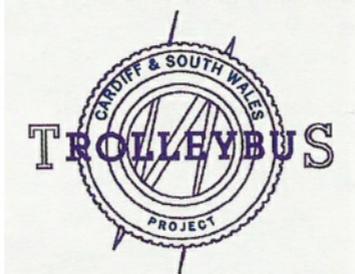


CONTACTOR



THE NEWSLETTER OF THE CARDIFF & SOUTH WALES TROLLEYBUS PROJECT

Preserving the past for the future

February/March 2017

Issue 207



This months front cover is supplied by John Davies just by chance, as the project contacted him in the event he may have some input on our "Overhead Proposal", in the event he couldn't but he forwarded this walk down memory lane for those familiar with the Victoria Park terminus. The motorbus is on the replacement trolleybus service 8 which had been extended to the Penylan area. As trolleybuses had ceased to operate to the Royal Oak in February 1968 there was under two years to total abandonment, the process of training trolleybus drivers continued with 227 doing the honours though it is listed as being withdrawn in December 1969. Can anyone identify the final trolleybus in the photograph? One final myth the photograph dispels it doesn't always rain in Cardiff!

February/March 2017

Issue 207

Editorial - Well the previous editorial was saying farewell to Christmas and now with Spring just around the corner Easter will soon be upon us and before we know it our fundraising season will begin. Due to the activity at the barn on the vehicles the plans we envisaged for formulating and preparing our resale items have taken a back seat, so I am using this editorial to appeal for volunteers to come along and help us get things organised. Once again this bi-monthly period has been full of incident and how we can get it all into 12 or 16 pages remain to be seen, but try we will. One VERY important date for your diary is the AGM which we discovered is scheduled for Easter Monday, so it has been moved back one week so please make a note in your diary for MONDAY 24th APRIL. As happens by the time this issue arrives time will be limited so details will be circulated by e-mail etc. nominees for posts are welcome.

Contactor Sponsorship - This issue is sponsored by John Wake of West Wales which is appreciated, if like John you would like to sponsor an issue which helps offset printing costs its £15, and sponsors can choosethe front cover which isn't limited to favoured vehicle or type of transport, supply of script to aid publication would be appreciated.

Data Protection Act - The views expressed in this newsletter, unless otherwise stated are not intended to represent official policy but rather the freedom of speech that is extended to our contributors. Under the Data Protection Act 1998 the Cardiff & South Wales Trolleybus Project gives notice that membership details are held on computerised records. The C&SWTP undertakes that this information is not divulged without permission, to any outside individual or company

Electronic Version of Contactor - Members receiving Contactor by electronic means are reminded that the text and photographs remain the property of the Project and/or contributor and must not be forwarded, posted to e-groups or bulletin boards or added to web sites without permission of the relevant copyright holder

NEWSLETTER TOPICS CONTENT

- Membership, membership renewal & meeting night report
- **PROJECT AIMS.** "Overhead Statement" a proposal part 2
- Vehicle restoration news
- Barn update
- Fundraising - shows & sales items
- Other business
- Meeting dates, venue details & useful addresses.

Membership, membership renewal and meeting night reports - Over the last few weeks towards the end of March, Mike Street has undergone some major surgery being admitted to Morriston hospital Swansea. We can report that after an eleven hour operation Mike was moved from the ICU to the surgical ward and continues to make good progress. This has been a very stressful period for Mikes immediate family and friends especially his wife Carole who has been commuting back and fore. It is thanks to close friend Harry Morgan that we have received progress reports and like Mike and Carole we look forward to his return home. Other members with health issues are Allan and Nan Morse, Tony Simmonds all Mid Glamorgan, Tom Powell, Irene Walker and Bob Heatley all Cardiff, Bryn Jones of Yealmpton and finally we learn that Robert Cullen of Lydney had no sooner returned home when he was readmitted to hospital in Gloucester. We wish them all well and apologies for anyone not mentioned.

On the membership front we closed the 2016/17 renewals having had a few non renewals so look forward to receiving those February renewals still outstanding, if the renewal form is one of your jobs to do we would appreciate you continuing the journey as evident by our restoration news. Please remember that there has been a slight increase in the subscription rate and return of the form will save time and costs.

Our last two meetings have followed the same format with an update on all project matters and the commencement of discussions on establishing a local "Overhead Circuit", members are urged to follow progress since the last newsletter, and with the warmer weather and lighter evenings around the corner local members may spend a few hours once a month supporting the project meetings.

PROJECT AIMS - "Overhead Statement" a proposal (part 2) - In the last issue I outlined as a reminder to long standing members and newer supporters the long term aims of which most have been achieved, although vehicle restoration has some way to go it is felt that we should prepare ourselves for the final objective, establishing a local circuit to run trolleybuses on. After moving to our present base around sixteen years ago extensive restoration commenced, running parallel to this a well equipped workshop. Limited numbers of members have participated physically in progressing the project as the only group of its type in Wales. It has been time consuming, not been without incident or considerable effort getting to this stage, so the thought of failing without reaching the outcome we deserve and seeing our work move away would be a great disappointment. It is here that the project calls on all members to become proactive in thinking how we can achieve a successful conclusion by forwarding your ideas no matter what, you may just provide an answer to the way ahead.

We would have to be super optimists to think that a wealthy benefactor will suddenly appear but we must believe that establishing a trolleybus attraction ticks all the right boxes, 1) Environmentally friendly, 2) Historical transport heritage, 3) Educational, 4) Tourism, 5) Leisure, 6) Business, 7) Employment potential..... can you add to this list?

Both our vehicles are extremely unique and this must be emphasised in being the only Welsh built 'BRUCE' trolleybus in the world whilst the other is the last three axled single decker built and operated in revenue earning service the UK.

On a broader aspect establishing a circuit here would expand the UK coverage of trolleybuses and benefit the trolleybus fraternity as a whole whilst not being in direct competition. It has to be accepted that trying to establish trolleybuses as a stand alone attraction is not a viable option mainly due to the active project members ages, so the alternative is aligning ourselves with an established site where access to funding is more achievable than the project as it is, so the key word is the vehicles "UNIQUENESS". As I ended part one mention was made of the "Rhondda Tunnel Society" and I'm sure they never envisaged when they started that this old railway tunnel with its historical past could be linked with a leisure facility as a footpath and cycleway that could have modern day benefits of Health and tourism, they have found a niche which has attracted not only support of interested parties and groups but a large financial grant that has put them on the map. On reading the press coverage the project e-mailed the RTS chairman, who considered our proposal enough to have a committee member (living in Cardiff) contact us. It was suggested that the local Sustrans group (I think that's sustainable transport) may be interested but after visiting them in their Cardiff Bay offices whilst agreeing trolleybuses would be of interest we were outside their remit, however they provided some possible contacts, though nothing came of that it illustrates to the membership a way ahead and where we collectively have to go. Within our membership there are specialists with contacts so if a redundant tunnel in the South Wales valleys has support then why not trolleybuses? One item of interest from the failed Barry scheme in the mid 1990's is a document prepared by consultants outlining some interesting facts that a transport attraction would bring, but that's for part 3. In the meantime if the reader has any ideas or is a super optimist and knows an interested benefactor please contact the project.

Vehicle Restoration News - The first quarter of 2017 has been mild at the barn, believe us and work has accelerated but only on 262, but don't worry 243 hasn't been mislaid, its just that work in the cab area requires a prolonged warmer period, so its to 262 that restoration features this issue and what a story it is.

Cardiff 262. When starting to compile the story for each newsletter an overview of progress is obtained from the projects Facebook page. Now Facebook isn't everyone's cup of tea (me included) but it provides those with computer access an up to date pictorial image of our bi weekly restoration and how we are getting on. This bi- monthly look back was something of a surprise as it contained just over seventy photographs! so to provide a balanced presentation and not have Chris tearing his hair out as to how he'll fit it all in, there will be a full report with a careful selection of illustrations. It's best to start with an early shot of what the roof looked like at the beginning of February and how it looks just six weeks later.

From this at the beginning of February



Amazing what can be achieved in six weeks!

As February started it was decided that we'd make a concerted effort on returning the roof to restored condition. With the walkway sides on the rear dome in position, the small access step structure above the emergency door was assembled and fitted. As per last issue we had a new step and as the old platform had a number of tread plates inlaid with what we assumed was asbestos so having enough of the more modern tread plates we fitted on the rear stairs, the rear platform was so fitted to complete.

Next we looked at the long walkway sides and after some straightening out, they were stripped back by Aithan and Paul, then given a coat of Special Metal Primer. Before lifting them onto the roof minor repairs to the locating studs was needed, then the rails were bolted in position. At this point we were joined on two Saturdays by Rhys Jones who was doing some volunteering for a school qualification, who was escorted by his Father Tim and with Dad looking on Rhys completed painting tasks on the rails and the roof area between the rails, as once the walkway timbers were in place access would be impossible. As the walkway was being fitted Bob assembled the boom retaining hooks and then the two channel section anti crash boxes (as we call them) another means of protecting the roof from de-wired booms, additionally there is a shaped flat bar which sits across the roof just in front of the boom retaining hooks and is bolted to the walkway sides, all of a sudden things were taking shape.

On our elevated timber store we have for many years had the four specially treated 15' 9" lengths of walkway timbers. These were taken to the bench and the rough surface sanded with the belt sander, then as they fit over the shaped flat bar once their exact location determined Keith used the router to make 2" wide slots in them. The opportunity was taken to apply a coat of yacht varnish to the undersides and as they dried on the floor the timber cross pieces between the walkway sides having been previously cut to size and tidied up, were applied to the locating channels on the walkway inner edges. The interesting thing about these 11 cross pieces they have been salvaged from the old timber walkway. Before applying the longitudinal walkway timber the complete area between the side rails and timber cross pieces were given coats of black bitumastic paint and with painting in progress the whole rear dome area was cleaned down and a few coats of Special Metal Primer applied.

The first two longitudinal timbers to be fixed are the outside ones which are bolted through the top of the rails, once the positions marked out we recessed each hole and applied roofing style bolts which when tightened up the heads were beneath the top surface of the timber. The two inner timbers lay along the timber cross pieces and to ensure the gaps were even, special wooden spacer blocks were inserted and the timbers screwed into place. Due to the longitudinal timbers rear ends being over the radiused end above the dome, a special wooden block taking the profile of the rails on its bottom edge and flat upper face to secure the four walkway timbers was fitted. Final structure added was a handrail beneath the wooden platform and a metal rain deflector plate between the rails at the rear of the boom retainer hooks, finished things off.

So with the walkway completed all that was needed were a couple of coats of yacht varnish to the upper surfaces of the timber, this all brought us to the beginning of March and with work fairly advanced Bob moved to the forward end and refitted the suppressor box which will now be just for show.

When Aithan called in one Saturday he marked out location holes for the four roof vents and drilled them, Keith after aligning them over the holes in the roof riveted them in position, to complete the activities on the roof Bob applied specialist insulating tape to both booms having to carefully overlap the joins, and a job that has just commenced is paint stripping the front dome, so more next issue.

Below are a selection of photographs.

Picture showing rear dome painted



Picture showing walkways with timber cross-members all painted in bitumastic.

Picture Looking down on walkway and how the longitudinalals are secured.



Picture Showing the front cowls fitted & the radio suppressor box.

With all going on above John has continued to work his magic fitting out each window bay with ash inserts, due to the type of window rubber available complex timber infills have had to be routed out by Keith, but by the end of February we are able to report that all the standard window opening were finished enough for John to start fitting the aluminium window pans he has produced. The rear window plus the front have proved difficult due to their shape but by the end of March a start is being made on fitting glass.

Most of the window work has been on the upperdeck as John has completed all the windowpanes rear of the sliding door aperture, so the external pans forward of the sliding door has been completed but decisions on the inner window on the stairs have to be resolved, as well as the sliding door so to get a better picture the part constructed door was loose fitted in readiness. Having fitted all the upper deck window pans John applied a coat of the now statutory Special Metal Primer and before we can fit the window rubber it was decided to paint the pans cream and that proved a lengthy debate indeed.

As most vehicle restorers know painting isn't straight forward as there are so many different shades, types and manufacturers it soon became a minefield. Within our stock of old panels we have those from ex Merseybus' purchased by Cardiff Bus and as luck would have it the cream in its livery was a very near match for Cardiff cream. Keith visited a local Dulux colour centre who stock Hammerite but also their own brand and have the ability to mix. After using their computer the colour couldn't be readily determined but one of the staff with many years service and a colour chart proved a winner. On returning to the barn all agreed that it was exactly what we wanted, the litre tin will soon be exhausted but at least we have the correct colour code now.

View of window pans in place.



Inner view of the complex rear bay.

Upper deck with primer applied.



View of window pan forward of sliding door.

Barn Update - With work on the vehicles progressing apace (mostly on 262), a number of its items have been moved from the floor creating some space, but over the winter period lack of manpower has led to a build up of scrap making the area very untidy. Project members away from the barn may wonder as to why we pursue this time consuming activity, but it contributes to funds and maintains membership fees to a minimum. It is hoped that we can start moving the various ferrous and non-ferrous items soon, but of interest our mountain of Aluminium cans was at last sent to the re-cyclers and what a story that is. For quite some time probably fifteen months we have tried to cash the cans in but our regular scrapman had declined them as the organisation he sold them to ceased to accept them with normal aluminium. Despite this Keith continued his weekly collections but on a reduced scale, plus donations from local project members. With the total approaching 30,000 in 90 bags Keith decided to visit the local council recycling centre in the hope that whoever they used may buy ours, but the official at the council thought we just wanted to rid ourselves and offered to send a lorry to collect, this was declined, so the search continued as the cans increased.

At one time can recycling was very popular and loads in excess of fifty kilos attracted forty five to fifty pence a kilo, but it appeared those days were over. Another local scrapyard were offering twenty pence but we would have to deliver them, so still having room we continued to collect in the hope the rate would improve, but our total reached 37,400 when Keith called at a recycler we had used some years ago. The first good news, we could trade in our cans was followed by even better news that they offered forty pence! so using our cars and Johns' trailer numerous trips delivered 122 bags, the operative who had to bale them was the only unhappy individual. The good news is that the scrapyard will take smaller quantities and allow us to build up a kitty, so can recycling is back. Over the winter period with a slight increase in attendance at the barn and probably through custom and practice we have on arrival at the barn thrown the power switch illuminating areas we weren't working in and using electric heaters. On paying the January rent the farmer quite rightly drew our attention to high costs and that we needed a chat to review the situation, but as he was busy at the time would have to wait. Of all the suggestions as alternatives we thought of, nothing apart from having our own meter was the answer. Having recently had a rent increase and not knowing the consequences of costs we became quite neurotic about things switching off the heaters, and only using lights where we were working, and to pre-empt things contacted the electrician who the farmer uses (and we have used previously) to call and discuss our options. When the electrician arrived our option came down to installing a sub meter that would only indicate our usage, the total bill amounting to £140. The cost per KWh or unit works out at 0.18p inc vat. Unbeknown to us the electrician went off to see the farmer and must have explained what we had discussed and though he is understandably busy with lambing, there has been no further mention of a meeting. It would have been better for this situation to have been discussed by the wider membership first, but it has been a pressure we could have done without, but there are some interesting facts should the matter arise again. The farmer has employed the electrician to upgrade the electric systems around the farm with power saving lighting etc. and a nearby barn has a new electric meter which shows how much power is being used, and at the start and end of every visit we read the meter and note the figures. Up until the end of March there have been twenty work sessions ranging from 11 units down to 0.3 which equates to £1.98 to 0.054p, though we are presently not the sole users our consumption is being carefully monitored. Finally one item of consumption the farmer may not know about and probably highlighted excessive consumption occurred late last year when he went away on holiday and left control to his daughter and hired helpers.

One Saturday just as we were leaving we noticed that a large sodium light inside our door in the roof suddenly illuminated, its control switch is situated in another barn. On our return four days later we were hastily approached and asked to switch the light off, to which we replied it was nothing to do with us and we showed them where it was and switched it off, this will be highlighted in the event we enter into discussions with the farmer again.

Finally this month we thank Aithan who has brought numerous hand tools, spanners etc surplus at his college workshop.

Fundraising - Since the last issue a number of fundraising event dates have been confirmed and the list is as follows and local members are asked to spare a few hours to volunteer. Ideally three maybe four can run the stall so its important from experience last year that those who are willing to help out let Keith know. On a couple of occasions last year we had six which is appreciated but with room limited it hinders access for our customers, and as a guide can volunteers position themselves behind the sales tables.

Show dates -	Sunday	7th May	Barry depot running day.
	"	21st May	Cardiff City Stadium South Wales Classic car show.
	Saturday	27th May	* Porthkerry Park Classic car show.
	Sunday	11th June	Barry depot
	Saturday	8th July	Whitchurch Festival
	"	12th Aug	Pontypridd Vintage Vehicle show
	Sunday	10th Sept	Merthyr show
	Sat/Sun	21/22 Oct	Cardiff Model railway show

* Please note that we have to receive notification of the Penarth festival show, also we have the option of attending a second Porthkerry Classic car show on 2nd September this depends on how successful the first show is. As members will see we have a number of shows on Saturdays. As happens previously due to manning problems those involved in work at the barn have to down tools and run the stall, please can we have volunteers for those days to enable us to make money and progress restoration.

We have been asked to host the CTPG during one of their Summer evening outings, which we have gladly accepted so when the date is confirmed help prior to the visit to clean the place up, plus help on the night. Additionally another group from the Newport area wish to make a return visit but once again dates have to be confirmed.

Shop idea - Over a period of time we have built up a large amount of resale items and slowly the stock has begun to take up room. Despite our efforts at shows we are restricted by the amount we can carry plus room availability at shows. Our intention is to clear an area in the barn and lay out the stock, bric-a-brac to good effect, this is where local members can help tremendously by advertising this venture to family, friends, neighbours, work colleagues that the shop will be open on Saturdays from 10a.m. until 4p.m. we wouldn't wish to overwhelm the farmer so it will have to be by appointment. Over the next few weeks we hope to be ready so please promote the venture, refreshments are available along with good quality goods at unbeatable prices.

Premium Bonds - It has to be admitted Premium Bonds are a hit and miss venture but with plummeting interest rates we felt something had to be done. From the initial proposal there were many sceptics the old chestnut I have had one bond since my Christening and I've not won anything and even questions raised by non members as to why invest. Well we like to think it was skilled investment rather than luck, but its still nice to inform everyone that since the last issue we have won another £25 making it a hundred pounds so far. We intend to visit the building society to check what return our savings would have made and will update next issue, its better than the national lottery as was once suggested as we do manage to keep our investment.

Scrap - Already mentioned was the cashing in of our can mountain and we continue to collect all manner of scrap such as steels various, copper, brass, aluminium, lead, car batteries etc. However to benefit fully from this fundraiser the best prices are paid if the items are as they are termed "clean" this means that copper cable has to be stripped of insulation, electric motors broken down, old central heating items dismantled for their non ferrous items which all takes time and effort away from the vehicles, so if you prefer not to get involved directly with the trollies why not try some therapy on the scrap pile?

Easy fundraising - Our thanks to those members who continue when shopping on line to go via Easy-fundraising as each qualifying sale raises a donation for us. Despite constant reminders and screeds of information supplied by the people who run the Easy-fundraising site only twenty five people participate, which this quarter earned the project £58.02 so thank you. Unfortunately with so much going on with the projects various posts this simple way of fundraising goes under the radar, is there someone who is prepared to run this side of fundraising by helping members through the set up process and study additional ways Easy fundraiser can benefit the project.

Die-cast and Other sale items - Member Alan Fossey has over many weeks visited the barn and undertaken cataloguing hundreds of donated die-casts, and is currently wading through the even larger selection of Bus and Railway books though he is aware that there are other modes of transport books still to list plus we have a comprehensive collection of trolleybus photographs. If any members are looking for something then give us a try first.

Other Business - Caitlin House Transport Trust. We are in receipt of the groups monthly news sheets for February and March and as usual with all groups nostalgia plays a big part and reminds us that everyday life wasn't conducted at breakneck speed were service was considered over profit. A simple thing like attendant forecourt service at the numerous garages across the country, whereby on arrival at the pump an attendant filled the tank with your selection of 3* or for a few pence more 4* (in those days diesel was for commercials,) then the obligatory penny shots of Redex ,followed by the attendant checking your oil and water, clean your windscreen you'd part with your cash, no credit cards in those days once the attendant returned with the change you'd wend your way at a time when motoring was indeed a pleasure.

Vintage Roadscene magazine has featured vehicles with some local interest but it is disappointing to learn that the successful Swansea show organised for so many years will not take place this year, as the organiser Ashley Lovering is retiring but it is hoped that this will only be a blip and that someone will come forward. The March issue opens with a historic photograph at the top of the page featuring an early twentieth century outing of the Crumlin Mines Rescue crew. The vehicle could be a toast-rack type bus or as the script eludes to could be a lorry fitted out with pews borrowed from a local chapel, obviously pre VOSA days!

East Kent Trolleybus Group- (Barney) At long last amongst our many pieces of paper the log book for Barney was located and on receiving updated transfer documents from DVLA in Swansea, Barney is officially in the ownership of Jeff and the gang. Their newsletter compiled by Dana charts the various areas of work that is transforming Barney though the time consuming and mundane rust removal will continue for a while. Consideration of replacing a tyre was soon dispelled due to it being split ring type that could have proved dangerous without proper care, so they are looking to purchase a safer option. It appears that they have despite being outdoors survived the winter period and the railway group are beginning to see the advantages of having an electric road vehicle to compliment their electric railway theme. One of the board members has suggested that with a new floor Jeff and the group could open Barney up as an exhibition area with a history and display of their restoration work but before that, floor strengthening work at the rear needs completing. As always best wishes to them as they progress.

Cardiff Trolleybus Book. - Peter Smiths excellent book is still available if you wish to purchase and want Peters' details contact the project.

Cardiff Bus - Our local operator one of the few outside the umbrella of the large combines continue to update their fleet with ten 17 registration saloons fleet numbers 551 - 60, I think but without Mike Street guidance may need correcting. It is confirmed that these are fleet additions and not replacements and could there be more on the horizon? as there has been a decker on loan and presently two saloons on assessment. Usually Mike is out and about getting images and supplying details, but in his absence John Webb sent in this photo of 553 on layover in the city centre.



Meeting Dates & Venues :- For your information all project meetings are generally held on the third Monday of each month. the usual venue is *Newton Court, North Luton Place, Adamsdown, Cardiff CF24 0NB*. If it has to be altered, members will be informed in good time. With the April date falling on Easter Monday 17th., a decision as to moving the date will be discussed at the January meeting

N.B. the March meeting and AGM will now take place on Monday 24th April.

Meetings then revert to the third Monday of each month Monday 15th May. 17th July. 18th September.

Please note that as usual there are no meeting nights in June or August as these are classed as holiday months.

Addresses

Chairman	John Webb	8 Clas Teilo, Whitchurch, Cardiff, CF14 1JP 029 2041 8023 <i>Care of Keith Walker</i>
Treasurer & Membership Sec. Secretary / Co-ordinator	Keith Walker	211 Hillrise, Llanedeyrn, Cardiff, CF23 6UQ 029 2073 3206
Fund-raising Archivist Engineer	Chris Heatley Bob Heatley	<i>vacant</i> cdheatley@hotmail.co.uk 42 Heol Trelai, Caerau, Cardiff, CF5 6PE 02920 592468 cdheatley@hotmail.co.uk
Web Master	Chris Heatley	cdheatley@hotmail.co.uk

E-mail addresses.

Project business and correspondence - webbs@ntlworld.com. **Project administration** - keith_walker49@hotmail.com. **Notification of events/sales opportunities** - keith_walker49@hotmail.com
Engineer - robertheatley@aol.com

mib models Model Railway Specialists

1 Lewis Building,
Newton-Nottage Road,
Newton,
PORTHCAWL,
Glamorgan,
CF36 5PE

Shop telephone: 01656 771121
Mobile: 07923 095772
website: www.mibmodels.co.uk

Shop Opening Hours:
Tue: 11.0am - 3.0 pm
Wed: 4.30 pm - 8.0 pm
Thu: 11.0 am - 3pm &
4.0pm - 8.0pm
Fri 4.30pm - 8.0 pm
Sat: 10.0 am - 5.0 pm

The only OFFICIAL stockists of Bachmann,
Graham Farish, Scenecraft, Woodland
Scenics, Peco, Radio, Wills & K+M in the
Bridgend and Porthcawl area.

PRIEST ROAD MOTORS



- SERVICING •BRAKES •AIR CONDITIONING
- CLUTCHES •EXHAUSTS •ELECTRICAL REPAIRS
- WELDING •MOTYS ARRANGED • NO RETEST FEE
- COLLECTION & DELIVERY WITH PRIOR ARRANGEMENT
- BREAKDOWN & RECOVERY SERVICES

02920 490464

OPEN
MON - FRI 9.00AM - 5.00PM
SAT 9.30AM - 12.00PM

PRIEST ROAD,
ROTH, CARDIFF
CF24 1DX

All makes & models dealt with! www.priestroadmotors.co.uk