

On the move

Symud



Object stories
Storïau'r gwrthrychau

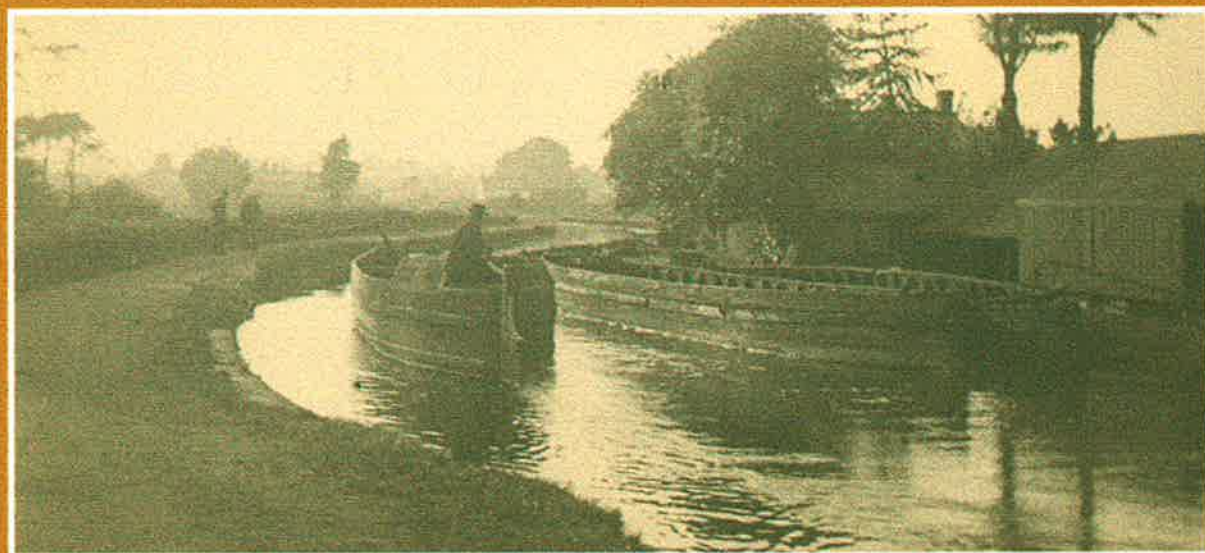
Canal notice



Joan Anthony remembers:

"We, as children, loved the old, patient barge-horses coming along with the loaded barges. When the horse was coming along, you had to pin yourself to the old stone wall, almost. You'd see the huge hoof come down, and maybe a loud snort from the horse almost putting you off-balance! It was a rural scene down North Road in those days, boys leaning over fishing and at Kingsway people would throw pennies into the canal and the boys would dive for them."

From: *Cardiff Remembered*, Brian Lee



Gabalfa Dock, 1920s



Tram conductress' uniform

Gladys Forrest's son remembers:

"My mother was driving a tram through Cardiff when she had a slight accident with a taxi... The driver of that taxi was my father! My parents used to laugh at their funny meeting, but neither of them would take responsibility for the accident that brought them together. My dad always said it was my mother's fault, but she argued that it couldn't have been as her tram was on rails."

From: All Aboard! 100 years of trams, trolleys and buses in Cardiff



During the First World War women took the place of many men who were away fighting, and became tram conductresses and drivers. For many, it was their first experience of working, changing their lives in more ways than one!

Blunderbuss



Dylan Jones, Curator with National Museum Wales explains:

"This blunderbuss dates from 1800 and was used on the Cardiff to Gloucester coach. Horse drawn coaches would carry the mail and passengers across the country in stages, and blunderbusses were often used to protect them from attacks by highwaymen."

CARDIFF & LONDON
In One Day!!!

The Public are respectfully informed, a new and elegant Fast Four-wheeled Coach

'ST. DAVID!'
ANGEL INN,
CARDIFF, every
TUESDAY, THURSDAY & SATURDAY MORNING
AT SIX O'CLOCK:

NEWPORT,	at a Quarter past 7;
CHEPSTOW,	- - - 9;
NEWNHAM,	- - - 11;
GLOUCESTER,	Half-past 12;
CHELTENHAM,	Half-past 1;
LONDON	at 9 o'clock the same Evening.

BRADLEY & Co., Proprietors.

On the arrival of this Coach at CHELTENHAM, the Railway Trains start for Worcester, Birmingham, and all Parts of the North; and returns from Cheltenham, MONDAYS, WEDNESDAYS, and FRIDAYS, at Half-past 12, after the arrival of the Railway Trains from Birmingham, &c.

Poster advertising the Cardiff to London coach.

Angel Commercial Hotel
AND CARDIFF POSTING HOUSE
ANGEL ST. Cardiff

Dealer in Foreign Wines & Spirits,
ALE, BEER, PORTER, &c.

1849

Jan 25 Fly to London of Black St. 0
31 Fly then to London of Black St. 1.0
Feb 2 Fly then to London of Black St. 6.0

James Gop

The Angel was one of Cardiff's key hotels and stopping points for coaches.



Bus driver badges

Robert Rogers worked on the buses for 40 years:

"The blackout did cause problems for the buses as it was difficult to drive in complete darkness, but at the same time it reminded me that life had to go on – people still had to get about and the buses had a major part to play in society... I felt a huge responsibility to make sure my passengers were safe."

From: All Aboard! 100 years of trams, trolleys and buses in Cardiff

Peter Hill became a bus driver in 1989:

"I was issued with this badge after I passed my PS3 training and received my bus driving license. I used to put it in the button hole of my shirt collar. If people had a complaint to make, they'd take down your individual number, each driver had a unique number, and conductors had green ones. When you were training you had to sign a contract for two years commitment to the company. If you broke it, you had to pay the money for the training back!"

Tram bell



Marie Nuth remembers:

"I would hear a tram giddily swinging up the hill, madly clanging its bell and that was my signal to run out of the [tea]shop and meet the conductor... He would quickly hand me a one pint teacan which had a sixpence piece in it... I'd hear the bell ringing again [as they came back on their return journey] and as the tram approached, I'd hurriedly fill up the teacan and pass it to the conductor. The whole process had to be done in seconds and tea would always slosh everywhere. But I really enjoyed making tea for the trams..."

From: All Aboard! 100 years of trams, trolleys and buses in Cardiff

Tram sign

Peter Saunders recalls:

"You could get on the tram for a penny and go all the way to Victoria Park. We looked out of the window and could see the tram at the terminus at the bottom of the street (Pantmanmoor Road, Splott). So you'd know to get out of the house and catch it at the stop nearest the house. You'd have to run though!"

Valerie James remembers:

"I was still very young when I had my last journey on the old trams – these had a driver and ticket collector, and if the collector didn't get around to collecting your fare, you put it in the box on your departure. People were actually honest enough to do this!"

Souvenir card



Doreen Hayward donated this card to the Museum:

"This is the souvenir of the flight my mother went on in the thirties. It was a single seater plane, there was a small airfield in Pengam where Tesco Extra is now. Mother's sister Lill went with her for support! I don't know which one went first. Whoever was last kept her word to go up. Lill always blamed her deafness on going up too high in a plane. This was 1930 – it would have been a great adventure."



Cardiff Municipal Airport, Pengam, 1953.

CATHEDRAL RD

Tram destination box



Trams in Duke Street, 1906.

By 1923 traffic congestion was so bad that buildings were demolished so the street could be widened.

Tram curves



Ian Titherington works for Cardiff Council and found these 'tram curves' in his office:

"They are the actual templates for casting the whole Cardiff tram network. Any castings would have to meet the exact dimensions of these steel sections to make sure that all trams could run on the new rails. So they were precious – they were kept at the Cardiff Council Engineer's office – under lock and key!"



Tram rails in Duke Street, 1923.



Conductor's bag

Valerie James remembers:

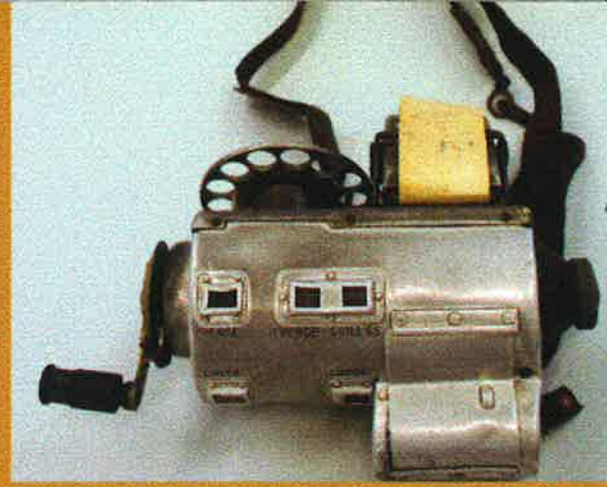
"By the time I went to Cardiff High School, the use of trolley buses was well established; the greatest hazard of these was when the overhead poles came off the power rails and the bus floundered out of action like a beached whale!"

Barbara Stone recalls:

"My father, Jim Stone, was in charge of the first convoy of trolleybuses to Cardiff. He had to map out a route from Blackweir, making sure that there were no low bridges or other hazards... He had many interesting tales to tell, not least the time he was fined for exceeding the speed limit at 17 miles per hour... The reason for his haste was that, at that time, there was also a private bus company operation on the same route and he was racing to reach the next stop first to capture the passengers."

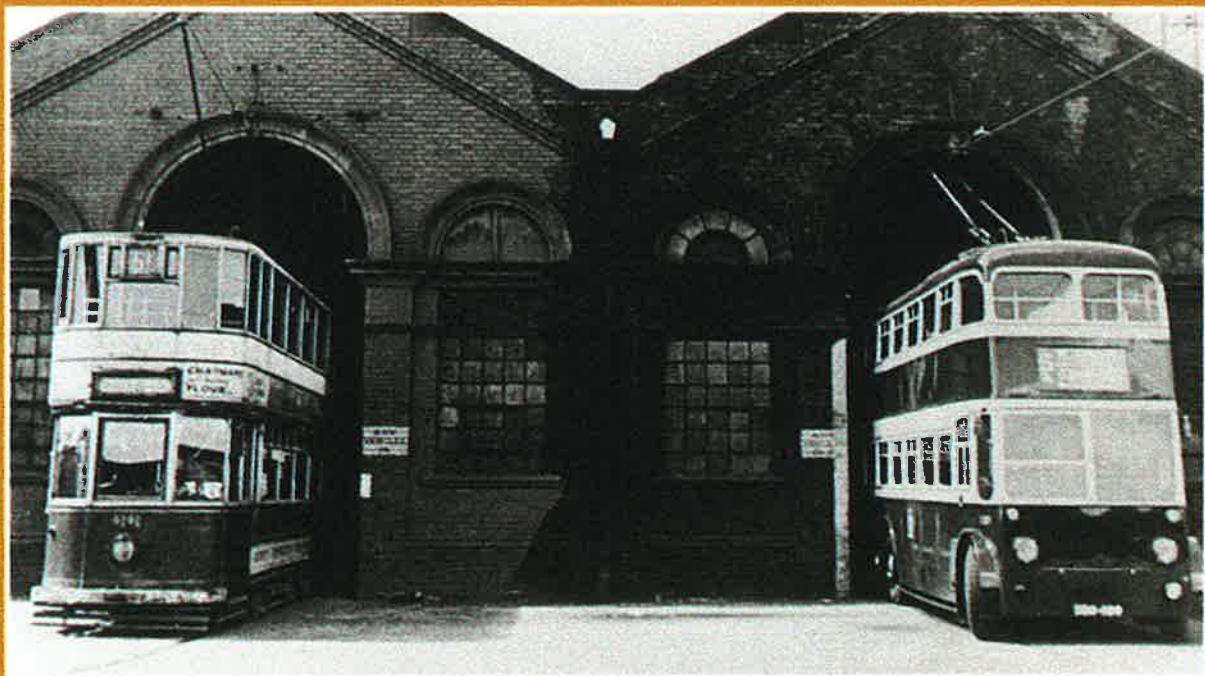
From: *Cardiff Voices*, Brian Lee

Ticket machine

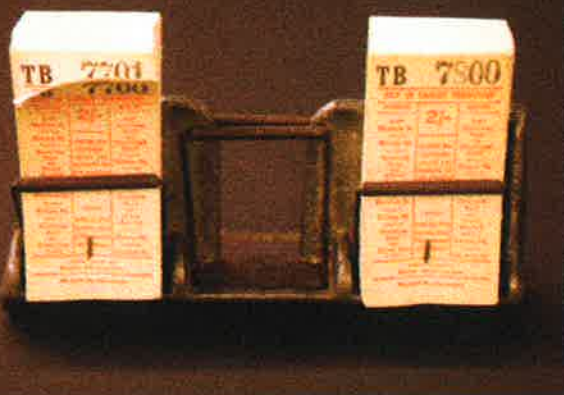


Lucie Connors, one of Cardiff Story's curators explains modes of transport in Cardiff:

"The donor of this machine wasn't sure whether he got it from a tram, a trolley bus or a bus! But it's not surprising because all these forms of transport were concurrent in Cardiff. Electric trams were used from 1902 until around 1950 but trolley buses were common between 1942 and 1970. And motor buses were used within the city boundary from the 1920s!"



Tram and trolley bus



Ticket holder and tickets

Bob Elson started working on the trolleybuses in 1963:

“The buses were big but they were easy to drive. They only had forward and reverse gears. When you were driving you had to be careful at junctions or the points as we called them. You had to go across them at about 8mph. If you went across at about 15mph the booms from the bus would be dislodged from the wire.... There was a bamboo pole which was about 20ft long under the bus which you had to use to put the booms back onto the wire... I was doing this as normal [one day] when [the driver] just took off up St Mary Street leaving me standing there with a 20ft pole in my hand. I had to chase the bus back up St Mary Street like some sort of pole vaulter.”

Souvenir tray



Bill Julian recalls:

"Thomas and Evans Bakery...made delicious bread, and when the baking ovens were opened the odours emanating from them were good enough to eat, unlike those from Ely's three breweries and Chivers pickle and jam factory. At the rear of the bakehouse there were stables that were home to half a dozen horses. These were fine, strong, placid beasts who for six days a week hauled the bakery's produce around the city. Not only did they deliver to houses but also to many shops."



Harold Gosling delivering bread in the Rumney area, 1930.



Railway wagon plate

Colin Heath gave this wagon plate to the museum:

"I was given it by the lady who inherited it. They were used to identify the wagons. It would have been screwed to the side of the wagon and would have been probably painted black with white lettering. The name across the top would be the owner, the number shows which wagon it is, so this owner had over 200. It says Cardiff at the bottom, so the owner was based here."



There were over 120 miles of railway track in the docks, squeezed into around a square mile.