



SWANSEA BUS MUSEUM News

There's always something going on at our growing museum. If nothing else a peep inside this magazine is evidence enough to convince even the most doubting of Thomases of that fact! Inside you will find restoration reports, memories, and accounts of the recent events we have held.

A grand old lady gets a very important health check – page 5.

**July
2017**

£2

Another bumper 28-page magazine!

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SWANSEA BUS MUSEUM

On the cover

Up, up and away! Our very own AEC Regent V, 447 took a trip skywards recently for an up close and personal examination. The oldest surviving vehicle of its kind, 447 is one of the prized exhibits of our museum.

The opportunity to give her underside a close examination fortunately revealed nothing untoward and once again she turned plenty of heads during our successful and sun blessed Father's Day show.

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Back to back shows that kept us all busy

Here we are once again, almost half way through the year already with lots happening at the museum, not least two very successful running days that came almost back to back.

If that wasn't a stiff test for the loyal band of volunteers who help keep the museum operational then nothing will be, particularly as one of them was on the hottest day of the year so far and boy did we swelter.

I couldn't let this opportunity slip away without saying a huge thank you for the efforts of all those who did anything, however small, to help make it happen.

Many of them are people who don't want their name in bright lights, but just lend a hand in a no-fuss manner. We just couldn't run such events without their involvement so thank you one and all.

As I said two shows back to back is something of a challenge, but we had some kind comments after both days

despite a major problem with toilets or rather the lack of them when we were let down by our regular supplier.

Everything seems to be getting better at the museum and on many occasions of late it has been a hive of activity. It would be nice to see a few more volunteers in evidence on Wednesdays and Sundays particularly with the plethora of jobs to be done. Don't forget you don't need to be a mechanic, there's much more to running a museum than tinkering with vehicles and every member, every volunteer can play their part.

Thank you all for your support, long may it continue.

Alan West

Chairman,
South Wales Transport
Preservation Trust.



A volunteer of the future perhaps? Young Ashley Horobin of Bancffosfelin in West Wales won the star prize in our June show raffle. The super Range Rover Sport and speedboat set was kindly donated by Mike & Michelle Kidwell.

Tales of a unicorn and steamy adventures

Imagine telling your mates that you had won a unicorn! They wouldn't believe you of course and then they might start questioning how many pints you had seen off in the pub the night before.

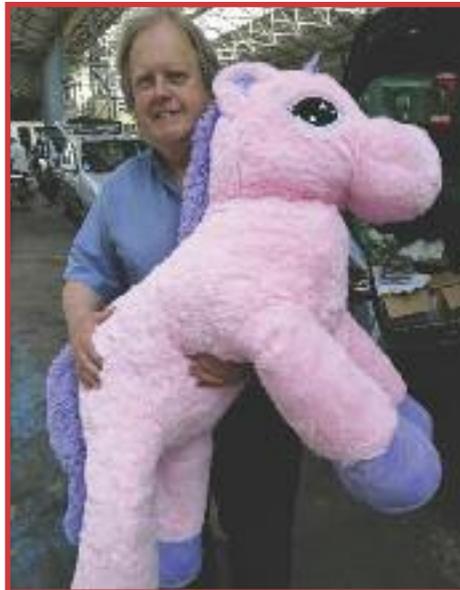
Stalwart volunteer Bob Nicholas was faced with such a situation when he took a break from driving duties at the end of our June event. His number had well and truly come up in our prize draw and the result . . . yes he had in fact, honestly, won a unicorn. He was a little unsure of being captured on film cuddling the thing, but your intrepid newshound managed to convince him that it was the thing to do.

Bob wasn't exactly over the moon at his 'luck' but the gentleman he is, passed on the amazing pink and plushy creature to a little girl who had persuaded her family to spend their life savings on tickets in a desperate bid to win. Bob's good deed for the day was met with huge appreciation from the family and he was happy that his prize had found a good home!

Glyn's farewell

Many of our members who worked for South Wales Transport during past times may recall a well-liked colleague who went by the name of Glyn Morgan.

Glyn worked in the Neath area for many years and was popular with colleagues and passengers alike. Sadly he passed away recently after a bravely borne illness. While attending to the funeral



Museum member Bob Nicholas clutches the prize he won at our Father's Day show.

arrangements his daughter Deborah Morgan had so many salutes to Glyn from former workmates she thought it would be an appropriate send off if mourners were conveyed to and from Margam Crematorium by a vintage bus.

When she approached our secretary, arrangements were put in hand to allow her to use 447 for this creative salute to her much missed dad.

"His full name was Glyndwr," she said, "But everyone called him Glyn. I was so pleased with the way the museum could

help. Everyone wanted to travel on the bus which took mourners to Margam Crematorium and then back to the Castle Hotel, Neath for refreshments.

"The bus looked in fantastic condition and I would like to thank the owner for allowing its use for this occasion. It really meant a great deal to everyone, friends and family in particular.

"I know my dad would have been thrilled by what the museum's help allowed us to achieve on Tuesday, June 20."

Missed meeting

Some news just in as they say: as your July newsletter was going to press the management team took the decision to cancel the July members meeting at The Ford's Club in Treboeth. This was based on a number of factors, but primarily the lack of availability of officers that night. It had nothing to do with the fact that the chairperson was sweltering in temperatures topping 38 degrees somewhere far, far, away at the time.

Normal service will be resumed as soon as possible and hopefully with some exciting news. Although this information will have been communicated to most members electronically, please pass it on.

Steamy story

It's perhaps handy that we have a photo of 447 above as her life and times recently have also included a steamy wash and brush up courtesy of Swansea Bay Commercials. She was given a serious steam clean in order that her important bits underneath can be checked over thoroughly. It is anticipated that other vehicles will follow suit as and when time and of course funds permit.



Our proud exhibit, 447, which carried out her recent funeral salute to Glyn Morgan in fine style.

. . . and finally

Another of our Regent V exhibits is beginning to blossom again. After weeks of dragging himself under 586 to attend to problems related to air supply leaks and problematic valves owner Ray Evans can now be seen much higher up the vehicle cleaning off paint overspray.

"Yes, It's nice to be working in daylight for a change," said Ray. "The bus will be a useful asset as we move on."

Model way to keep our transport heritage alive

I was born in Swansea in 1942 and around 1949 I was given one of my first model buses a Dinky 29c Double Decker in red and cream livery which I still have in my bus model cabinet.

My interest in South Wales Transport and particularly AEC buses was certainly encouraged by my grandparents who lived on the Townhill routes to Gwynedd Avenue and Mayhill. This interest became a hobby, later in life, visiting the SWT garages in Swansea taking pictures and collecting all manner of memorabilia from the real buses which then led to producing SWT buses in miniature.

My parents retired back to Swansea in 1970 and lived in Fforestfach very near to the Corgi factory. I was able to visit the factory on a number of occasions and met the people who were responsible for planning and designing the range of models. They soon learned of my particular interest in buses and a voluntary working relationship began which continues with one person today, albeit now at a different manufacturer of die cast buses. I provided Corgi with the reference required to produce the popular Routemaster toy bus in a variety of liveries from different operators from all over the UK. More about Corgi later.

The Dinky double decker bus appeared first in 1938 based loosely on the London STL and it appeared in various liveries the most popular being red and cream and green and cream. More buses and coaches were added to the Dinky range but they

Lifelong bus enthusiast Royston Morgan recalls how he has helped bring some model ideas to life

were never true scale models and considered to be toys, although many of us painted these in our favourite operators livery and I still have a Dinky double decker I painted in South Wales transport colours on the 23 route to Cockett where I lived until 1950.

In 1989 the model bus scene was about to dramatically change when a new company, Gilbow Holdings produced a very good 1/76 scale model of the London RT double decker bus under the brand name EFE (Exclusive First Editions). This bus was highly decorated with fleetnames, destination blinds, adverts and of course glazed windows which Dinky buses never had. Apart from self assembly model bus kits available to the enthusiasts such as Anbrico, Westward and Pirate the new scale model bus from EFE took the market by storm and a large number of British buses was subsequently added to their range over the years until 2016 when EFE went into receivership and were taken over by Bachmann. I worked with the owner of EFE, Frank Joyce, and provided the reference for many of these bus models including 7 of SWT and 2 N&C Coaches. This reference included the operator, livery, destinations, legal



Some of the prized South Wales Transport models that have appeared thanks to the efforts of Royston Morgan.

lettering and registration numbers to make the model just like the real bus.

Around 1993 Corgi took the decision to produce a range of accurate 1/76 model buses to compete with EFE and I became a member of the Bus Advisory Group of five people made up from professionals within the bus industry, transport writers and enthusiasts. We advised Corgi on the design and the choice of models for the "Original Omnibus" range and this grew into a large range and included SWT, United Welsh and N & C models. I provided the reference for these models and many other operators from all over the UK until Corgi closed the Design Offices in Swansea and later in Leicester when Hornby bought the die cast division around 2008.

My contact from Fforestfach days left Corgi in 2008 to join Oxford Models and it followed that a range of 1/76 die cast model buses

were added to their already extensive range of cars, vans and lorries. I have been involved in advising Oxford on all the buses and coaches which have been produced so far which includes, of course, the wonderful Weymann Fanfare coach of which SWT and N&C have already appeared.

What is involved in planning and bringing a model to the collector market? First of all, is the planned model collectable and will it sell in sufficient numbers? A London bus such as the RT or Routemaster will always be popular as these are iconic vehicles which many people can relate to

The Oxford model of SWT's AEC Reliance Weymann Fanfare in SWT guise.



Miniature memories

and the tourist market for these things is huge. Remember that the companies producing model buses are all in it to return a profit and therefore quantity of the numbers produced and sold is very important, so asking a model bus manufacturer to consider producing an obscure model from a local bus company is not viable although disappointing to the collector. Popular and well known operators such as London Transport, Southdown, Devon General, Midland Red, Maidstone, East Kent, South Wales, Oxford and many Municipal fleets who may have

operated buses of a similar type such as the AEC Regent Weymann double decker would always be a good choice.

In the early days of the Corgi OOC range it cost between £8,000 and £10,000 to tool up for production and the real vehicle was measured, photographed and drawn up to produce manufacturing drawings. The first 10,000 models produced would recoup the cost of the tooling and the first model if it was Southdown for example could sell 8000 pieces so a few more popular liveries following on with a number of other bus companies with 4000 pieces would well pass the magic figure and start producing a healthy profit. Things have changed now in the collector market as most of the popular and well known vehicles have already been produced since 1990 and the numbers produced are now a lot lower and costs have risen particularly in China where the majority of die cast models are produced. Tooling costs have risen and it can cost £20 to £25,000 to tool up a new model and around £2,000 to digitally scan the real vehicle. With modern vehicles being so highly decorated with complicated liveries and advertising etc the photo etching plates to produce each detail can cost £100 each and a model could require up to 50 of these.

The SWT Weymann Fanfare coach is a recent and good example of how a new model is brought to the market. This particular coach had not been modelled previously and there were sufficient operators with different liveries to make it viable with new releases in the coming years. I knew that a real example of the vehicle existed in Swansea and I wanted SWT to be the first release so this was digitally measured using a camera and other equipment and the results speak for themselves in that the model produced

Royston's fleet of Swansea Bay buses

This is a list of just some of the companies and their South Wales Transport models that Royston Morgan has been involved with:

EFE

- AEC Regent V Orion – NCY 467
- AEC Regal Windover Coach – GCY 432
- AEC Regal Bus – CTH 931
- AEC Reliance – VWN 13
- AEC Regent III Lowbridge – GCY 522
- AEC Renown Park Royal – 311 ECY
- AEC Reliance Harrington Cavalier SWT and N&C
- Bristol VR Skyriider – RTH 930S

CORGI

- AEC Regent !! Weymann – DWN 650
- Bristol FS United Welsh
- Burlingham Seagull N&C
- Plaxton Panorama N&C
- AEC Regal Coach 1/50

OXFORD MODELS

- AEC Reliance Weymann Fanfare SWT
- AEC Reliance Weymann Fanfare N&C

Miniature memories



Some of the models closest to Royston Morgan's heart.

viewed from any angle is exactly like the real thing but in 1/76 scale and is without doubt one of the finest models in recent times. Accurate detail has been reproduced particularly on the plastic upper section of the model making the glazing very real which was a first for Oxford models. The observant amongst you may have noticed that the gothic style South Wales was omitted from the front panel and these mistakes can happen if not picked up early enough before production commences.

It is becoming more difficult to recommend a bus or coach to model as a mass produced item as most of the popular and well known iconic models have already appeared and the demand changes as the younger collectors are interested in the more modern vehicles they associate and want in miniature.

My own model cabinet has a selection of SWT vehicles including an AEC Regal Townhill bus built from a Westward kit, An AEC Renown Townhill bus converted from an EFE bus and my pride is a AEC Renown 6 wheel double decker bus made from a Corgi Regent II of which I have memories of the real beast running in Swansea in 1949 when I was just seven.,

A typical boxed EFE model.



Touring the world of puzzling fleet names

What's in a name? What indeed, you may ask? 'South Wales' - yes, that was the area of their operation, and 'Transport', yes, that was what they provided.

According to my co-writer John Wright, the company was also known locally as The Transport and transporting people about was undoubtedly what they did. So far, so good.

But not all bus company names made so much sense. As an example, take this bus company in north east England: United Automobile Services.

The United sounds like a football team, Automobile sounds like an American term for a car, and Services creates an impression that these footballers' cars were being hoisted up on the ramp for some attention with a grease gun! Actual buses didn't seem to come into the picture! Further west we could also find Lancashire United.

Whilst on the subject of automobiles, it appears that bus operators in Yorkshire also had a penchant for American cars with their West Riding Automobile Company conjuring up an image of a showroom full of cars. Did Yorkshire folk wait at automobile stops? Standing there with them, perhaps you may have heard comments such as: "Ee bah gum, this automobile's late today!" In the same county there was a bus company called Yorkshire Woollen District which, although

Former busman
DAVID LLOYD
questions the
validity of unusual
bus company names.



crystal clear regarding its area of operation, made no mention as to what they actually did. Some bus (and coach) companies sported very colourful titles with Red & White Services, Royal Blue, Greenline, Blue Bus, Black & White, Midland Red, Yelloway, and lastly our own Creamline of Tonmawr, near Neath.

So what is the longest title ever bestowed on a bus company? Here's one contender from Cheshire: the Stalybridge, Hyde, Mossley and Dukinfield Joint Board! Thankfully the buses themselves only bore on their sides the shortened legend of SHMD Joint Board. The parent company being the Stalybridge, Hyde, Mossley and Dukinfield Tramways and Electricity Board. One somewhat shorter (but rather clumsy) title here in Wales is Newport Transport which, although brief and self-explanatory suffers from using the same suffix in both words. Why not Newport Bus as in Cardiff Bus?

We all fondly recall the long lamented National Bus Company. It was National and it was a bus company (and it actually made a profit, but I mustn't get too

political!) But the word national also was used by three companies that didn't appear to be national - I am referring to Southern National, Eastern National and Western National.

Another widely used word was general as in Devon General and Northern General, and of course, in earlier times, the London General Omnibus Company. What the word general was meant to imply has never been made particularly clear.

Here in Wales, a few years ago we had the oddly-named coach company Mid Wales Motorways. There are no motorways in Mid Wales! Why a coach company should use this word in reference to its fleet is anybody's guess.

Further north in my home territory we had Crosville Motor Services. Nearer the mark as a title, but it would have been better to use the word bus in place of motor, but at least they didn't claim to run automobiles! Two coach companies with very misleading titles are Grey Cars of Devon and Charlie's Cars of Bournemouth - we're back at the showroom again!

Just over the Severn Bridge we encounter our neighbours the Bristol Omnibus Company. This is a good title (if a little old-fashioned) but of course omnibus is the original Latin-derived word for a bus, and our friends in Bristol operated a very old established company that had started life as the Bristol Tramways Company in 1875.

Here's an odd one - the Lincolnshire Road Car Company. What on earth is a road car? I can only assume that it was so-named to distinguish it from a rail car (or railway carriage). But let's face it - their vehicles were buses! Did the schoolchildren of

Lincoln travel each day in a school road car? Amongst the oddities were bus companies who insisted on using the word traction in their titles. Here's one from the Midlands - Potteries Motor Traction. What the female passengers thought of riding in a bus with PMT emblazoned on its sides is not recorded! But why Traction?

My dictionary defines traction as 'the adhesive friction between a wheel and a surface' but apparently it can also mean 'drawing or pulling by motive power' (from the Latin tractus - dragged). Hence Traction Engines. But hardly a name for a bus company unless they dragged their buses along under steam power. This word traction was also used in nearby Llanelli in its trolleybus days from 1932 to 1952. The title on the vehicles was Llanelli District Traction, although the parent company was, in fact, the Llanelli & District Electric Supply Company in the days when electricity was generated locally.

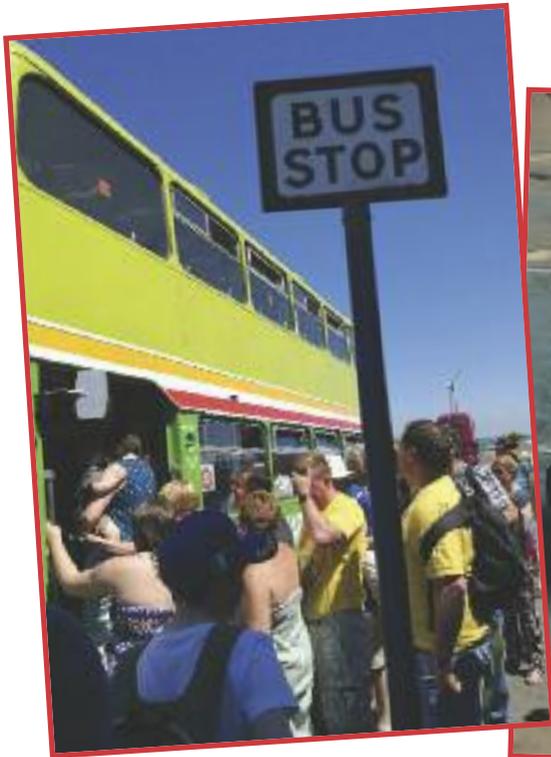
So having trawled through some bizarre and obscure names for bus companies, let's finish on a couple of sensible ones. How about Ulsterbus? Short and to the point. You can almost hear the northern Irish accent! Clearly it does exactly what it says on the bus. The same could apply to Cardiff Bus.

One word we don't seem to use in Britain is transit. Quite a logical word, and one used extensively in Canada, hence the Toronto Transit Commission. We won't delve into the word commission but I'm sure it's valid.

So there we are. What's in a name? Sometimes a bus company, although it's not always as obvious as with our own South Wales Transport! Plenty of food for thought eh?

Father's Day scorcher!

Scenes from our successful new Father's Day event.



Father's Day scorcher!

For many years, almost two and a half decades in fact it was likely that if you're a dad and lived in Swansea and had even the faintest interest in old transport then the advent of Fathers Day might have meant being treated to a slap up Sunday lunch and then whisked off to the city's popular Festival of Transport.

That couldn't have been the case this year because the festival had been retired from the City's annual calendar of events. Instead, just a month after our Maytime extravaganza our small but brave band decided that, for better or worse they would at short notice try to fill the void the lack of the other event created. Those involved will tell you that it was hard work indeed.

The one thing that we couldn't arrange was the weather but as the pictures here show we needn't have worried, for it was a super sunshine scorcher, blessed with blue skies. Many thanks to all those who came and all those who made it possible.



Sunshine supergirl takes part in TV travelogue

Popular comedians Miles Jupp and Elis James are making a Welsh travelogue for the BBC and starring alongside them is Swansea Bus Museum's very own legend 447!

In the currently untitled series, Welshman James introduces Jupp to his homeland, after The News Quiz host and his Welsh wife and five children left London to move to Monmouth in 2015.

The programme is largely banter-driven and promises to be a lot of fun. In the three 30-minute episodes, the comedians drive and sail around Wales. In one, they travelled from Monmouthshire to climb

Mount Snowdon, and posed for a photograph at its Mountain Railway before walking to the summit.

They also visited James's home town of Camarthen, Pendine Sands, the decommissioned Trawsfynydd nuclear power station, a honey producer in the tiny hamlet of Coedcanlas, Richard Burton's birthplace in Port Talbot and Mumbles, which is where 447 came in when we were requested to supply a bus in which the comedy pair travelled around Swansea Bay.

After a lengthy period of wet weather the filming day, April 7, was incredible and

A break in the film making.



Comedians Miles Jupp and Elis James in their own re-enactment of On the buses!

with a blue sky background, the backdrop might well have been in the Bay of Naples rather than the beautiful Bay of Swansea!

Peter Nedin, as always stylishly garbed in authentic SWT uniform, piloted the bus up and down the coastline while filming was underway. At one point Peter was requested to drive fairly quickly towards the end of the pier overlooking Knab Rock slipway, come to a halt and allow the pair to jump off the bus. The retakes began to bring the vehicle closer and closer to the edge, but Peter handled the requests with aplomb and the occasional funny look.

Trusty 447 looked a million dollars in the sunshine and provided the backdrop at Knab Rock for the pair to share a seat and enjoy an extra large cone complete with chunky chocolate flake, as can be seen from the picture over the page taken by our secretary who was riding shotgun with Peter on the day. Chairman Alan West couldn't be kept away either and with the company of Treasurer Ray Evans took some lovely video film of the bus rolling along on the day.



A keen football fan, James got to visit Swansea City's former ground, Vetch Field, on the trip. And in the same city, cricket devotee Jupp got to pay homage to Gary Sobers' legendary six sixes at the St Helen's Ground.

The pair were previously team captains on the BBC Wales panel show The Really Welsh Quiz and James has become a

Starring role

Star struck AEC Regent V 447 on the edge at Knab Rock during a break in filming. INSET: Even comedians can have a serious moment as this picture shows when Elis James and Miles Jupp gave one of the cooler delights of Mumbles on a sunny day a real licking!

regular on The News Quiz since Jupp began hosting the Radio 4 institution.

Miles and Elis agreed that our AEC Regent 447 was brilliant. "We couldn't have hoped for better weather," said Miles, adding that he couldn't believe how picturesque the Swansea Bay area was.

Elis, who claimed to have only visited Swansea once before, also praised the bay scenery and vowed to return to soak up more of what it has to offer to visitors.

The travelogue is expected to air on BBC One Wales in the autumn.

"We walked up most of Snowdon. Actually, that's not true," James admitted. "We got the train three-quarters of the way and we walked the last bit . . . I think it's easier than I assumed because I was overtaken by a six-year-old girl in a T-shirt.

"We really enjoyed our bus ride particularly the ice cream at the end. That was certainly worth it!"



Nightmare experience of first shift with SWT

For most people tackling the first day in a new job is never easy, but for one museum member it turned into a nightmare.

Terry Bevan had been a driver for Eynon's Bakery in Pontardawe delivering to shops in Port Talbot and Maesteg. In 1971 he decided the time was right for a change of career and set about joining South Wales Transport as a driver.

One July day Terry embarked on an afternoon shift from the company's canteen in Brecon Road where crews changed over. At the end of the day vehicles were returned to the garage in nearby Tawe Terrace. Taking over a manual gearbox AEC Reliance he headed off on his first trip to Gwaun Cae Gurwen and back before heading down the valley to Swansea via Ystalyfera. On arrival in the city he would retrace the route before returning to Pontardawe where, following a long break, he would operate one of the many shift change buses carrying workers to and from the Abbey works in Margam.

"With a little trepidation I jumped in, put my ticket machine right, altered the seat and made myself comfortable. With all the adventure of my new job ahead of me I attempted to start the bus. It wasn't to be however. The engine was turning over with no problem, but it just wouldn't fire up.

"Not knowing what else to do I returned to the canteen and told the previous driver



The Bristol VRT that today is Terry Bevan's pride and joy

that the vehicle wouldn't start. It wasn't long before he realised he had left the stop up. He pushed it down and right away the engine started.

"Feeling somewhat relieved that I was finally on my way I headed off without any further incident. As I was travelling between Ystradowen and Brynamman I hit another unexpected snag. A JCB working on repairs to a road bridge had toppled over, blocking the road. I was on stop. There were no mobile phones then so I had

to walk some distance in order to find a telephone box from which to call the inspector back in Pontardawe and advise him of the problem.

"There were a number of passengers aboard the bus, but fortunately they didn't have too much further to go. The foreman on the site said that a crane had been sent for, but was around two hours away.

"When I told the inspector of this he asked if I could reverse and turn around. I explained that because of the traffic behind the bus, parked vehicles alongside and the fact that I would need to reverse almost half a mile until there was a side road I could turn into, I gave him an emphatic no!

"On hearing this his instructions were to stay put until the road was clear, then ring him and tell him. I was then told to put 'private' on the destination board and return to Pontardawe empty which I eventually did. After my break I picked up a different bus and headed to the steelworks at Margam. The afternoon shift workers were coming off and the night

Port Talbot steelworks.



workers going in. In those days when you arrived there buses would head for different parts of the works. The one I was driving was destined for one of the furthest parts of the sprawling site, past the coke ovens. I had no passengers and about half way through the works had to cross a railway line and yes this is where another first day problem occurred.

"There had been a derailment and my progress was well and truly blocked, so once again I couldn't go any further, fortunately on this occasion I had space to turn around, which I did and returned to the works bus station before heading back to Pontardawe. Thankfully that trip at least was uneventful. For me it was the end of a shift that was certainly memorable. As I shut down the engine of the bus I remember thinking to myself, well after the day I have just had, life as a bus driver can only get better!"



Read all about it!

This newsletter and others previously produced are free to members or available, priced £2 by mail or at our events. If you have anything you would like to include in future issues, don't be shy, contact one of the newsletter team now.

We'd be delighted to hear from you.

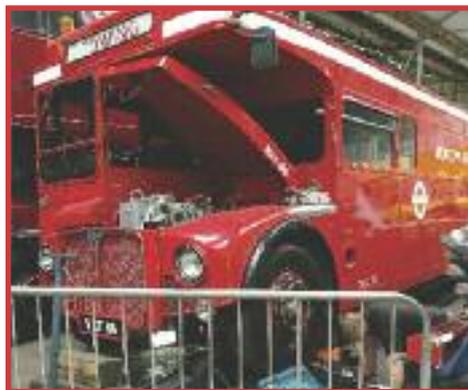
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Small jobs that can mean a big challenge

Restoring buses from days gone by is never easy as almost every long suffering enthusiast will tell you.

Take Dwayne Curtis for example. Plagued by problems with starting tow bus RM66 he set about solving the problem. Thinking it had been traced to a worn starter motor problem he shelled out the reddie's, lots of them, on a replacement. After many hours spent first removing the old and then refitting the new he discovered to his dismay that his labours had made no difference whatsoever.

Deciding to think outside the box a little he proceeded to check his charging pack. Horror of horrors were revealed when it became obvious that this was not working and in a nutshell had led him up the garden path. Matters were eventually



RM66 presented quite a challenge.

rectified with Dwayne philosophically trying desperately to be positive and look on the bright side, exclaiming: "Ah well, it needed a new starter motor anyway."

There will be many who will surely sympathise with his time consuming and costly dilemma.

AEC Regent V 282 DWN 38

Better news was in prospect for this Roebodied rarity when she successfully picked up her new MOT recently. The vehicle, the sole survivor of only eight such buses ever made is always popular with museum visitors. The vehicle needed quite a degree of TLC to overcome a problem with the handbrake, but with the combined efforts of Huw Morgans and Ray Evans the demons were defeated and 38 got a fresh ticket.

MOT success for 38 put a smile on many people's faces at the museum.



Transport manager Huw Morgans supervising 903 for her turn on the lifts while his open topper hides shyly in the paintshop. RIGHT: Huw stripping the old covering to make way for a fresh coat of red.

Leyland Olympian C903 FCY

Use of the lifts by kind permission of our supporters in the coachworks meant that a number of vehicles were given a check over last month. Among them were one of the final batch of new double deckers delivered to South Wales Transport in September 1985, our Leyland Olympian which proudly sports Eastern Coachworks bodywork. Dave Bemmer one of its joint owners was delighted to have the opportunity to take a first ever serious peep underneath with her up on the lifts. Dave has been hard at work restoring panels at the rear of the vehicle including the engine inspection cover. As can be seen from the picture above this is work in progress which will contribute to an eventual thorough restoration.



Bristol VR RTH 931S

For those who haven't seen it yet this vehicle has taken a step closer to its reincarnation in red. The paint suppliers were presented with 447 one afternoon in an attempt to achieve a colour match. The front section, the complete panel under the windscreen has now been splashed with this glorious colour and once the rest of the vehicle gets the same treatment along with a cream band it is going to look superb.

Fitting tribute to an enterprising pioneer

The name of Samuel Eynon & Sons, Trimsaran, was synonymous with a high quality reputable omnibus service in the Gwendraeth Valley district of east Carmarthenshire, South Wales.

Founder of the business, Samuel Eynon, first became involved with public transport in 1917 when he purchased his first motor car a second-hand American Studebaker, which he used initially as an unlicensed 'taxi' to ferry local Trimsaran people into the nearby town of Llanelli. Retaining his job as an engine winder-man at the Trimsaran Colliery, other members of his

A peep into the pages of Vernon Morgan's book on the life and times of Samuel Eynon & Sons.

large family assisted with the driving. The colliery manager arranged their shifts so that there was always one family member available to drive the 'taxi' and later the first omnibus.

It can truly be said that Samuel Eynon was the 'Pioneer' of road passenger transport in the village of Trimsaran, and was called

'The Hero' for inaugurating the community's first omnibus service, a logo he applied to his first charabanc in 1920.

His three sons and two daughters joined the expanding business when they came of age and together they literally fought off other ambitious competitors on the Trimsaran- Llanelli

One of the pictures from the book that tells the story of Samuel Eynon & Sons.



A fascinating lineup of double beckers operated by Eynons.

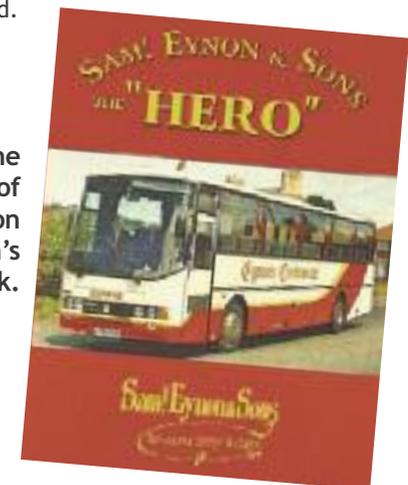
road. Eynon's built up a tremendous reputation throughout their existence. Management and staff alike treated their customers like family or friends in the close-knit Gwendraeth Valley community.

However, deregulation brought about by the Tory Government was the final straw for the already financially unstable company. Immediately after deregulation in August 1986, the South Wales Transport Company vigorously challenged them on their lucrative Trimsaran and Carway routes with brand new Mercedes-Benz minibuses, charging lower fares and running just five minutes in front of Eynon's.

Sadly, this brought the company to its knees. The renowned and much loved transport operation with a name that had become a household word in the east Carmarthenshire communities, was sold to another Carmarthenshire independent operator, Davies Brothers of Pencader, in June 1988, ending a fine story of enterprise and achievement.

This limited edition 240 page book has more than 330 photographs and other informative memorabilia covering the period, and has been produced to celebrate the 100th anniversary of the company, which was at one time Carmarthenshire's largest independent PCV operator with 35 vehicles. It's a fitting tribute to the Eynon family and their devoted staff, and also a succinct history of the business which has previously never been told.

The cover of Vernon Morgan's book.



Carnival capers



Last year's attendance at Neath Carnival was something of a damp squib due to wet weather. This year was different and it was dry bringing more people to the event. We were represented by 447, 961 and Beth, the Brown Bomber exhibition coach. The SBM crew consisted of the three musketeers above: Roy Warren, Bob Nicholas and Dai Llewellyn plus Dave Roberts, behind the camera. All three vehicles made an impact at the event. Meanwhile Peter Nedin was making our presence felt with an open topper at Pennard Carnival.

Busy Buses



These buses which were kept busy on our successful Maytime running day. This event attracted a good crowd and with it some new members.



Some of our vehicles among a line-up of buses at the successful Wales on Wheels event held at Swansea Waterfront Museum a week before our May show.

SOUTH WALES TRANSPORT PRESERVATION TRUST

Registered Charity No. 1117096

Membership Application

Please complete and send this form with a cheque for the appropriate amount payable to: The South Wales Transport Preservation Trust and mail it to:

**David Roberts, Secretary, 100 Brynau Wood,
Cimla, Neath, SA11 3YQ.**

Please print your details clearly in capital letters:

I wish to become a member of the South Wales Transport Preservation Trust. I understand that single annual subscription is £20, joint subscription (marriage or partnership) is £30 and that new membership subscriptions will run for 12 months from April 1st.

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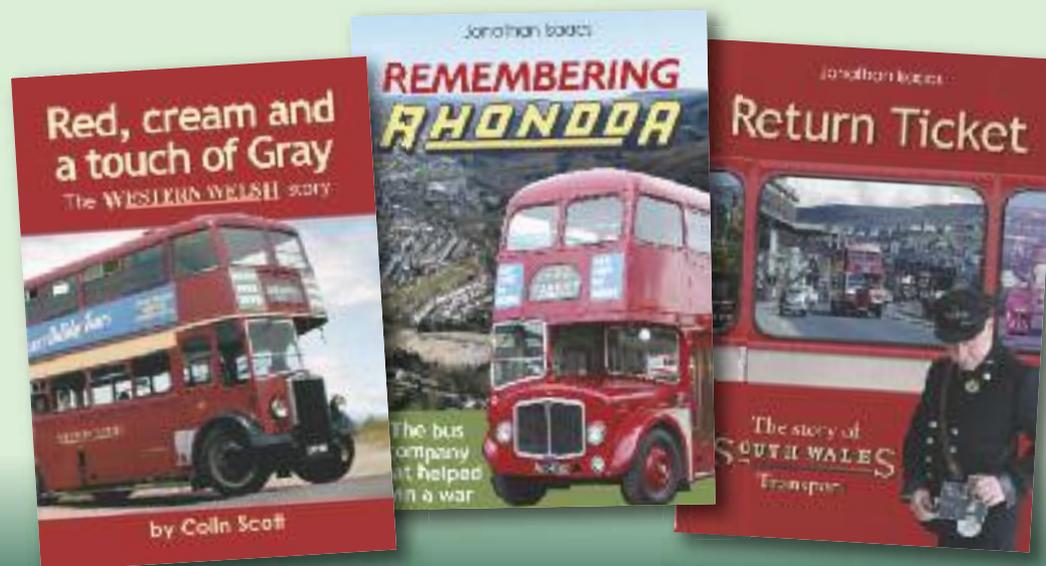
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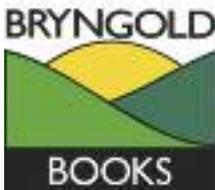




SWANSEA BUS MUSEUM News

If you have anything you would like to include in future issues — articles, photos, memories etc — Don't be shy, contact one of the newsletter team now.

Next issue: October 2017



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