

# Preservation Update

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*For the information reported here we are grateful to Richard Felski, Steve Morgan, Peter Price, Peter Smith, and Tony Young. The numbers in parentheses indicate the last issue in which news was published. Members attending events at UK museums are encouraged to send pictures (digital or prints) to the Editor for publication.*

**Cardiff and South Wales Trolleybus Project (353).** Following an agreement reached between the Project and the Cardiff Transport Preservation Group (CTPG), the two Cardiff trolleybuses, 243 and 262 have now been moved from the barn, which suffered a serious fire in October 2019, to a new home at the Barry Bus Museum premises of the CTPG. First to be moved was 243 on Saturday 12th September, followed by 262 on Saturday 19th September. With the two vehicles now in a safe and dry new home the Project can focus on continuing the repair of the fire damage and the ongoing restoration work.

**Keighley Bus Museum (353).** The museum, which was established in 1992, has initiated a campaign to find alternative premises due to the poor state of the current building, in particular the roof which lets in water. To this end the volunteers have enlisted the help of the local MP, Robbie Moore. The collection housed by the museum includes the world's

oldest surviving double-deck trolleybus, the Keighley Corporation 1924 Straker-Clough as well as Bradford's last trolleybus, 844 and the NTA's Belfast 168.

**The Trolleybus Museum at Sandtoft (353).** Notwithstanding the report in *TM* 353, it did not prove possible to open the museum over the August bank holiday weekend and the museum remains closed for the remainder of 2020.

**CZECHIA, Škoda-Bus Klub Plzeň - Strašice (353).** Correcting *TM* 353, Dayton 9803 (ETI/Škoda 14TrE2) is owned not by this group but rather by the transport magazine Československý Dopravák. However, agreement has been reached for the Dayton vehicle to be housed with the Škoda-Bus Klub's collection at Strašice, located about 30 km east of Plzeň, and maintained and eventually operated there. *TM* 343 listed the other seven trolleybuses at Strašice, but one of those, Ostrava 3901 (17Tr), is owned by Škoda Electric and on long-term loan. Thus, the Škoda-Bus group owns six of the eight trolleybuses. All vehicles are stored indoors. Its museum opened to the public in 2009. It has two short sections of overhead wiring, one being entirely inside the building, the first of which was installed in 2010 and the second in 2016. Both can be energised, powered by a diesel generator, allowing trolleybuses to move under their own power. However,

*In this nearside view of Belfast 168, the new upper deck window pans, beading and undercoat to the roof may be seen. P. Price*



movement is very limited, as there are no turning facilities as yet. The construction of small but complete loop is planned for the near future, with additional overhead sections also planned. Before the Covid-19 pandemic, the museum was normally open one weekend each month from May to October. In 2020, its opening was delayed to July. The museum can be reached by public transport, with bus service connecting Strašice to Rokycany station on the Praha - Plzeň railway line.

**SPAIN, Associació d'Amics del Ferrocarril de Barcelona (353).** Further to the report in *TM* 353, it is now known that the event in which ex-Pontevedra participated in (see picture in *TM* 352) was an exhibition to mark the 125th anniversary of trams in Barcelona, which was held in June 1997.

**USA, Illinois Railway Museum (352).** The Covid-19 pandemic led to the cancellation of all public trolleybus operating days in 2020.



*Upper. Cardiff 243 is seen arriving at its new home at the Barry Bus Museum premises on 12th September 2020.*

*Lower. Having been winched off the trailer, Cardiff 243 is seen in its new home. Both pictures by P. Smith*