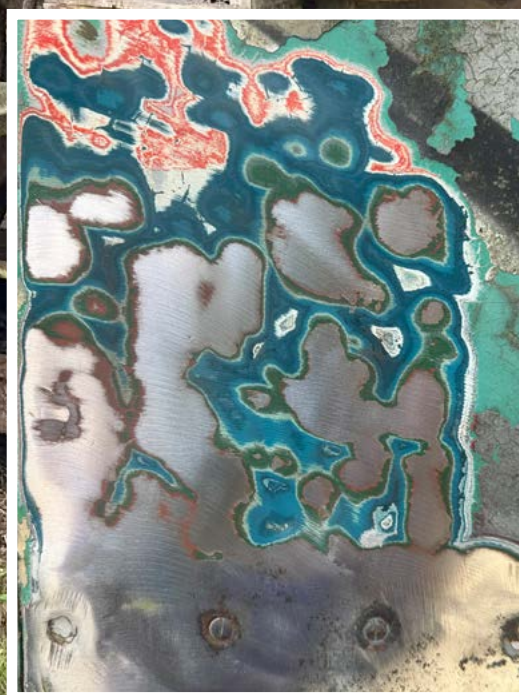
Photo: Graeme Gleaves



**Inset right** The livery history of 6307 is revealed with signs of BR green, blue and Network Southeast.

**Inset far right** Clean metal was eventually revealed and while there is some corrosion around the bolt for the door handle and where the nails that hold the lower edge of the skin to the frame are positioned, it's in pretty good shape for something 66 years old.

Photo: Graeme Gleaves



# 4-SUB Project goes

In the first half of 2025 the 4-SUB project went into overdrive with fundraising ramping up given the acceptance of a quote to carry out the cosmetic renovation of Car One.



With the removal of the interior in an advanced state, Car One starts to look a little bare. Photo: Graeme Cleaves

**As mentioned in previous issues, the focus was on crowd-funding, sales and big ticket donors to support the funds raised so far and get the total needed to get the vehicle to Barrow Hill, where the work would be undertaken and then bring it back to Margate.**

On top of the quote for the work we obtained quotes for the road movement, the whole lot would come to just short of £56,000.00, 20% of which is VAT.

The crowdfunder went live in the latter part of 2024 and the uptake was very generous, the funds raised continued to come in past Christmas and into the Spring.

Couple this with some successful silent auctions and the total was going in the right direction. Then came two big ticket donations and we knew we were nearly there. The sales stand has done some great business over the Summer as you will have read in Chris' report and so we can confirm that as of 1st September 2025 we have raised sufficient

funds to cover all of the original quotations. Now we don't stop there as costs are constantly changing and in nearly all cases that change is upwards so whilst we have the funds based on a nine month old quotation we are very aware that the position is fluid and we carry on with our fundraising efforts as this project is going to need every penny it can find. With the news that fundraising was going very well preparations had to be made to get Car One ready for transport north. Over two separate dates a small team

visited the One:One building and began to remove large portions of the interior from the vehicle. This is necessary so the soft furnishings, wooden interior and Formica panels don't get in the way of the engineering team who will be carrying out hot metal work to weld sections of the skin where corroded metal needs to be removed, the more we take out before it goes to Barrow Hill, the less they have to take out and thus our labour costs will be reduced. We left the bulk of the seat assembly ends

# into overdrive

in situ as these are sufficiently far enough away from the skin to avoid being affected by the heat the work will generate. There will still be a need to remove windows, but that was not something we could do prior to transport so a cost we will have to live with. The stripped out interior was sorted and stacked up against the vehicle and then collected in a hire van and taken to Sellindge

where it was stored in 6307, the Liverpool Overhead car body and the EPB trailer that belongs to HETT.

Between the SERA and HETT there is now a lot of SUB/EPB interior components on site and it will be possible to cherry pick the best ones to refurbish for an interior of the refurbished Car One to be created, the work will be carried out at Sellindge

and will involve staining and varnishing the wooden parts, cleaning up the Formica and repairs and cleaning of the upholstery. With all of this done we sought a date for the move to take place, the hope was the vehicle could go north in April and be back at Margate in time for the Hornby Wonderworks open weekend over 9th-10th August.

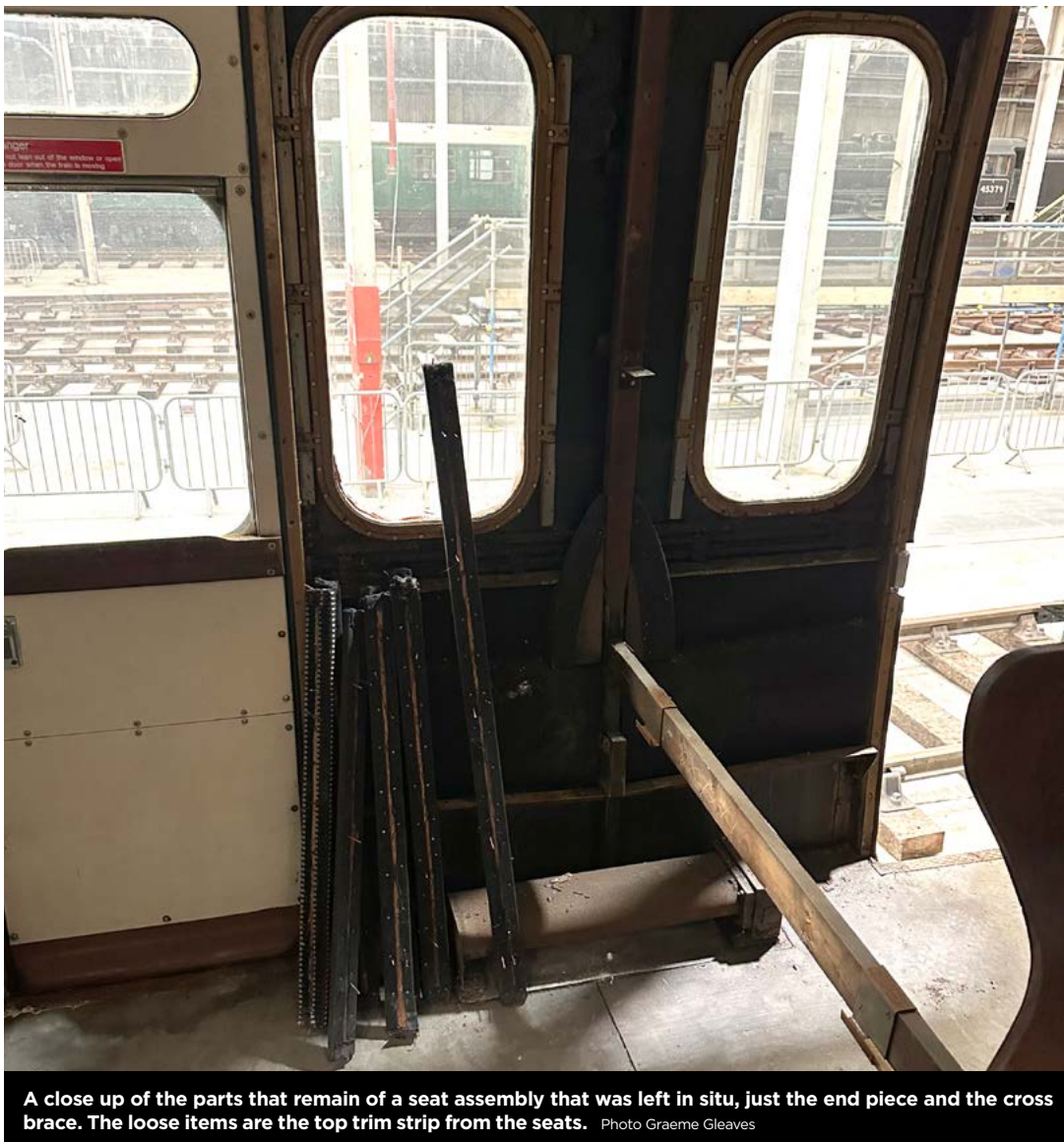
The news came through that due to a big event at Barrow Hill in May, we only had a small window of opportunity and unfortunately our haulier could not provide us with a vehicle as they had nothing in the area. Margate is a little out of the way and to make a special trip from the Midlands to collect a vehicle and then deliver it to Barrow Hill would double the cost.

Regretably, we missed this slot and the renovation firm gave it to another project who didn't have haulage issues. We're now awaiting another date, the facility operates on minimal space so vehicles can only come in when others leave. Hopefully this delay will not drag on for too much longer.

**The HETT trustees have decided that Car One will be painted in all over BR blue.**

The reasoning is that the interior and exterior will fully match with the abundance of British Rail 'trojan' pattern moquette we have available to us, this grey material with white, red and yellow flecks arranged in stripes was the standard covering for all coaching stock from the late 1960s through more than a decade later and with a supply of period correct posters for

*Continued on page 15*



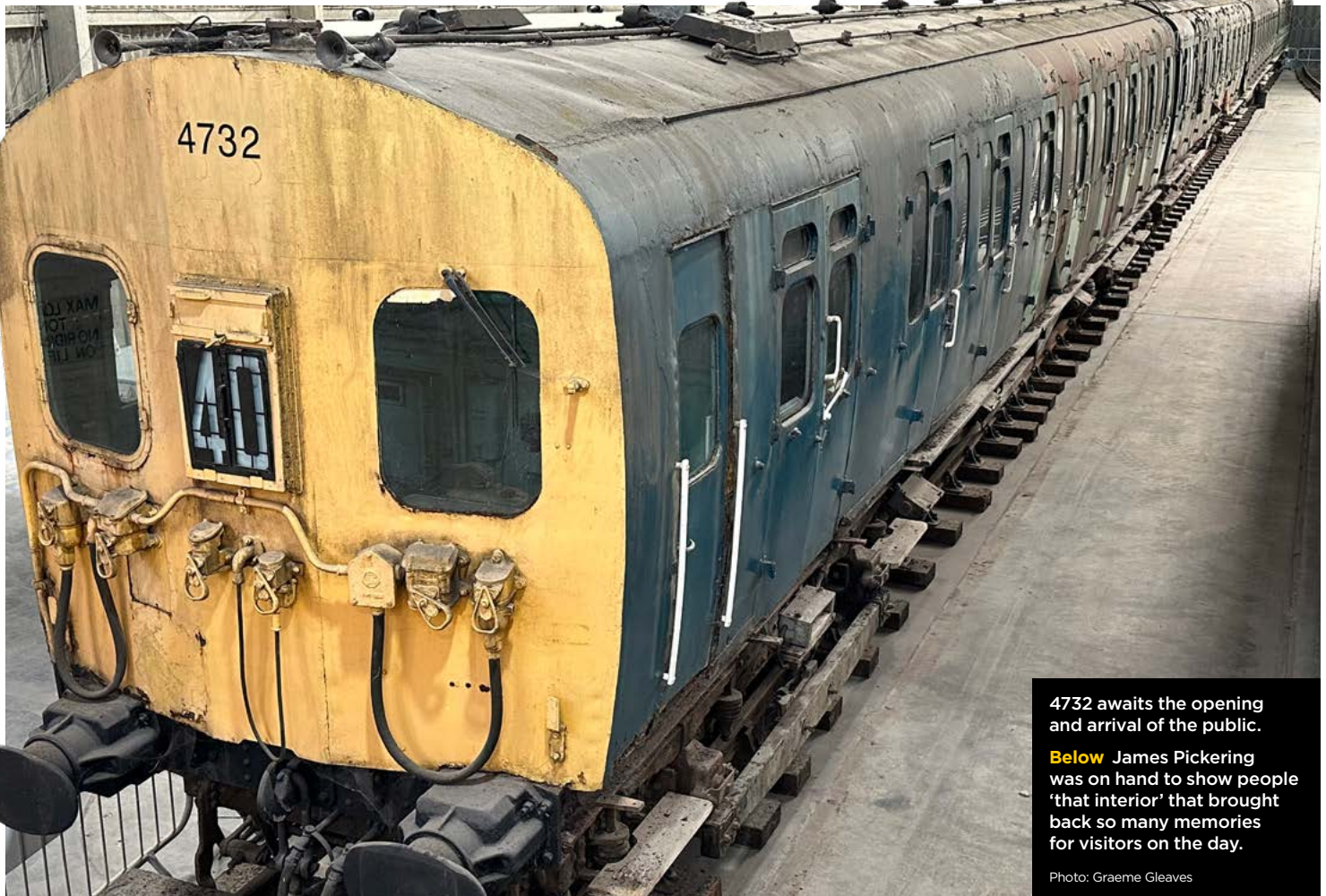
A close up of the parts that remain of a seat assembly that was left in situ, just the end piece and the cross brace. The loose items are the top trim strip from the seats. Photo Graeme Gleaves



**Above** All the removed items sorted and stacked up against the unit waiting to be loaded into the van.

**Right** With just minutes to go before the event opened this was how 4732 looked ready to be seen by the public for the first time in over five years.

Photos: Graeme Gleaves



4732 awaits the opening and arrival of the public.

**Below** James Pickering was on hand to show people 'that interior' that brought back so many memories for visitors on the day.

Photo: Graeme Gleaves

From page 13

the frames inside we can create a time capsule based on circa 1973 for the vehicle. We considered the options, including some form of half and half but this one makes the most sense.

**And so, with no movement for Car One the Hornby Wonderworks open weekend was soon upon us.**

It was billed by us as the last chance to see all for cars of 4732 together for some considerable time. HETT and SERA provided a team of volunteers for the two days, not just Chris Hurst and Matt Mullen running the sales stand but others who acted as

stewards and could help show people around and talk about the unit. Neil Bennett, with his years of experience as both an engineer and a commuter, was in his element; and Peter DeLacey donned his Eurostar overalls and gave talks on the class 373 vehicles in the collection.

Not only was the Hornby visitor centre available but the whole One:One Collection building was thrown open for the first time in over five years. The collection is quite something with the Royal Scot steam loco, a Deltic, Class 37, Class 60, a GWR 2-8-0 tank loco and the LNER Beavertail carriage to name just a few. The unrestored 4-SUB was

not the most attractive item on show but that didn't stop it getting a lot of attention and I lost count of the number of times I heard people say *'I went to school on one of those'* — the looks on peoples faces as we opened one of the saloon doors to reveal that long remembered interior was priceless. The unit was on the closest thing to home turf it could be and was doing exactly what we want it to do, brining back memories and pure nostalgia. The two day event was over far too quickly for many, we enjoyed ourselves so much – the time just flew by.

And so we play the waiting game for a slot at Barrow Hill, when that happens we don't know but we are following social media reports of what

vehicles are there and when they may be completed and moving on.

Keep your fingers crossed because we have got so close and the prize is in sight. ■



# Revised Figure from Last Year



**With Tolworth being the final event of 2024, we'd raised a grand total of just over £6100 which was better than the previous year yet again.**

But that's not all—during the year we ran several silent auctions to raise additional funds for the 4-SUB including the sale of a Croydon Tramlink sign, London Transport carriage maps etc. which raised a extra £903. This boosted our grand total to just shy of £7100. Also, whilst at Tolworth, several second hand books and a quantity of OO Gauge buildings were donated.

Our first event of 2025 was the Canterbury Model railway Exhibition which proved to be quite a productive weekend and raised over £500. Highlight sales included three OO gauge locomotives, several pieces of N gauge, OO gauge rolling stock and 3 copies of Graeme Gleaves book on the railways of the Isle of Sheppey.

The next event was the Erith Model Railway Society exhibition which had since moved locations, previously being based at Longfield, it had now moved to the Harris Garrad Academy at Thamesmead and overall, the weekend was fairly sluggish and sales were down compared with Canterbury — but we did raise over £250.

In the meantime, with a break between the shows, more items were acquired for the stand including a Bachmann Class 205 thumper in Connex Livery and a Dapol MRA wagon pack. We also received a donation of second hand books from Portland Green. Further sales from the Gravesend Railway Society Talk, Silent auctions and a couple of outside sales raised over £200.

Next up, we attended the Ashford International Model Railway Educations event Ashford Festival of Railway Modelling 2025 over the weekend of 12th–13th April, who were celebrating Rail 200

and Ashford's Railway Legacy. Initial celebrations started on the 31st March with the opening of the Rail 200 exhibition "Ashford's Railway Legacy" located at Ashford Gateway. There were some interesting layouts and a Lego Forth Bridge (pictured below), also a layout I had seen before but many years ago which is based on a 'what if' scenario where the Lydd Branch was not closed. Overall, the weekend was very successful and raised over £780. Highlight sales included a Dapol MRA wagons, three OO gauge locomotives, several items of OO gauge and N gauge rolling stock and a quantity

of OO gauge vehicles. Following the Ashford event I attended the Epping Ongar Diesel Gala on 26th–27th April. Guest locomotives included Class 50 (50-021) 'Rodney' and Class 14 (D9529). This was another very successful weekend and raised just shy of £700. Highlight sales include one of the Accurascale Class 37s and a quantity of OO gauge locomotives and rolling stock.

We have not rested on our laurels and have sourced further items for the stand including the Hastings DEMU Farewell Tour sign, a Hornby 4-VEP in BR Blue Grey and other desirable [sellable] items. ■



**Top** The stand ready for action at the Ashford International Model Railway event. **Middle** The Forth Railway Bridge in Lego **Above** The Lydd Branch layout. Photos: Chris Hurst

# Another Busy Summer of Events



**After the Epping Ongar Railway Diesel Gala at the end of April there was a short break before our next show.**

That being the Gravesend Railway Enthusiasts Society Family day at Highman Memorial Hall. Unfortunately, this event didn't go very well and sales were poor. The Pevensey Bay Model Railway Society event was next in the calendar at Victoria Baptist Church in Eastbourne. This one day event was very successful and raised over £650 with highlight sales including the last of the Accurascale Class 37, a Bachmann Class 205 Thumper, a Graham Farish Class 66 and several other OO gauge locos were snapped up.

We then attended the Chatham Model Railway Exhibition, but again, this proved to be a quiet day in terms of sales, but we still managed to raise £250.

Next up was a community day at Dover Priory Station to celebrate 164 years since the opening of the station. Having been sceptical of how the day would go, we ended the day raising just over £150 with a highlight sale of a Hornby Railroad Class 20.

The next event was a big deal us being the only the second time the 4-SUB 4732 was publicly available for viewing at the One:One Collection in Margate where the 4732 has resided asince leaving the ERM in 2017. We decided to double the size stand to 12 feet for the first time. We were also carrying some SERA Merchandise in the form of 2026 calenders. The bigger stand paid off as the event was a huge success and raised over £840 towards the 4-SUB. Highlight sales were a pair of Bachmann MLVs, a Corgi Ecurrie Ecosse Car Transporter, Bachmann Ivatt 4MT, a Graham Farish Class 66 and assortment items. ■



4-SUB 4732 pictured in Margate. **Left** The double-table sales stand prior to the doors opening at the One:One Collection. Photos: Chris Hurst

## 4-SUB Talking Tour



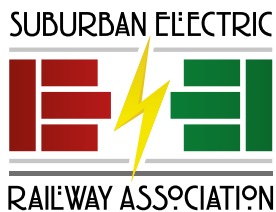
Graeme Gleaves (2nd left) with some of the audience following the GRES talk on 20th March 2025. Photo: Chris Hurst

**Following on from the talks given to the Southern Electric Group and the Mid Hants Railway during 2024 Graeme Gleaves gave another talk on the 4-SUB project to the Gravesend Railway Enthusiasts Society on 20th March.**

There was a good turnout and the audience were very engaged in the presentation. It had been several decades since SUB

units were regular visitors to Gravesend but a lot of people remembered 4732 when it visited the town in the late 1980s in company with the 2-Bil unit as part of the annual Edwardian Fair event when it ran shuttles between Dartford and Strood. The sales stand came to the event and raised a few more quid for the cause. Some expressed an interest in further supporting the work of the project and we have followed this up. ■

# 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

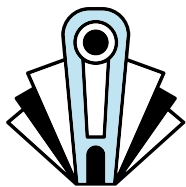
### WHAT IS ITS ROLE?

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.