

TROLLEYBUS

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The magazine of the British Trolleybus Society



London Buses for Trolleybuses, Stage 10

Burntwood Update

Graham Geoghegan

TROLLEYBUS

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British Trolleybus Society

No. 718

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B T S NOTICE BOARD

BTS Meetings – by Zoom!

Friday 5 June UK Tram & Trolleybus Anniversary Events, presented by Shaun Bradbury. The main three events featured will be the Crich Glasgow 50 Event in 2012, the Carlton Colville London Event in 2012 and the Sandtoft Reading Event in 2018, along with some smaller events.

All members who have registered their email addresses on the BTS website will receive joining instructions for the meeting as part of the Society's email newsheet. If you do not receive emails from the Society please email chairman@britishtrolley.org.uk to be sent the meeting link.

MONTHLY PRIZE DRAW

April Winners

£70 **J Hunt**, Woodbridge, Suffolk

£50 **D G Chick**, Purley on Thames

NEW MEMBER

We are very pleased to welcome the following new member to the Society.

Fraser Hale, Long Shop Museum, Leiston, Suffolk

BTS AGM and Members' Day 2021

This year's Annual General Meeting will be held at Burntwood on Saturday 16 October. This will be open to members only, but the day will also look at plans and progress in developing site enhancements at Burntwood and the Trolleybus Museum at Sandtoft which may be attended by members and family and friends. The Museum will open specially for us and trolleybus rides will be included.

The following day will be Axholme Running Day and Rally at the Museum for those who would like to make a weekend of it.

On The Cover

Belfast 183 is seen on the Falls Road near the City Cemetery on 9 June 1965, on cross-city service 10 to Whitewell. Return journeys to Falls Road or Glen Road would show 12 or 13. On page 85 we report on 183's return to Northern Ireland for restoration to as-new condition.

R G Rowe



The BTS Fleet

We have very good news about three of our vehicles.

London 1812

BTS members as well as non-members who have read about our appeal have been very generous and we are well on our way to meeting our target of £20,000 to pay for the mechanical overhaul. Our thanks to the latest donors, who are:

Michael Ball, Paul Dicken, Steve Floyd, Stephen Gates, Paul Glanville, Geoff Goody, Martin and Maria Teresa Harvey, Nigel Horder, Jim Hunt, Alan Murray, John Norman, Philip Singleton, Francis Terry, Robert Westaway, John Zebedee

In addition, in March the Chairman took part in a Charity Commission focus group which resulted in a payment of £70 to the 1812 fund, Graham Bilbé gave a presentation to a local group which donated £100 to the fund, and Dave Hall has offered to help with the cost of transporting 1812 from Dorking to Sandtoft after the overhaul.

Thank you, everyone! Let's keep going. All donations are very welcome and will help us to cover the cost of the work without having to dip into our general funds.

Secrets of the Transport Museum

1812 was glimpsed a couple of times in the second episode of the new series on Yesterday TV on 6 April. This episode included the restoration of RML 2760 at the London Bus Museum and a short piece about RMs replacing trolleybuses, with brief film of London trolleybuses. Curiously there was no mention of 1812 despite there being a close-up of the nearside advert.

Mexborough & Swinton 34

Our grateful thanks to Alan Murray who made a substantial donation following our appeal in March.

Bournemouth 301

The external repaint has been completed. Some work remains to be carried out, including application of the transfers and replacement of the window rubbers. The Committee is keeping the Sandtoft Board apprised of progress and undercover accommodation will be made available when 301 returns to the Museum.

Society Questionnaire 2021

Help us to plan and win a prize!

It was 14 years ago that we last surveyed the membership, at a time when postage rates were rising very quickly and the BTS Committee thought that members may prefer to receive *Trolleybus* bi-monthly as a way of holding down the subscription.

We learned from the results that receiving the magazine every month was very important to a high proportion of the membership.

Postage rates have again been rising much faster than the rate of inflation, so the Committee felt that it was the right time for a new survey. The questions are all designed to help us to plan and to improve what we do.

A paper copy of the questionnaire accompanies this edition of *Trolleybus* but it is easier to

complete it online, saving you a stamp and an envelope and saving us from having to re-enter it in a computer.

Go to www.freeonlinesurveys.com/s/BrvLYCcN (case sensitive) or click on the QR Code printed on the survey. It works well whether you use your phone, tablet, laptop or desktop PC. You may submit your form anonymously but if you do choose to include your name it will not be used to identify you with the views you express.

Win a prize!

No doubt members will want to share their opinions as a way of helping the Society, but we have also added the incentive of a chance to win David Bowler's latest history, *Bournemouth Trolleybuses*, which was published just before the first lockdown. As an alternative we are offering David's history of the Portsmouth system.

Graham Geoghegan, 1926–2021

An obituary by GRAHAM BILBÉ

Graham Geoghegan was born in October 1926, the son of a South Staffordshire Tramways driver, who clearly brought him up to appreciate the finer points of the transport industry. By the time of Graham's earliest recollections, SST had been split up in 1930 between the local municipalities, his Dad being allocated to Walsall Corporation and promoted to Inspector as part of the deal. One of his early recollections was of a Friday afternoon shopping trip with his mother by tram and spotting a 'unique' looking vehicle going the other way, towards the depot: over supper his father enlightened him that this was one of the new "trolleybuses" on a trial run – the die was cast, and Graham remained fascinated by trolleybuses all his life, and especially the Walsall sort!

His interest in trams and tramways was also fuelled by a family holiday in the Isle of Man around 1933/4, when he fell under the spell of the Manx Electric and particularly Laxey 'station' – a 'magical place', as he described it when we were watching videos in his last weeks. He was also lucky enough to ride the Marine Drive tramway from Douglas Head along the cliffs to Port Soderick, which he described as 'exhilarating' and 'very different to the town trams in Walsall...' – sadly the line closed on the outbreak of war in 1939 and never reopened.

But Graham's interests didn't stop at that. He developed a keen interest in transport generally; pretty much anything on wheels, brought home to me by trying to sort through his lifetime's collection of photographs, books and press cuttings, which include not just trolleybuses and trams but buses, trains, trucks, vans, cars, fire engines, ambulances

and even ice cream vans!

Professionally he had considered entering the church before leaving school, but after a spell in the army in Bangalore, India, and other postings, he was deflected from that course and ultimately studied Classics at Durham University, where he met his first wife, Dorothy. He pursued a career as a librarian, at various times working in Leeds, where he rode on the last tram to Temple Newsam in 1959, and in 1963 took up a post at Reading University, remaining in Reading for the rest of his life.

It is evident that throughout that time his interests continued to expand, although he did make a conscious effort to scale down his collection a decade or so ago, but retained a number of model trolleybuses and motorbuses. He was particularly fond of his 'local' West Midlands fleets (Walsall, Wolverhampton, West Bromwich, Birmingham and of course Midland Red) whilst Southdown's 'Queen Marys' were also a favourite, though he especially loved Guy Arabs.

Whilst taking a great interest in history and preservation, a regular supporter of the Brighton run and many other rallies and events, he always retained a keen interest in the current transport scene and was often to be found on street corners photographing the latest vehicles or livery variations; not just in Reading, but wherever his pass would take him, especially with his regular 'partner-in-crime' Chris Spencer. Graham also travelled abroad, including several trips to Malta and Cyprus, Majorca (Soller tramway), Portugal and (I believe) Hong Kong. Although his mobility was becoming a little impaired in latter years, he was still actively photographing

the Reading scene right up until the lockdown in March 2020, which he found very frustrating. He remained true to print film right to the last. He has left us a considerable photographic legacy and published material, which is being divided between his main interests – the British Trolleybus Society, the Thames Valley & Great Western Omnibus Trust, and the Trolleybus Museum at Sandtoft, all of which he greatly admired and actively supported.

Everyone who ever met Graham invariably comments on what an absolute gentleman he was; always interested, polite, generous and considerate, the world is a poorer place for his passing.



The giving page in Graham Geoghegan's memory is at: <https://uk.virginmoneygiving.com/SomeoneSpecial/GrahamGeoghegan> and will be supporting two Cancer

charities. These were particularly dear to him having helped him nursing two wives in turn and later his youngest son - poor Graham had seen far more than his fair share of Cancer.

Belfast 183

Belfast 183 has recently returned to Northern Ireland after being stored for many years at the Transport Museum Society of Ireland's (TMSOI) premises at Howth, near Dublin, Republic of Ireland. The 6 Counties Bus Preservation Group officially took ownership of former Belfast Corporation Transport trolleybus 183 (GZ 8547) on 11 March after TMSOI donated it for further preservation and a full restoration to as-new condition.

183 is a Guy BTX with Harkness (Belfast) H36/32R bodywork and GEC 100HP motors, new in January 1949. It was a standby bus on the last day of trolleybus operations on 12 May 1968. It was fully restored before being presented to TMSOI.

The official handover was 13 March 2021 and the bus was transported to the 6 Counties Bus Preservation Group yard near Magherafelt where preservation was expected to begin on 24 April.

<https://www.6countiesbuspreservation.com>

Belfast Trolleybuses

Our cover photo and the news that Belfast 183 is to be restored to its original condition provides a good opportunity for a reminder that the definitive history of Belfast's trolleybus system, *Belfast Trolleybuses* by Mike Maybin, is available from BTS Sales for £32 plus £3.10 postage.

<https://www.britishtrolley.org.uk/otherpubs>

Buses for Trolleybuses Stage 10

Tony Belton wrote the article and took all the photographs

26 April 2021 was the sixtieth anniversary of Stage 10 of London Transport's "Buses for Trolleybuses" conversion programme. Three depots were involved: Highgate (HT), Wood Green (WN) and Edmonton (EM).

Highgate (HT): This was the third and final conversion at HT with the depot losing the 609 and 627.

Wood Green (WN): This was the second conversion at WN with the depot losing the 627 and 629 leaving only route 641 which lasted until stage 12.

Edmonton (EM): This was the first conversion at EM with the depot losing the 627, 659 and 679, leaving only route 649 which lasted until stage 11.

Routes involved in stage 10:

1) 609: HT operated a Sunday only allocation from Barnet to Moorgate which was replaced by Routemaster buses until stage 12.

2) 627: Monday to Saturdays; *the only route to be operated by three depots.* HT and EM operated from Waltham Cross to Tottenham Court Road; the third depot WN covered the section from Edmonton Town Hall to Tottenham Court Road only*

3) 629 operated by WN from Enfield to Tottenham Court Road

4) 659 operated by EM from Waltham Cross to Holborn Circus

5) 679 operated by EM from Waltham Cross to Smithfield

** HT operated special early morning Monday to Saturday journeys from Archway Station to Smithfield on route 679; although they had 679 on the blinds they would normally show 627 instead.*

NB. As WN depot was not on route 627 the trolleybuses would follow the 629 from Wood Green to Manor House and then pick up line of route to Tottenham Court Road; when finishing from Edmonton Town Hall the vehicles would go to Tottenham Hale then back to Wood Green via Bruce Grove NB. There was no right turn from Holloway Road into Parkhurst Road at Nags Head Holloway so HT trolleybuses on depot journeys towards Tottenham Court Road had to turn right into Camden Road then right into Warlters Road and then left into Parkhurst Road to take up service.

London Transport "Buses for Trolleybuses"

Stage 10: April 26 1961

Route 609 Barnet-Moorgate (HT's Sunday allocation only)

**Route 627 Tottenham Court Road-Waltham Cross
(Monday to Saturday only)**

Route 629 Enfield-Tottenham Court Road

Route 659 Waltham Cross-Holborn Circus

Route 679 Waltham Cross-Smithfield

Number one in the charts on 26 April 1961 was *Wooden Heart* by Elvis Presley



Above: HT only operated route 609 on Sundays and Bank Holidays; an example is 1425 on route to Moor-gate crossing from Upper Street into Islington High Street at the Angel Islington. It's closely followed by RTL903 on route 172 which replaced tram route 35 in 1950.

Below: Highgate's 1577 and Finchley's 1460, both on route 609, are posed alongside one another at North Finchley terminus. The only noticeable difference between the two depots is the styling of the destination blinds.





Above: On this particular day HT was short of a vehicle and had borrowed 1090 from EM depot to help out; seen here in HT depot parked next to Highgate's 1542 both on route 627. EM also ran the 627 which meant the HT staff didn't have to replace the blinds in 1090 during its short visit.

Below: HT's 1372 on route 627 to Tottenham Court Road is on Hertford Road passing a tower wagon at the exit of Tramway Avenue at Edmonton. 1372 was withdrawn at stage 9 but was reinstated shortly afterwards due to a casualty at HT.





Above: EM was home to the P1 Class; illustrated here by 1697 on route 627 to Tottenham Court Road. The location is on the Hertford Road at Enfield Highway junction with Green Street.

Below: WN's 1352 on route 627 is returning to the depot after the evening peak. The vehicle is turning right from Lordship Lane into High Road at Wood Green.





Above: Trolleybuses never entered the West End of London and the nearest they got was Maple Street at Tottenham Court Road. WN's 1057 on route 629, closely followed by EM's 1170 on the 627, are crossing from Hampstead Road into Tottenham Court Road at Euston Road and will shortly arrive at the terminus.

Below: Returning from the Tottenham Court Road terminus is 1294 on the 629 with the destination not changed - it should be showing Enfield. The trolleybus is passing Warren Street Underground Station when it was only served by the Northern Line. RTL772 on route 73 to Kings Cross is waiting to turn right on to the Euston Road.





Above: K1 Class 1093, on its way to Holborn Circus on route 659, is in Seven Sisters Road at Manor House Station. Manor House was the largest passenger interchange from trolleybuses to the Underground in London.

Below: This scene shows 1688 turning right from Holborn into Grays Inn Road at Chancery Lane Station whilst returning to Waltham Cross on route 659. The imposing building in the background is Grade 2 listed and dates from 1586.





Above: When departing the Waltham Cross terminus the trolleybuses turned left into the High Street passing the historic Eleanor Cross which was built between 1291 and 1294. 1182 on route 679 to Smithfield carries out this manoeuvre.

Below: Taken from St. Thomas's Road 1683 and 1704, both on route 679, are in Seven Sisters Road at Finsbury Park Station. K3 1683 is on a short working to Nags Head Holloway whilst P1 1704 is on a through journey to Smithfield.



Czech News



Josef Ženatý/Český rozhlas (Czech radio)

Above: The Škoda 21 Tr has been eliminated from Pardubice's fleet. 395 is seen on its last day of service, Saturday, 27 March.

Below: For the first time, Czech and American Škoda 14 Trs were photographed alongside each other on 5 April, when Plzeň 14 Tr07/ 6 432 was pictured with the 'Czechoamerican' Škoda/ETI 14 TrE2, Dayton 9803, at the enthusiast-run museum at Strašice. 9803 will be an attraction at a USA-themed open weekend on 3 and 4 July, when some collectors of American cars will be displaying their vehicles.



Michal Kouba

Burntwood Update

by JOHN STAINFORTH

Twelve months ago few of us would have predicted that Covid-19 restrictions would still be having such a large impact on both the Museum and its volunteers, but during the winter season no working parties have been possible and Burntwood has effectively remained deserted since the BTS “Gardening Week” last August. Despite that, further essential jobs have been completed.

First was the replacement of the deteriorating timber work on the front face of the bungalow, which was carried out on a voluntary basis by BTS member Mark Boulton. We selected tanalised exterior timber for maximum lifetime, and during the wet winter weather Mark was able to work under cover elsewhere to cut the new sections to size and treat them with preservative wood stain before fixing them to the building in January.

Then it was time to deal with the roadside ditch, where the vegetation was once again out of control and, after rotting down during the autumn, had reduced the watercourse to an unpleasant stagnant swamp. As “riparian owners” the Society is responsible for maintaining the ditch and we engaged the services of Graham Kelsey, whose JCB made short work of clearing it out and achieving a very presentable result.

As part of improving the overall security of the combined sites when the Museum’s perimeter fence was constructed, the Society decided on a substantial prickly hedge along Burntwood’s Belton Road frontage. We erected the sectional “Heras” security fencing as a temporary measure and Planning Permission was granted on the condition that it is removed within five years. The bare-rooted plants are only available during a limited period and we considered the option of commercial planting whilst they were still available during March, so

the Committee was delighted to receive another offer of voluntary labour from Mark Boulton, who has completed planting 120 blackthorns and 120 hawthorns. Our thanks also to David and Joanna Hanchett for donating several holly plants. We will closely watch their development.

The grant of Planning Permission last June for the change of use of Burntwood enabled us to apply for a valuation for Business Rates. The switch took place in November and we were fortunate when the Valuation Office Agency accepted our logic for backdating the change to April 2018. The overall transition has brought many financial benefits, some of them unexpected. First, we received a refund of over £6,000 in overpaid Council Tax, and our application for charitable relief has led to a 95% reduction in Business Rates, so we are now paying an affordable £230 a year and saving over £4,000 a year on the previous “double Council Tax”.

Further benefits have resulted from Central Government support schemes for businesses during Coronavirus. We were able to make the case for a “Business Rates holiday”, giving a

The finished carpentry makes the bungalow appear very well cared for and should last for another 20 years.





Mark enlisted the help of two assistants including his wife Jess, seen here clearing the planting strip behind the steel fence panels.

total exemption for the past 15 months. We were also eligible to apply to North Lincolnshire Council for a Local Restrictions Support Grant, and our application was accepted on the basis that the Society's primary business is to support the Trolleybus Museum and that our business had suffered lost income and increased spending. For example, our regular takings from sales events at the Museum and elsewhere have fallen dramatically, and we have met the extra costs of contributing to security patrols whilst the Museum has been closed to volunteers.

In total we have received over £19,000 in business support grants, putting us in a good position to make a speedy recovery from a long period of much-reduced volunteer efforts, and enabling us to push ahead with the joint planning of Museum development, which had inevitably

slowed down whilst the STCL Board has been focussed on continuity rather than expansion.

Over the past three years the Burntwood Sub-committee has met twelve times and dealt with a variety of development and management activities. In parallel, the BTS/STCL Joint Working Group (JWG) has been concentrating on its strategic remit for future projects, including the design and planning work for new buildings and for the Sandtoft District Railway. After obtaining the external approvals to upgrade the entrance gateway, the Sub-committee's responsibilities for planning future development have now been transferred to the JWG, and it was wound up at its final meeting on 24 February. During its three-year lifetime, its membership remained unchanged and comprised

Dave Chick (Chairman), Roy Fawcett, Martin Harvey and John Stainforth. As its unofficial secretary, my thanks go to my colleagues for their ever-positive spirit of collaboration and support, and we can reflect on many learning experiences for an organisation more accustomed to looking after trolleybuses than bungalows!

Finally, we welcome all kinds of donations to improve the facilities at Burntwood, and we are grateful to Alan Butler who donated an armchair and to Francis Whitehead for his recent offer of a fridge and a washing machine, so in future none of our volunteers will have any excuse for wearing dirty overalls.

Chairman's note. A lot of the progress reported here has been achieved thanks to John Stainforth's hard work and persistence. Our thanks to John for all he continues to do to advance the Society's interests. DGC

As the excavation work nears completion, this is looking like a functioning roadside watercourse once again. Sadly its transformation will do little to discourage the build-up of rubbish thrown from passing cars.



Stewart David

MUSEUM & PRESERVATION NEWS

edited by Jody White



The government has recently announced that museums will be allowed to open from 17 May, so keep checking individual museum websites for updates. Each museum can choose its own date on, or after, 17 May, providing government advice remains the same. And I know the museums are looking forward to visitors again!

Meantime, I would like to remind you of a few of our great museums, which I'm sure you would truly enjoy visiting in the near future. The majority of the information below is from their own websites, which have thorough descriptions.

Black Country Living Museum

Tipton Rd, Dudley DY1 4SQ

"A remarkable place to explore, enjoy and spend time. Set in a landscape of 26 acres, it is one of the most extraordinary open-air museums in the UK; offering a glimpse into 300 years of history like no other.

An immersive experience from start to finish, it is an award-winning museum that tells the story of one of the first industrialised landscapes in Britain.

Explore over forty carefully reconstructed shops, houses and industrial areas. Meet historic characters who'll tell you what it was like to live and work during the Industrial Revolution and beyond.

We're creating a major new historic 1940s-1960s development, new learning spaces and a brand new visitor centre, taking our story up to the closure of the Baggeridge Coal Mine in 1968 which brought about the end of a unique era for the Black Country.

This exciting project, *BCLM: Forging Ahead* will use real things, real people and real stories to engage and inspire visitors, of all ages, to learn about the Black Country's heritage, its impact on the world and its relevance today."

Visitors are treated to free rides on the vintage vehicles – including *trolleybuses*, which connect the Albion Depot with Bradburn and Wedge. Due to the fact that vehicles need regular maintenance, and of course drivers, they may not be running every single day. So once the museum is open, it would be wise to check the availability of trolleybus rides before you choose a date to visit.

The Black Country Museum would be an amazing site to explore on your holiday!

The Trolleybus Museum at Sandtoft

**Belton Road, Sandtoft,
Doncaster DN8 5SX**

"The Trolleybus Museum at Sandtoft has over 60 historic trolleybuses in the World's largest collection of historic trolleybuses. Most come from towns and cities around Britain, and we show some of the social history of their heyday - the 1940s through to 1960s. We also have a few important examples from around Europe, Canada and New Zealand.

To complement the trolleybuses, the Museum has a number of other historic vehicles, many of them diesel buses."

And for those who may not be transport enthusiasts, there are also many other things to see and do. Another amazing place to visit on your holiday!

Reopening

Volunteers returned to the museum on 12 April and made a very impressive start with a variety of tasks. There will be a special open day for Museum company members on Saturday 29 May before reopening to the public for the first time in 18 months on Sunday 30 and Monday 31 May.

Working Parties

There will be a working party weekend on 22 and 23 May and several BTS members will be on site during week ending 29 May to help with the preparations. All offers of help will be gratefully received.

East Anglia Transport Museum

Chapel Road, Carlton Colville,
Lowestoft NR33 8BL

“Our story began back in 1962 when four local tramway enthusiasts rescued the body of an old Lowestoft tramcar, no. 14, from its use as a summerhouse at Gunton. From this grew the idea of forming a transport museum, and as a result the East Anglia Transport Museum was founded on its present site in 1965.

The museum's compact site is a veritable treasure trove of discovery and provides a suitable backdrop in which to operate and display our collection of vehicles. From dense woodland to a full width roadway complete with authentic street furniture not an inch of precious space is wasted.”

At the museum, you will find many buses, the recreation of a vintage light railway, a vintage tram, and of course the trolleybus route! And that's just the start, albeit an important one, as the museum also has a number of other commercial vehicles, cars and steam vehicles, electric vehicles, historic artifacts, displays and so forth.

And don't forget the Café and Bookshop and Museum Street! Amazing!

Ipswich Transport Museum

The Old Trolleybus Depot, Cobham Road,
Ipswich, Suffolk IP3 9JD

Founded in 1965 and originally called the Ipswich Transport Preservation Group, Ipswich Transport Museum is a very interesting site to visit, with a collection of over 100 major transport and engineering objects which were made or used in the Ipswich area. They show how people used to go about their daily lives and remind us of the many things that were actually designed and built on our doorstep. Our Transport Collections are lovingly cared for by dedicated volunteers. The collection started 50 years ago with just one bus and has grown into one of the most comprehensive collections of its kind.

You can see trolleybuses, buses and bicycles, prams and a police car, lawnmowers and lorries, fire engines and a funeral hearse. The amazing selection of local vehicles is supported by a variety of small exhibits, display material and ephemera.

The museum also houses the Ipswich Engineering Collection which includes many items from well-known companies including Ransomes Sims and Jefferies, Ransomes and Rapier, Cranes, Reavell and Cocksedge. The displays include cranes, fork lift truck, lawnmowers and intricate models.

So whether you are interested in buses, lorries, bikes, cranes or carriages, social history or just want to know a bit more about the area, you will find our museum a fascinating place.”

enquiries@ipswichtransportmuseum.co.uk

Anniversary Dinner

The dinner will be held in the Reading area on Saturday 4 September. This will be formal in that there will be some speeches, but it will not be a black tie affair! Please register your interest with Dave Hall. This will not commit you but will be a great help with the planning. Email wiltshireman@aol.com or write to 9 Hanover Court, Fieldfare, Swindon SN3 5BG.

WORLD NEWS

edited by Bruce Lake



BELARUS Minsk

Contracts are in place for the delivery of 150 new trolleybuses this year, comprising 75 type MAZ-203T, 25 BKM-32100D and 50 articulated BKM-433. The first of these, of type MAZ-203T, arrived in March and were allocated to depots 2 and 3 with fleet numbers 3317 to 3321.

The first BKM-32100D trolleybuses, the first of this type for Minsk, have been allocated to depot 5 and are numbered 5018 to 5033.

By the end of March further trolleybuses built in 2006-2008 had been taken out of service, including AKSM-32102s 2159, 3521 and 4538, AKSM-221s 5368, 5399 and 5400 together with AKSM-32100 5475. On 1 February, Minsktrans had 753 trolleybuses serving 60 trolleybus routes.

BULGARIA Khaskovo

The first of the ex-Plzeň Škoda 24 Trs, formerly Plzeň 498, entered service on 8 March numbered 2420. The former 503 was still waiting for commissioning with the number 2419. These have older bodies of the Irisbus Citybus type whereas the three Teplice 24 Trs which have since been purchased have Citelis bodies. Apparently these were bought rather than ex- Mariánské Lázně 55-57 because Khaskovo preferred to have vehicles without auxiliary diesel engines. Trolley:motion points out that history has repeated itself with these vehicles as they were the first new trolleybuses bought by Teplice after the town's mayor tried to close the system, and in Khaskovo closure was considered in 2019.

BULGARIA Sofia

The first three of 30 Škoda 27 Trs were delivered to Nadezhda depot on 9 March and entered service on 17 March numbered 2801 – 2803.

CZECH REPUBLIC Jihlava

Public transport has been made free of charge for residents when attending for Coronavirus vaccination.

CZECH REPUBLIC Pardubice

Škoda 21 Tr 395, which was built in 2003, was the last of its type to operate here, running for the last time on Saturday, 27 March. Fifteen 21 Trs were purchased between 2001 and 2004.

FRANCE Limoges

Four new articulated trolleybuses are to be purchased this year.

GERMANY Solingen

The Solaris Trollino 18Ts which were delivered in late 2020 had not entered service by mid-April because of minor electrical and body faults which have taken time to rectify because of extended delivery times for replacement parts during the Coronavirus pandemic. There are also lengthy approval processes.

VanHool articulated trolleybuses 251 and 263 were withdrawn at the end of 2020.

INDIA Nashik

The construction of the new trolleybus system continues to take shape and the tender for the procurement of the first 50 vehicles has been announced with "Expres-

sion of Interest" required by 5 May.

The city will require 36 double articulated vehicles with a capacity of 250 passengers and 14 articulated cars with a capacity of 200. All are to be equipped with batteries for "In-Motion-Charging" operation. About two-thirds of the 32 km of routes are to be wired with supply at 750V. Part of the network will be elevated.

Line 1 will operate between Gangapur and Nashik Road Railway Station (22 km, with 20 stations) using the double-articulated trolleybuses.

Line 2 will run from Gangapur to Mumbai Naka (10 km, with 10 stations) with articulated vehicles.

LATVIA Riga

Bus routes 1 and 5 were converted to articulated trolleybus operation on 15 March. To distinguish them from existing trolleybus routes 1 and 5 these routes are now 1A and 5A. More than 50% of the two lines run under the existing contact line, but do not have a high frequency. On line 1A (Abrenes iela - Bergučiems), which runs every 60 or 30 minutes, a maximum of four trolleybuses are used, while on 5A (Abrenes iela - Mežciems), there are two vehicles running with a 50 minute interval. The Solaris Trollinos with fuel cells were to be used but on the first day of operation trolleybuses with auxiliary diesel engines were used.

MEXICO Mexico City

The Mexican government has initiated studies for a new trolleybus system that could connect southeast Mexico City with the municipality of Chalco in the state of Mexico, beginning at Metro Line A's Santa Marta station and running 15.5 km

southeast to Chalco. The trolleybus line would supplement a proposed new rail connection. In some sections, the trolleybuses could run in battery mode without overhead.

The extension of trolleybus line 2 (Corredor Cero Emisiones Eje 2/2-A) via the section Metro Chapultepec - Metro Velódromo - Metro Pantitlán which was introduced as part of the emergency replacement for the metro due to the fire in the metro's central power supply facilities is to be maintained permanently.

MOLDOVA Chişinău

Ten new AKSM trolleybuses were presented to the press on 2 April and entered service the same day. They are "classic trolleybuses", ie not equipped with batteries.

NORTH KOREA

Chongjin

The local vehicle manufacturing plant "Ch'ŏngjinpŏsŏnggongjang" produced twenty trolleybuses branded "jipsam" for the local transport company in 2020. The first ten were presented to the public at the end of March 2020 and entered service shortly afterwards. A further ten vehicles with slight differences was completed in December 2020 and also put into operation only a few days later.

POLAND Tychy

Six new trolleybuses are to be ordered for delivery in about twelve months' time. They will be equipped with batteries and are intended to replace the six remaining Solaris Trollinos built between 2004 and 2008, the electrical equipment of which is becoming increasingly prone to failure and the procurement of replacement parts is no longer guaranteed. Cars 006 and 007 have already been taken out of service while the operator's first Trollino, 004 which entered service in 2002 and was withdrawn in 2019 has been sold for scrap and left on 26 March.

The fleet now includes 26 trolley-

buses, as well as a historic Škoda 14 Tr trolleybus, which was acquired from Ostrava at the beginning of 2019. A similar vehicle was tested here in 1998 before being delivered to Riga.

ROMANIA Galaţi

From the timetable change on 1 April, trolleybus lines 102 and 104 have been extended by almost 1 km to new terminus Bariera Traian. The existing two-lane overhead for the operating line to the depot was renewed. With the new timetable, trolleybus line 102 runs all day every 5-6 minutes, line 104 is served every 18 minutes.

ROMANIA Mediaş

The first of three Solaris Trollino 12s with Škoda electrical equipment has been on test in Plzeň. These vehicles do not have traction batteries.

ROMANIA Ploieşti

Škoda Electric has started work on equipping the first of twenty Solaris Trollino 12s and road testing had commenced by mid-April. Like the order for Mediaş they do not have traction batteries.

RUSSIA Bryansk

A trolleybus parade took place on 4 December to celebrate the following day's 60th anniversary of trolleybus operation. Various trolleybus types were used all day on line 14. 1097 was decorated with historical photos. For photos see <https://transphoto.org/articles/7443/>

The city council hopes that 40 new trolleybuses can be purchased this year as part of the federal project "Clean Air", which promotes the implementation of comprehensive measures to reduce pollutant emissions in large industrial centres.

SWITZERLAND

St Gallen

The first three of the eleven new Hess lighTram®25 DC battery-equipped trolleybuses were delivered on 22 and 26 February and 4

March, numbered 131, 132 and 133. 131 commenced test operation on lines 1 or 2 on 5 March. 134 – 141 were to follow after delivery of similar vehicles to Lausanne.

SWITZERLAND

Winterthur

Carrosserie Hess AG of Bellach has won the framework contract for the supply of up to 70 articulated and double-articulated trolleybuses, the first of which are to enter service in the summer of 2022 when 12 double-articulated vehicles will increase capacity on line 1.

UKRAINE Chernivtsi

Twenty new articulated trolleybuses with battery drives are to be purchased as part of the "Urban Public Transport of Ukraine II" project, for which a financial agreement has been signed between Ukraine and the European Investment Bank. Deputy mayor Evghenii Mahovikov stated that the project envisages the construction of a new 6.4 km long trolleybus line to connect the Kalynka district to the trolleybus network.

UKRAINE Horlivka

The city is only 30 km northeast of Donetsk and the trolleybus system suffered some damage during the conflict in 2014 – 2016. The last new trolleybuses were 19 articulated YMZ-T1 in 1993 and 1995, seven of which were converted into two-axle rigid vehicles from 2009 onwards, with cars 253 and 255 receiving this treatment last year. In addition, there are six ZIU 682s dating from 1988 and 1990.

The three trolleybus lines operate at irregular intervals according to the local public transport line information system EWAY.

With thanks to: Dave Chick, Jan Spousta, *Československý Doprávák*, Trolley:motion, Hess AG, sustainable-bus.com, Urban Transport Magazine, Internet sources



New Trollinos for Romania

Above: The first of three new Solaris Trollino 12 with Škoda equipment for Medias is seen on test in Plzeň on 31 March, rounding the curve from Borská to Němejcova.

Below: Adding to the colour in Plzeň's streets, the first of twenty similar vehicles for Ploiești started test running during April. One of them is seen in Borská on 13 April.

