

TROLLEYBUS

Vol. 60 No. 722

September 2021



The magazine of the British Trolleybus Society



Pressburg 'Summer Trolleybus' Recreated

The Future of Public Transport

Salzburg Retires Last NGTs

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 722 September 2021

Editor: Dave Chick

23 Pryor Close, Purley on Thames,
Berkshire RG31 6UG

editor@britishtrolley.org.uk

Production Editor:

Philip Jenkinson

32 College Street, Crosland Moor,
Huddersfield HD4 5EB

blindlemonjenkinson@btinternet.com

Preservation News Editor:

Jody White

20 Cunningham Crescent,
Chatham, Kent ME5 0ES

museumnews@britishtrolley.org.uk

World News Editor: Bruce Lake

11 Greenfinch Grove, Netherton,
Huddersfield HD4 7LH

worldnews@britishtrolley.org.uk

Distribution: Derek Pearson

25 Caldbeck Drive, Woodley
RG5 4LA

distribution@britishtrolley.org.uk

Subscriptions and Membership:

Andrew Barton

2 Josephine Court, Southcote
Road, Reading RG30 2DG

secretary@britishtrolley.org.uk

Website:

www.britishtrolley.org.uk

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B T S NOTICE BOARD

BTS Meetings – by Zoom!

Meetings will continue to be held by Zoom on the first Friday of the month until the end of the year. Join the meeting from 19.15 and the presentation will start at 19.30.

Friday 1 October Our presenter this month will be Robert Williams, Chief Executive of Reading Buses. Public transport operators have faced enormous challenges because of the Covid-19 pandemic

and so this will be a very different report. Further details will appear in the September/October News & Events newsletter, together with the Zoom link.

Use this link to join the meeting:

<https://us02web.zoom.us/j/86593498831?pwd=azhXWkp0ejlwMm5kK202MXkrczJ0UT09>

BTS Calendar 2022

Next year's calendar is now available to purchase from the BTS Sales stand or via the website. Tony Belton has again provided the 13 photographs and all the captions for 2022's theme of trolleybus tours. The glossy, laminated cover is a splendid photo of Reading 193 on a Society tour in 1962 when it had just been repainted, only one year after entering service. Following its repaint 193 looks just as good in 2021! Trolleybuses that can be seen at Sandtoft also feature for the last three months of the year; South Yorkshire 2450, Porto 140 and Manchester 1344. In between we see trolleybuses on tour in Derby, Bourne-mouth (London 260), Wolverhampton (Walsall 869), and Glasgow, with overseas visits to Wellington, Dayton, Sarajevo, San Francisco and Kapfenburg. Make sure of your copy by ordering now! They make great Christmas presents

On The Cover

The prototype Gräf & Stift first-generation low-floor trolleybus was delivered to Salzburg, which has recently withdrawn the last of the type to operate there. Eberswalde bought 15 of the model to renew its fleet in 1993/1994 and sold them to Budapest 18 years later. Budapest 355 is seen on 7 March 2016.

D G Chick



BTS News

New BTS President

I am delighted to announce that Nicholas Owen has accepted an invitation to become the Society's President. Nicholas is well-known for his support for public transport and interest in transport heritage, probably first coming to the notice of trolleybus enthusiasts as the author of *History of the British Trolleybus*, published by David & Charles in 1974. He has had a distinguished career as a journalist, originally with a number of newspapers and then with ITN and BBC Television. A more extensive welcome will be published soon.

BTS Members' Questionnaire

A high percentage of members responded to our recent questionnaire so I would like to thank everyone for the time you spent sharing your thoughts about what we do and how we can improve. I would also like to thank our Publicity Officer, Paul Dicken, for putting the survey together then sifting the results and reporting back to the Committee. We now have such a wealth of information that we have formed two sub-committees to analyse the data and develop policies.

You can also have your say at the Society's Annual General Meeting, which this year will be held at our Burntwood premises at Sandtoft, followed by a special opening of the Trolleybus Museum at Sandtoft for BTS members and friends. Details will be found on the following pages.

DGC

Reading Meetings

The Society's programme of meetings at The Oddfellows Hall in Reading will restart on Friday 7 January. The last meeting before

lockdown was in March 2020, so this will be the first opportunity in almost two years for us to enjoy a live presentation, gather round the sales stall, and have a hot drink and biscuits while chatting to friends. More details will be published closer to the time.

BTS Vehicle News

London Transport 1812

It is hoped that work will commence on 1812's mechanical overhaul towards the end of September. The fund for the work continues to grow and we are grateful to Branimir Pantaleev for making another donation and to non-member Nigel Sharpe.

Bournemouth 301

On 6 August 301 was moved from Keighley Bus Museum to Hooton Park, Ellesmere Port, to have its window rubbers replaced. It is expected to return to the Trolleybus Museum at Sandtoft imminently. Our thanks to Keith Baynton for making all the arrangements.

Glasgow TB78

A prototype interior vent has been made by Louise Whitehead using 3D printing. The styling of the vent is indistinguishable from that of the damaged original and the prototype is now being evaluated.

It was hoped that further work would be carried out on TB78 prior to the BTS Trolleydays at Sandtoft.

Mexborough & Swinton 34

Arrangements are being made for a group of BTS members to meet with the Ipswich 26 restoration team at the Long Shop Museum at Leiston to discuss co-operation between the two Garrett restoration projects.

BTS AGM and Members' Day

Notice of the British Trolleybus Society Annual General Meeting

The Society's Annual General Meeting will be held in Burntwood, Belton Road, Sandtoft, Doncaster DN8 5SX on Saturday 16 October, commencing at 12.00. This may only be attended by BTS members. Anyone accompanying a member will be able to use the kitchen or grounds. There will be no charge for attending the AGM only.

Elections

Retiring by rotation:

Chairman

Committee member

Roy Fawcett will be retiring from the Committee and an appointment will be made to the post of Treasurer for a period of one year to maintain the usual three-year rotation. Francis Whitehead has been acting as assistant to the Treasurer and is seeking election to the post.

Applications will be welcome for the posts of Chairman, Treasurer or Committee member. A Candidate form may be downloaded from the Members' Area of the BTS website, or request one from Andrew Barton. Contact details may be found on page 162.

Membership Subscription

The Committee will be submitting a motion proposing an increase to the basic annual subscription of £3, taking it to £35 per annum, and taking the online-only subscription to £25.50. Other subscriptions would be increased pro-rata. This will take effect from

1 April 2022 and will be the first increase for two years. Postage rates have been increasing at a much greater rate than the Retail Price Increase. We believe that the new rates will still offer very good value for money.

A form will be included with the October edition of *Trolleybus* setting out this motion. Members may use this form for a postal vote or may vote in person at the AGM on 16 October. Should more than one nomination be received for any post an election will be required and the details will be published on the same form. Members may vote by post or in person.

Members' Day

Members and their guests will have the opportunity to see the Burntwood bungalow and land and to spend time at the Trolleybus Museum on a day when it will not be open to the public.

Programme

12.00 BTS Annual General Meeting

13.15 A buffet lunch will be provided in the Tea Trolley Café.

14.00 Trolleybus rides. A first opportunity to see and ride on Bournemouth 301 following its repaint, electrical overhaul and other restoration work.

Please Note: We are confident that 301 will have returned to Sandtoft in good time, but it has not operated for many years and as with any vintage vehicle there can be no guarantee that it will run.

14.30 Film show in the Regal Cinema and briefing about BTS/Sandtoft development plans.

The Members' Day event, including lunch, tea and coffee is available for a suggested donation of £10. Payment of your donation may be made on the day by cash or card. To book your place, either email Dave Hall on wiltshireman@aol.com or write to him at 9 Hanover Court, Fieldfare, Covingham, Swindon, SN3 5BG stating whether you are attending the AGM only or both the AGM and the Members' Day events.

Travel to the Museum

By car the Museum is approximately 2.5 miles from Junction 2 of the M180. Please let Dave Hall know if you will be using public transport. It may be possible to arrange onward transport from Doncaster Station or from Thorne North Station.



Keith Baynton

Bournemouth 301 is seen on 6 August shortly after arriving at Hooton Park, Ellesmere Port, to have its window rubbers replaced. The vehicle in the background is Bournemouth 299, with which 301 had just been reunited after 50 years.

Make a weekend of it!

Isle of Axholme Running Day Sunday 17 October

Organised by the Doncaster Omnibus & Light Railway Society, attractions include sales stands, displays of vintage cars, buses and lorries and motor bus tours of the local area.

A wide selection of trolleybuses will be providing rides throughout the day.

Free buses will operate to and from Doncaster at the beginning and end of the day.

The Museum will be open 10.30 am to 4.30 pm, with last admission at 3.30 pm.

Sandtoft members have free entry on production of a current Sandtoft membership card.

This event is not included in the Museum's unlimited re-admission offer and non-members must purchase admission tickets on the day.

For further details visit www.sandtoft.org

Farewell to Salzburg's NGTs

Words and photographs by GUNTER MACKINGER

In the 1990s, Gräf & Stift/Kiepe developed a first generation of low-floor trolleybuses for the Austrian, German and Italian markets, designated type NGT 204. The prototype for a production run of 102 trolleybuses was today's Salzburg 229, which entered service in autumn 1994. For 27 years NGT 204 trolleybuses were the backbone of the Salzburg fleet.

Between 1994 and 1997 Gräf & Stift/Kiepe delivered 24 of the type to Salzburg and after the closure of the MVG Kapfenberg system a further example was added.

Further trolleybuses of this type were delivered to Innsbruck (11), MVG Kapfenberg

(1), Eberswalde (15) and with Autodromo bodies to Modena (10), Milano (6) and Bologna (35), some of them still being in service with those operators while others were sold second hand by Salzburg and Eberswalde to Ivano-Frankivsk (Ukraine) and Budapest (Hungary). Together with 14 similar two-axle trolleybuses for Parma 116 of this type were built and the low-floor feature set the standard for many trolleybus systems.

In the first weeks of July 2021 Salzburg's last NGTs were withdrawn from regular service. Possibly one or another will be kept in stock as a reserve, depending on



Trolleybus 245 during heavy rain on line 7 at Fasaneriestraße towards Salzachsee in June.



In contrast 245 is seen in bright summer sunshine on line 1 at Hauptbahnhof.

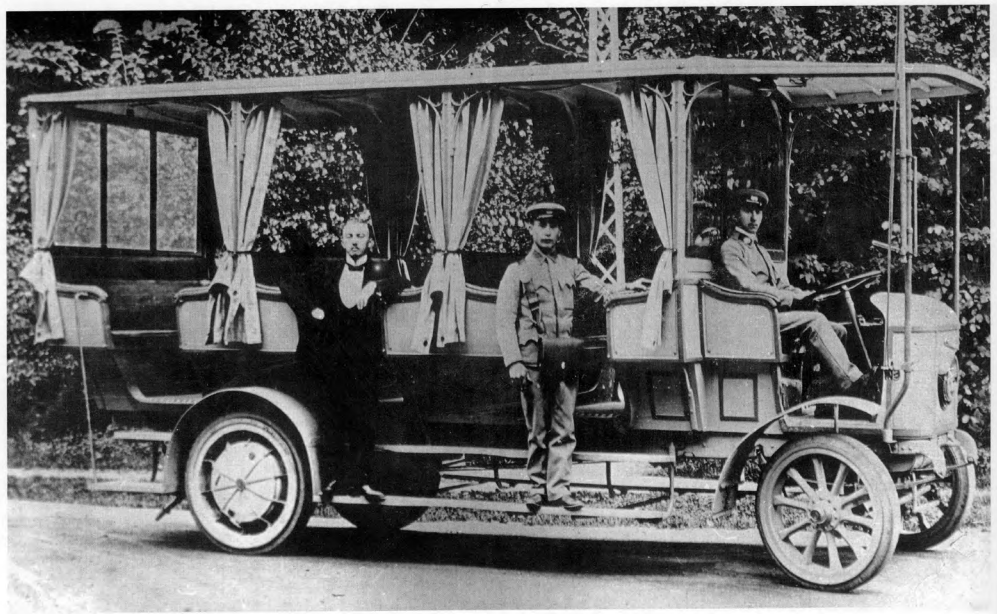
the performance of the new Hess/ABB trolleybuses being delivered during summer 2021. Until withdrawal 233, 236 and 245 were in daily service. Originally there was a plan to keep Salzburg 236 as an historic trolleybus, but at the moment the situation of Salzburg's historic fleet is not secure in general.

On 15 August Gräf & Stift/Kiepe type GE 110 No. 178 was used for an extensive tour prior to the Pro-Obus historic fleet being relocated. Here it meets 2017 Solaris MetroStyle/Cegelec 363 on line 10 at Kugelhof Strasse.



Pressburg (Bratislava) Summer Trolleybus Recreated

As their third project the České Velenice group of enthusiasts of Mercédès-Électrique-Stoll trolleybuses have built a replica of one of Bratislava's 1909 "open summer trolleybuses".



A Pressburg Summer trolleybus and its crew.

The photographs of Bratislava's earliest trolleybuses are rather poignant. Well-dressed ladies and gentlemen are seen with the smart new trolleybuses while drivers and guides in immaculate uniforms look out at us proudly and sometimes rather nonchalantly.

In 1909 this was not Bratislava; it was usually known by the German name Pressburg or in Hungarian Pozsony and was part of Austria-Hungary. The people in the photographs probably spoke either German or Hungarian. In another five years they would be caught up in a conflict which started with

the assassination of the heir to the throne. Within ten years the city had been renamed and had become part of the newly-created Czechoslovakia.

These scenes are quite unlike many of the early UK trolleybus photographs, which often show poorer members of society diverted by the sight of a man with a camera and this is because the line connected Pressburg with the popular Ferdinand spa, named after the Hapsburg monarch at the time it was created and now known as Železná studnička (Iron Well).



A retouched photo of a Summer trolleybus at the Ferdinand Spa terminus.

A ferrous mineral water spring had been discovered here in the early part of the 19th century and in 1828 a spa house was built which later became an hotel. It became a popular meeting place for the Hungarian nobility and a leisure excursion destination for Pressburg residents who went there to walk in the woods and for boating or fishing. The hotel restaurant provided refreshments and hosted various social events.

Public transport to the location was horse-drawn and it was decided that trolleybuses would be the most suitable form of motorised transport. Work began on the installation of the overhead line in 1908.

The Mercédès-Électrique-Stoll service which opened on 19 July 1909 ran for 5.8 km from Palugyay Palace on today's Pražská near to the main railway station then via Brniánská before terminating in front of the hotel. The route passed the depot at Patrónka.

It was the fifth system of this type to open and the third in 1909, all in Austria-Hungary. Most systems which operated

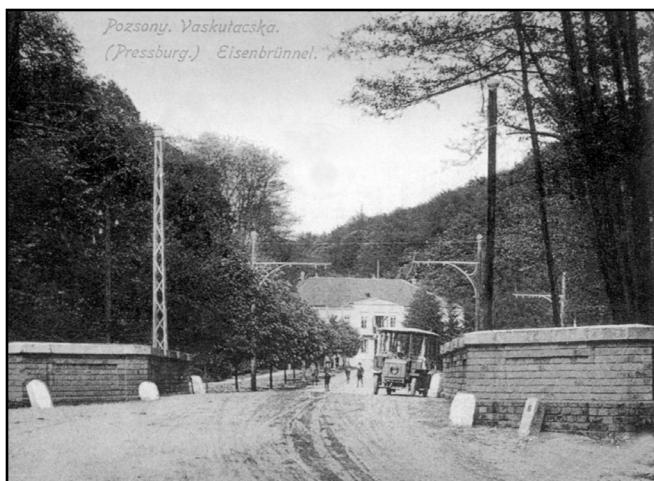
with over-running trolleys only had a single line of overhead, but this was two-way with terminal loops. Also unusual was the existence of three sets of frogs with a sort of coathanger design.

Seven vehicles were built by Daimler Motoren Gesellschaft at Wiener Neustadt, Vienna. Trolleybuses 1 – 4 were known as the Summer cars, having crossbench seating for 24 passengers, with open sides and curtains and removable tarpaulin roofs. 5 and 6 were of the standard closed design and 7 was built as a lorry but later rebodied with a standard closed body.

Significant technical difficulties were experienced and the line was abandoned in 1915. It seems unlikely that the operation of a service to a leisure facility would have lasted long after the outbreak of war in any case.

The new Bratislava system opened on 31 July 1941. Železná studnička is part of the Bratislava Forest Park and is still a popular leisure area. It is served by trolleybus lines 207, 211 and 212. The hotel no longer exists, having been demolished after falling into disrepair.

A Summer trolleybus heading for the city.





The new replica of Pressburg No. 4, seen in České Velenice.

The České Velenice team, led as always by Jiří Kovář, have created a magnificent tribute to the Pressburg Summer trolleybuses which was unveiled in July and appeared on Czech television on 11 July. The Czech launch of Sandtoft's Cedes-Stoll replica is seen during the same report which can be viewed via this link <https://www.ceskatelevize.cz/porady/10091005596-zajimavosti-z-regionu-praha/221411030920711-zajimavosti-z-regionu/> at 15:35-21:10. The report also includes the final day of service of Prague's T6 trams, starting at 13:55.

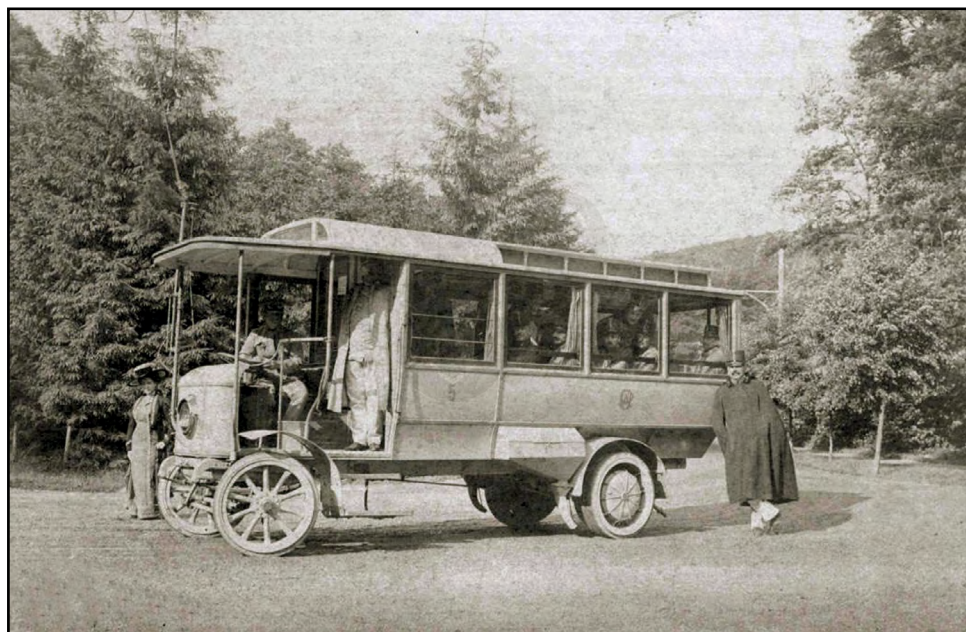
The replica of car No. 4 was to have been presented to the public at the "Přechody/Übergänge (Border Crossings) Festival" in České Velenice on 24-25 July but neither of the nominated drivers was available. It is certain to be popular when it receives its public launch.

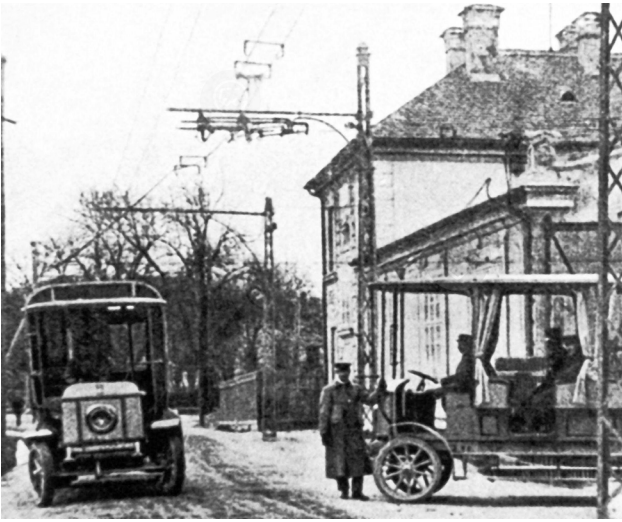
Congratulations to the team for bringing another fascinating piece of trolleybus history to life.



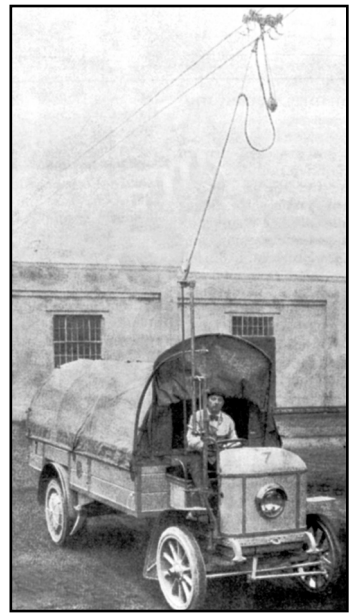
Above: The board on the side of the driver's seat is a very stylish piece of interpretation.

Below: No. 5 was one of the closed cars.





*Right: The goods trolley vehicle which later received a closed body.
Above: A Summer vehicle emerges from the depot and is about to use the frog, a great rarity on over-running trolley systems. It meets one of the closed cars.*



D G Chick



During Sandtoft's Blues & Twos Weekend these Dennis fire engines were posed beside South Yorkshire 2450, which has a Dennis Dominator chassis.

Meetings Resume

London

After a period of 19 months' enforced suspension, the programme of London meetings will recommence on Wednesday 15 September 2021. We look forward to welcoming back as many members and friends from our previous regular audience as are able to attend, together with all others with an interest in trolleybuses.

The NTA organises these meetings on trolleybus operation and history. BTS members and non-members are sure of a friendly welcome. Light refreshments are available. There is a small charge to defray costs.

Meetings are held at the premises of The Model Railway Club, 4 Calshot Street, London N1 (nearest Underground station: King's Cross), normally on the third Wednesday of each month, commencing at 19.00. The future programme is set out below and also appears in each issue of *Trolleybus*.

15 September John Parkin: A medley of trolleybuses from home and abroad.

20 October John Laker: Video presentation: To include Auckland and Wellington 1977, Ghent, Yalta, Shanghai and Beijing in 2012, Luzern, Naples. Also the Black Country Museum and the 2012 London Event at EATM Carlton Colville.

17 November Keith Farrow: A London Surprise

15 December Mike Russell: A selection of British images showing trolleybuses using, or going to, unusual stretches of wiring, short-workings, depot journeys etc.

Because of the uncertainty surrounding government pandemic regulations, which are liable to change, members are strongly advised to check the BTS website prior to attending meetings to ensure that there have been no late changes to the arrangements previously announced.

Bradford

Details of Bradford meetings will be published as soon as they are available.

West Midlands Transport Circle

BTS members are invited to attend WMTCT meetings, which recommence on Wednesday 8 September, when Leon Coast will give a presentation on the Kent & East Sussex Railway. Meetings are held on the second Wednesday of every month at Bradmore Community Centre (Main Hall) in Wolverhampton. There's a half-time break with tea & coffee & (usually) biscuits! The Circle understands that the local Council wants the building to close earlier than in the past and is waiting for confirmation. If you are thinking of attending please email Mike Richardes for the latest information on timings. michael.richardes64@btinternet.com

BTS Zoom Meetings

The committee has agreed to continue with Zoom meetings in place of the physical Reading Meetings until the end of 2021. We still need more volunteers to step up and offer Zoom presentations, especially as we hope to continue with them (but on a different day) into 2022, as they can be enjoyed by a much wider group of members! Our 'regulars' - Chairman, Dave Chick, Graham Bilbé, archivist Dave Hall and seasoned traveller Shaun Bradbury can muster a few more shows between us, but we are keen to encourage others to have a go. Remember you can do it from the comfort of your own home with a nice pot of tea or even a glass of beer to hand; what's not to like?

If you can join our Zoom meetings and have suitable trolleybus or closely-related photos available on your computer, why not share them with fellow members, especially if they tell stories of your own travels and exploits? If you would like to discuss the possibility, please email me on grahamebilbe@btinternet.com or call on 0118 9665983 (evenings).

Graham Bilbé

What of the Future in the 21st Century?

Some thoughts – and questions – for the way our transport industry is going to have to go, by ROGER CLARK

Some years ago I remember reading a magazine, it may have been *Trolleybus* but I am not now sure, in which there was an article about trolleybuses speeding along our motorway network under 'the wires' as if this was the most natural thing in the world.

With the publication of the Government's new *Transport Decarbonisation Plan* on 14 July 2021 this dream could become more of a reality although the plan only suggests that these wires may be used by HGVs using a pantograph device and not by passenger-carrying large vehicles at the moment.

I contacted The Stationery Office (the now privatised HMSO) where a very helpful lady told me they did not have any copies of the Plan to purchase but that it was on HM Government's website in a PDF version and I could download it – all 220 pages of it! I have not bothered! – but I have read newspaper articles and this is based on these.

Essentially, the timetable is as follows:

2030 – A ban on sales of new pure petrol and diesel cars.

2035 – A ban on sales of new hybrid cars and vans. Also a possible ban on diesel buses and trucks up to 26 tonnes plus petrol motorcycles – these three subject to consultation.

2040 – A ban on sales of all new diesel HGV's (again subject to consultation). Domestic UK aviation to be net zero, diesel trains to be banned, a start to be made on greener shipping.

2050 – All aviation and rail transport to be net zero.

'So far, so good' but there seem to be more questions than answers especially about the implementation of these aims.

As I write this in the second week of August the United Nations Intergovernmental Panel on Climate Change (IPCC) has just released its first report since 2013 before the COP26 climate change summit to be held in Glasgow this November chaired by Boris Johnson. This sets out the scientific evidence behind the effects of climate change we see happening – increasing temperatures (48.8° C in Sicily on 11 August), extreme weather, floods, wildfires and melting ice at the North and South Poles are the most obvious, and also explaining what we and especially our governments need to do to stop and reverse this disastrous situation.

Because we are a public transport orientated society I shall try to contain my comments to the TDP but we all need to put it into the greater world context.

In his foreword to the TDP our Transport Secretary declares "As we build back better from the pandemic it will be essential to avoid a car-led recovery". This in itself may be very difficult to achieve; in the week of its publication car traffic ranged between 90% - 109% of pre-pandemic levels, while trains carried about half and buses between 55 – 74% of pre-pandemic passenger levels. While I am dealing with numbers, last year the Treasury froze fuel duty for the 11th successive year and the TDP states that the cost of motoring has fallen in real terms by 15% over the last 20 years.

In the same period rail fares have increased by over 20% and bus and coach fares by more than 40%. Vast sums of money are still continuing to be spent on our road network, for example our 'Digital Motorways' without any hard shoulder, so no forethought there.

My first thought is that pretty well all of our Government ministers 'do not know what they do not know' in respect of transport in the UK in particular and Europe and the world in general so how can we expect them to guide the TDP in a sensible and ecological way?

No doubt they have been 'well informed' by the manufacturers and the operators of the swish new 'all-electric buses'; why don't they call them 'battery buses' because that is what they actually are? I do wonder how these vehicles will stand up to intensive city operation year on year. And, especially important, how will the very expensive batteries, both in cost and rare metals, on which they rely be replaced and be recycled carefully? How heavy are these batteries too; do they outweigh literally a modern diesel bus fitted with an up to date Euro 6 engine and enough fuel for a full day's work? Let us hope they will be more efficient than Boris Johnson's 'New Bus for London' introduced when he was London Mayor. These are 'first generation' hybrid buses but their batteries, guaranteed for seven years, anecdotally last for only five, if you are lucky.

I shall only briefly mention the railways but the situation there is as bad, for example cancellation of the full electrification of the Great Western mainline out of Paddington on the grounds of cost by the then Transport Secretary. So GW class 800 Hitachi sets have to carry diesel power units to cover the unwired sections of railway! I dare not even mention the Trans-Pennine routes or Midland Mainline. Maybe the HS2 money would have been better spent on these projects and a general updating of all railway infrastructure too instead of the 'vanity project' it seems to be.

If, say, we all buy electric cars how will they be charged and will the national electrical grid break under the strain? I know we are building ever more solar panel 'farms' and windmills at sea and on land but what about the power stations still in use?; Drax uses imported wood pellets now instead of local coal (five miles away), I believe – and what about new nuclear power stations?

Most currently available battery cars seem to use battery packs so large that they are effectively part of the underframe of the car which poses problems if the battery is damaged in a crash or if it needs changing once it cannot hold its charge, whenever that will be. Also, how expensive will a new battery be?

Turning to trolleybuses, the most recent attempt to reintroduce them to the UK was in Leeds and did not succeed, essentially because the enquiry could have been better organised and perhaps a 'nimby' element locally did not really know what was being discussed. Also, First Group happened to show off the sort of bus they 'intended' to introduce, a green-painted New Bus for London to show how much easier it would be for the Leeds public! I doubt they really wanted to deal with overhead wires!

It would in fact be fair to attribute the lack of any 'new generation' trolleybus systems in the UK to the bus deregulation of the 1986 Act and the subsequent commercial ransacking of what had been a fairly balanced transport system, and of course the same can be said of the privatised rail system.

There is no joined-up thinking anywhere!

One final point – we learn in *Trolleybus* almost every month of new Škoda trolleybuses being built and introduced in the Czech Republic. What if one were to be brought to the UK and demonstrated at Sandtoft – perhaps just a pipedream? Would any Government want to know?

This article poses a few random questions and thoughts but there are many more to ask. What do you think?

MUSEUM & PRESERVATION NEWS

edited by Jody White



The Trolleybus Museum at Sandtoft

Reading 193 has had a full external repaint and returned from Penistone on 21 July. A signwriter was expected to visit the Museum to apply the adverts, which Dave Hall has researched so that 193 will look exactly as it did following its first repaint, in 1962. The upper deck interior will require a repaint before 193 is launched into service.

South Yorkshire 2450 The dedicated team is still working hard to return the Electroliner to operable condition. The faulty resistance has been away for repair by an electrical engineer and was expected to be reinstalled on 18 August.

Les Taylor, who often patrols the site on Trolleydays wearing a vintage police outfit, is constructing a replica police box, so the Museum will soon have its own Tardis!



East Anglia Transport Museum

Trolleybus Weekend 2021 will be held on Saturday 25 September (12.00 – 21.00) and Sunday 26 September (11.00 – 17.00). All available trolleybuses will be running. There will be after-dark running on Saturday when the museum takes on a very special atmosphere under the street lights. There will be a free park and ride service and bus services to Beccles and Lowestoft, as well as the barbeque in the park. BTS Sales will be attending, so come along and say hello. There will also be static exhibitions and visiting vehicles, making for a very busy weekend.

www.eatransportmuseum.co.uk

Sandtoft Trolleydays

**Saturday/Sunday
18/19 September**
Weekend Trolleydays
Models Weekend

**Saturday/Sunday
2/3 October**
Early October Trolleydays
www.sandtoft.org

The Long Shop Museum, Leiston

Ipswich 26 The restoration team have been assessing the Garrett's structural integrity and have found it to be much better than anticipated. Though the exterior shows signs of weathering it was expected that some deterioration of the roof under the felt would be found, but this was not the case. The roof is sound with no detectable soft spots from water ingress.

The task will be to remove some of the window boards and body panels to further assess the frame.

Below left: 2450's defective resistance after removal to be despatched for repair. (R N Ashton)

For Sale

Bell punch with strap, box, ticket rack & over 6,500 B.P. stock range tickets. £200.

Setright rolls. 3 Thames Valley £5. 3 T.V & Aldershot £5.

Buyer collects from Winchester or pays carriage.

Phone David Smith on 01962 856644.

Ferrymead Heritage Park, New Zealand

Lately, our crew have been working on our Volvo trolleybus 258 from Wellington. 258 is a 1980s design and has a more modern control system electrically quite different from the majority of the Ferrymead collection, and possibly the majority of the Sandtoft fleet. Unfortunately, this bus had been sitting outside due to a lack of building space; and during a surprise flood a couple years ago, suffered severe water damage to the electrics. Luckily, our other Wellington bus and Bedford Tower wagon are up at the tram sheds, so we were able to bring 258 inside and are now determining the flood damage and the necessary repairs. It is a struggle as a number of the technical drawings are unavailable; and even with some helpful, and gratefully appreciated, information from our Wellington colleagues, the progress is slow.

In addition to the work on 258, we have had a major clean-up along the eastern wall of the shed and are preparing an area to store surplus materials and objects which can't be put inside. This includes a great quantity of second-hand bricks, which have useful resale value.

We have also been tidying and sorting around other areas of the shed area, as well as making more progress with the lunchroom upgrade and relocation of archival material.

We thank Alan Roi for his loyal updates.



Right: Moving 258 to the shed, Ferrymead

Below: Rotherham 37 about to undergo its hand brake test on 21 July.



R N Ashton

WORLD NEWS

edited by Bruce Lake



AUSTRIA Salzburg

The seventh of the new batch of Hess lighTram®19 DC arrived on 27 July, completing the order. They are numbered 416 – 422 and will be joined by another seven similar vehicles in the first quarter of 2022.

The last Gräf & Stift trolleybuses have been decommissioned. The last in use were 233, 236 and 245. 233 and 245 were withdrawn on 8 July and will go to Ivano-Frankivsk for further service, along with 229, 244 and 247, which were withdrawn in April and May. 236 remains in Salzburg as a historic vehicle. Van Hools 264, 273 and 276 were deregistered on 27 July and it is planned that they will be sold for further service in Zaporizhzhya, Ukraine.

BULGARIA Ruse

The 12 NAW/Hess/Saas trolleybuses recently purchased from Lausanne include Nos. 774, 775, 776, 778, 780, 781, 789, 790, and 791.

CHINA Shanghai

The Road Transportation Bureau of Shanghai has recently put forward recommendations to optimise the trolleybus network. It plans to retain six of the twelve original trolleybus routes, namely 14, 15, 19, 20, 23 and 24, as well as medium capacity route 71. The existing infrastructure would be fully upgraded and modernised. These six traditional trolleybus routes have been in operation for more than 60 years. Route 14 is the oldest trolleybus service in the world, having seen uninterrupted operation for 107 years. Routes 15, 19, 20, 23, and 24 each travel through more than four historical scenic sites or tourist attractions.

Routes 6, 8, 13, 22, 25 and 28 would be converted to battery bus operation. The plan is currently being reviewed prior to implementation.

CZECH REPUBLIC Brno

Twenty Škoda 27 Trs were ordered in January and an option for a further 20 has now been activated. Delivery of the 40 new articulated trolleybuses will be completed by the end of 2022. The Škoda 15 Tr, 22 Tr and 25 Tr types will then all be eliminated from the fleet.

CZECH REPUBLIC Plzeň

Starting from 1 September for a trial period of one year, line 11 is being extended. It will use the route of former test line 19, i.e. line 11 will now run from the Central Cemetery - bus station – Křimice. Some connections will run to Malesice instead of Křimice. Operation between the bus station and Křimice / Malesice will use the battery drive. This will fully replace bus line 35.

CZECH REPUBLIC Praha

In addition to the programme of conversions of diesel lines to battery trolleybus services, on 13 July city councillors approved a plan to electrify line 201 (Nádraží Holešovice (metro C) - Bulovka - Strážkov (C) - Letňany (C) - Kbely - Satalice - Za Černý most). Overhead line will be erected on about 58% of the route and the vehicles will use battery power for the remainder.

Battery charging facilities in Klíčov garage will also be expanded.

A public contract for the selection of the contractor for the infrastructure for line 140 is currently being prepared.

HUNGARY Szeged

The operator is seeking to purchase four articulated battery-powered trolleybuses as part of the state's "Green Bus" programme, which provides an 80% subsidy. This would be the second attempt to acquire new articulated trolleybuses. In October 2018 a contract was signed with Škoda Electric for the delivery of five Škoda 27 Trs equipped with batteries, with an option for an additional three vehicles. However, the procurement process was suspended after the project failed to receive financial support from the Hungarian government.

ITALY Rimini

Testing of the VanHool ExquiCity trolleybuses on the new METROMARE BRT line commenced on 16 July and will replace the buses that have been operating the service once testing has been completed.

They have been given fleet numbers 36511 to 36519.

ROMANIA București

The city launched a market consultation in July to obtain information from manufacturers on prices and timetables for the possible delivery of 100 articulated battery-equipped trolleybuses with an acceptable length of 17.4 to 18.8 m.

The consortium of manufacturers Bozankaya of Turkey and Sileo of Germany which won a contract in 2019 to provide 100 rigid trolleybuses has taken the city to court following its withdrawal from the contract.

ROMANIA Vaslui

Trolleybus operation is set to resume next year following the signing of a contract with Solaris Bus & Coach on 14 July for the supply of ten 12m trolleybuses. Delivery is expected within 12 months of the contract being signed.

RUSSIA Chelyabinsk

It has been announced that the trolleybus system is to be operated on a franchise basis as a way of injecting investment into the run-down system. The average age of the fleet is 23.4 years and the promised development of the system by the city has not been implemented. Sinara Group has expressed interest and with the announcement other bidders will be able to apply.

Sinara Group promises that the city will acquire 168 new vehicles, 98 of them with batteries allowing extended autonomous running of up to 20 km.

The concession will be for a period of 15 years, during which time the concessionaire will receive the passenger revenue. If an agreement is concluded in autumn 2021, the first 40 new trolleybuses will arrive in the city as early as next year.

RUSSIA Samara

The 22 new Admiral 6281.00 trolleybuses have been in regular service since 7 July, painted in an orange livery and numbered 98-119. They are allocated to Depot 2.

RUSSIA Saratov

Delivery of a batch of 24 Admiral 6281.01 battery-equipped trolleybuses had commenced by the end of July. They are designed to provide extended autonomous operation for up to 12 to 20 km, depending mainly on heating and air conditioning performance, the degree of smoothness of road traffic and the occupancy of the vehicle.

Saratov is the first Russian city to receive the 6281.01 advanced type trolleybuses. They will be subjected to a short phase of testing in Saratov, after which they will begin to be put into service. The city is seeking to purchase another 46 of the type.

The arrival of 90 ex-Moskva trolleybuses has also helped to rejuvenate the fleet.

RUSSIA Yoshkar-Ola

Ten Belkommunmash AKSM-321 trolleybuses were due for delivery by 1 September.

With the receipt of 32 fairly modern ex-Moskva trolleybuses the fleet has expanded slightly and the average age has reduced.

With thanks to: Dave Chick, Zdeněk Kresa, Gunter Mackinger, Jan Spousta, *Bus Portal*, *Československý Dopravák*, *Trolley: motion*, sustainable-bus.com, *Urban Transport Magazine*, Internet sources

TROLLEYBUSY 2021

1936
1941

85 years of ŠKODA trolleybus production

80 years of trolleybus operation in Pilsen

MAKE TROLLEYBUS CELEBRATIONS GREAT AGAIN!

October 1-3, 2021

Pilsen, Czechia

Trolleybus anniversary celebrations
+ launch of two new books

FRIDAY / October 1

ACCOMPANYING PROGRAMME
the Transport Museum in Strašice
village will be open (3-8 pm)

SATURDAY / October 2

MAIN DAY OF THE
TROLLEYBUS CELEBRATIONS
book launch, thematic lectures,
rides on historic vehicles

SUNDAY / October 3
rides on historic vehicles

Programme details and additional information:
<http://trolleybuses2021.spvd.cz> / trolleybusy2021@gmail.com



Pilzeňské městské
dopravní podniky



This Summer at Sandtoft



R N Ashton

Above: Reading Sunbeam F4A/Burlingham No. 193 returns to the Trolleybus Museum at Sandtoft on 21 July.

Below: A new feature of Trolleydays at Sandtoft is a display of vehicles on the land to the north of Burntwood. On 25 July, Manchester 1344 and Rotherham 37 line up with Reading trolleybuses 174, 144, and 193.



D G Chick