

TROLLEYBUS

Vol. 60 No. 723

October 2021



The magazine of the British Trolleybus Society



Dayton Trolleybus Tour

B T S Members' Weekend at Sandtoft

Preservation progress: Cardiff 243/62, Ipswich 26

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 723 October 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

Printed by Barden Print
Birkby, Huddersfield
Telephone (01484) 422522

*Trolleybus should be regarded as
overdue to subscribers if not received
by the 20th of each month*

© The British Trolleybus Society
Registered Charity No. 1033666



Bournemouth 301

Since 301's arrival at Hooton Park a good deal of additional work has been identified as being required. Although the BTS Committee had wanted to give members attending the Members' Day at Sandtoft a first opportunity to see the vehicle following restoration we have decided that it is preferable to finish the work before it returns to the Museum.

We regret the disappointment this will cause but we hope that members will understand that this is in the vehicle's best interests.

BTS Calendar 2022

Next year's calendar features 13 photographs and captions by Tony Belton on the 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, Bournemouth (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, so buy lots - all profits go towards trolleybus preservation! £12 including postage and packing by post from BTS Sales 1 Mentmore Road, Leighton Buzzard LU7 2NY. Order online [Other Publications from the British Trolleybus Society](#)



British Trolleybus Society 2022 Calendar

Trolleybus Tours: Photographs and captions by Tony Belton

On The Cover

Although this appears to show a procession of trolleybuses, in fact they were forming into a line-up on the final day of the BTS Weekend at Sandtoft. Manchester 1344 and Nottingham 506 both turned to their left immediately after this photo was taken and South Shields 204 stayed where it was.

D G Chick

BTS 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.

We are expecting to restart meetings at the Oddfellows Hall in Reading with effect from January 2022, and an announcement will be made nearer the time.

Friday 5 November To be announced

Use this link to join the meeting:

<https://us02web.zoom.us/j/86593498831?pwd=azhXWkp0eJlwMm5kK202MXkrzJ0UT09>

Meeting ID: 8659349 8831

Passcode:854824

Meetings Organiser Graham Bilbé, 12 Belle Avenue, Reading RG6 7BL. Email grahamebilbe@btinternet.com

LONDON MEETINGS

Held at The Model Railway Club, 4 Calshot Street, London N1 9DA (nearest Underground station: King's Cross). Organised by the NTA. BTS members welcome. Start 19.00 – doors open 18.30.

Meetings Organiser John Parkin, 59 Beechwood Court, West Street Lane, Carshalton SM5 2QA. Email trolleybus654@aol.com

Wednesday 20 October John Laker with a video presentation including Auckland and Wellington in 1977, Ghent, Yalta, Shanghai and Beijing in 2012, Luzern, Naples, plus events at the Black Country Museum and the 2012 London Event at EATM Carlton Colville.

WEST MIDLANDS TRANSPORT CIRCLE

BTS members are invited to attend WMTC meetings, which 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!

If you are thinking of attending please email Mike Richardes for the latest information on timings. michael.richardes64@btinternet.com

NEW MEMBERS

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

James Bentley, Appleton-le-Street, near Malton, North Yorkshire

OCTOBER 2021

MONTHLY PRIZE DRAW

As is traditional, there was no Prize Draw in August but two were held in September.

The winners in the **August Prize Draw** were:

£70 **C Spencer**, Reading

£50 **J Savage**, Coalpit Heath, S Glos

The winners in the **September Prize Draw** were:

£70 **D Chick**, Reading

£50 **M F Cooke**, Market Bosworth, Leics

TROLLEYBUS

As some members will already know, our Production Editor, Philip Jenkinson, has been unwell for some time and he has recently been advised that his condition is terminal. It is possible that a course of chemotherapy which Philip has started will give him longer with us but he is resigning as Production Editor, to take effect after he has completed the December edition of *Trolleybus*. I know that members will join me in sending our best wishes to Philip and hoping that his treatment is successful.

The Society is therefore seeking a volunteer to take over as Production Editor with effect from the January 2022 edition.

The responsibilities of the role are to receive magazine content in electronic form, usually Word documents and JPEG or other photographic files, and lay out and design the magazine using desktop publishing software, ready for printing.

Please contact me to express interest and learn more about the role of Production Editor.

Dave Chick
editor@britishtrolleybus.org.uk

WHEELS

Philip Jenkinson is also the editor of *Wheels*, the monthly journal of the former West Yorkshire group of the British Trolleybus Society which is available as an additional publication.

Wheels was originally the magazine of the West Yorkshire Transport Circle (WYTC), which was one of the founding organisations of the Trolleybus Museum at Sandtoft. WYTC merged with the BTS thirty years ago, something that we remembered as part of the Society's 60th anniversary events at Sandtoft in August.

If you would like to help us to continue to publish *Wheels*, please write in the first instance to Philip Jenkinson (contact details on page 182)

Dayton Trolleybus Charter

Photographs by JAKE BIERMANN

Hoosier Traction Meet is a not-for-profit educational organisation devoted to the study of the history, equipment and operation of electric railways in the USA and Canada.

In August the group held its annual conference in Dayton, Ohio. On Friday and Saturday 20 and 21 August there was a full programme of lectures starting at 08.30 and continuing until late evening with a wide variety of electric traction subjects, including

sessions devoted to trolleybus operation in Chicago, Cambridge and Milwaukee.

Sunday 22 August saw delegates touring the city using a fleet of five trolleybuses; two members of the present fleet (Gilligs delivered in 2014 and 2019) and three historic trolleybuses, a 1977 Flyer E800, a 1982 BBC ETB and a 1998 ETI-Škoda. Also included was a tour of the bus garage.



Above: 1402 was one of the prototypes for the new fleet.

Upper Right: All five vehicles used for the trolleybus charter are seen together, with 937 leading.

Right: BBC 110 and Flyer 937 from the historic fleet.





Above: 110, 9835 and 1402.

*Below: The ETI-Škodas were withdrawn upon receipt of the new Gilligs.
9835 crosses the path of 937.*



BTS AGM and Members' Day

There is still time to book for these events, to be held at Sandtoft on Saturday 16 October. The Members' Day event, including lunch, tea and coffee is available for a suggested donation of £10, payment of which may be made on the day by cash or card. There is no charge for attending the AGM only.

Unfortunately, Bournemouth 301 will not after all be available for this day (please see more about this on page 183).

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.

A form will be found with this edition of *Trolleybus* setting out a motion to increase subscription rates. Members may use this form for a postal vote or may vote in person at the AGM. Should more than one nomination have been received for any post an election will be required and the details will be found on the same form.

Below: On Bank Holiday Monday, David Jukes of Preserved Bus & Coach magazine suggested that BTS members present should join the line-up for a group photograph.



BTS 60th Anniversary Event

By Dave Hall

Photographs by Dave Chick



South Shields 204 passes Huddersfield 631.

Earlier this year I was formulating plans made by a BTS sub-committee for members to celebrate our 60th anniversary, the first ten years as the Reading Transport Society. Part one was an event at the TM@S over the August bank holiday whilst part two would be in Reading the following weekend.

Although the second part had to be postponed until April 2022 due to ongoing uncertainty about the pandemic, at least part one could be achieved, although there was much work to do to get our vehicles ready to operate.

The original plan was to launch Bournemouth 301 into service following a repaint and electrical repairs at Keighley Bus

Museum. However, due to circumstances beyond our control, 301 had to have the work finished off elsewhere, which meant an extra delay due to having to move it to Ellesmere Port. Also, London 1812 is about to go to Dorking for a major mechanical overhaul, so that was another vehicle ruled out. Additionally, most of the remaining BTS fleet at Sandtoft had not moved for more than 18 months because the museum was closed throughout 2020 due to the pandemic, which meant they had to have a thorough inspection, test and clean up before being able to operate.

Huddersfield 631 was operational as it had seen service when the museum first reopened in May this year, and Manchester



Manchester 1344, Nottingham 506 and Reading 113 pass through Sandtoft Square.

1344 had also operated in May but was now due its annual test before it could see service again.

A week before the event, Graham Bilbé, Francis Whitehead and Roger Clark arrived at Sandtoft to begin vehicle preparation. Glasgow TB78 required attention to its rear platform, Manchester 1344 had to have a handrail repaired whilst Reading 113, South Shields 204, Cardiff 203 and Walsall 872 had to be pulled out of the depot for inspection and testing.

As the week progressed, Dave Chick, Paul Weal and yours truly arrived to clean the vehicles. Cardiff 203 and Walsall 872 were tested but had faults which could not be fixed in time and so were declared non-runners. Roger and Francis worked hard to get the rear platform on Glasgow TB78 repaired in time, only to discover when the vehicle was tested that there was oil leaking on the rear hub, which could not be fixed in time. TB78

along with 872 and Bournemouth 99, which is awaiting restoration, were put on the back field on display along with Limoges 5 and Reading 144 as an acknowledgement of the work that both the late Martin Nimmo and Mike Dare did for the BTS, both being prominent members in our 60-year history. 203 was also on display on the back curve.

On the first day of the event, Saturday 28 August, the usual staff briefing took place before the museum opened up. Reading 113, Huddersfield 631, Manchester 1344 and South Shields 204 were used to provide the trolleybus service during the day, three of them in use at any one time. I was presenting film shows in the Regal Cinema whilst the Toy and Model Museum managed by Graham Bilbé provided another attraction. Tours of the Isle of Axholme were undertaken using preserved motorbus Doncaster 55. At 13.30 a line-up of the vehicles was made and BTS Chairman, Dave Chick, took to the

microphone to give details of the history of the vehicles in use. Visitors were then invited to board the vehicle of their choice, following which all four trolleybuses ran together for a while. Paul Weal and Roy Fawcett manned the sales stand inside the depot in company with a DO&LRS stall.

The Sandtoft café did a roaring trade with Jo Hanchett, Bob Rowe, Francis Whitehead, Val Francis and John Stainforth having their work cut out to keep up with demand! A film show looking back at the BTS's past was presented in the Regal Cinema during the evening for staff who were unable to see these shows. It was a chance to remind ourselves of both the hard work and funny antics we got up to in our much younger years!

Keith Burbidge brought his working model of a Bournemouth Sunbeam



Graham Bilbé, Francis Whitehead and Roger Clark rebuilding Glasgow TB78's platform.

MS2, based on a mobility scooter, which had proved very popular when it had appeared at Sandtoft for the commemoration of the 50th anniversary of the closure of that town's trolleybus system in 2019 and this time he also brought a model of one of Bournemouth's full-front Leyland Titan PD2 motor buses, also using a mobility

scooter. These small vehicles spent three days delighting our visitors, especially when they set off together, with Keith driving the Sunbeam and Les Taylor in his vintage police outfit taking the wheel of the Leyland.

We were pleased to welcome a visiting motor bus on Sunday, when Hull 337, a 1953 "tin-front" AEC Regent III with Weymann body arrived and spent the day on display alongside the BTS trolleybuses.

On Sunday 29 and Monday 30 August, Saturday's events were repeated but with Nottingham 506 additionally being able to take up service from late on Sunday morning following repairs to some of its seats.

Keith Burbidge's model Bournemouth vehicles.





South Shields 204 waits to depart from the recently-completed Lichfield shelter.

When Dave Chick introduced the five-vehicle parades on these days he pointed out that the inclusion of Huddersfield 631 and Nottingham 506 recalled another group that had helped to found the Trolleybus Museum in 1969, as they had been the two trolleybuses owned by the West Yorkshire Transport Circle (WYTC). When WYTC had merged with the BTS in 1990 they joined the Society's fleet, with the late David Needham and his wife Bernice taking on responsibility for and then ownership of 506.

Right: Seen in the display area are Glasgow TB78, Bournemouth 99 and Walsall 872. At the far end is the visiting Hull AEC Regent III which was built in 1953, the same year that Hull's first "Coronation" class Sunbeam MF2B was delivered. The Society's offer to purchase a Coronation was rejected and all Hull's trolleybuses were scrapped.

On one of the days we were pleased to welcome Paul Chandler from the Long Shop Museum, who had come to look at Mexborough & Swinton 34 before a team from the BTS visits the Garrett restoration team at Leiston.

Looking back over the three days, despite the challenge of getting vehicles in operational working order and cleaned up, it can be considered a very successful event, with exceptional visitor numbers, Monday seeing the largest number of visitors and BTS members.

Our thanks go to the Sandtoft Board for facilitating the event and especially to Chief Operating Officer, Stewart David, for sorting out a roster with the limited staff at his disposal. Also, to the many I have not mentioned such as the traffic staff, reception staff and the engineers on site for the weekend who contributed so much to a successful and lovely weekend.

Below: The line-up on 29 August: 204, 631, 113, 1344 and 506.





Above: Huddersfield 631, Manchester 1344 and South Shields 204 in service, with Cardiff 203 on display behind them

Below: The Society was created to preserve Reading 113, and so it was important that it should be part of the service fleet for the anniversary weekend.



MUSEUM & PRESERVATION NEWS

edited by Jody White



Long Shop Museum, Leiston

Progress on

Ipswich Garrett Trolleybus No. 26

Since the return of Garrett trolleybus No.26 to the Museum, the volunteer team has been busy assessing the scope of work required and to ensure the structure of the body is safe for volunteers to work and for visitors closer access to the work in progress. Having now established there are a number of very significant components in the driveline missing, the Museum Trustees have decided to restore No. 26 as a static exhibit and return to as near as practicable to a similar condition as built in 1926. Whilst in a perfect world, restoring to a fully running condition would be our ultimate goal, should missing components become available, the practicalities of installing an overhead catenary system at the Museum are not possible in its present configuration.

Generally, the chassis and body are in fair condition considering it is 95 years since No. 26 left the factory. Though the exterior shows signs of weathering we expected to find some deterioration of the roof under the felt but this has not proved to be the case. The roof is sound with no detectable soft spots or rot from water ingress. The internal hardboard roof lining has been removed revealing the tongue and groove boarding to be in excellent condition.

The bottom rail of the body on the near-side is missing having presumably succumbed to age and weather, allowing the body to sag in the middle and misalign by approximately 18 mm. We will replace this to provide structural integrity before removing any nearside

body panels. A screw-prop has been fitted supporting the internal metal frame.

The offside body frame internally shows no signs of deterioration and will remain in place as we work from the top down removing all the window panels to allow natural light to enter. All the window frames will need replacing as they are in extremely poor condition. We are obtaining quotes for glass and specialist advice on building new frames.

The external secondary 'shed' roof has been removed returning No. 26 to more of a bus-like appearance. The original roof is in reasonable condition but weather-proofing has been compromised by the multiple nails and screws of the secondary roof fitting. The original roof has had an additional bitumen coating applied and there is some cracking along the roof edges. We plan to replace the roof canvas to original specification, but with the latest environmentally friendly and safer sealing materials than white lead paint used in 1926.

On the mechanical side work has started to remove the steering box from the chassis. The steering column was crudely removed during the summerhouse conversion and is unserviceable. The Museum is fortunate that another chassis (No. 29) was recovered at around the same time as No. 26 which has been an external exhibit for a number of years. We will restore this unit and fit to No. 26 to allow steering to take place. The driver's door was removed to improve access to the steering box as the bottom hinge had stress fractured across the mounting holes on the body side of the hinge. The hinge is

manufactured from a substantial gauge of brass and we are hopeful a braze repair will be sufficient to effect a repair. It was noticed whilst the door was being removed a certain odour was present leading our volunteers to surmise the driver's area was the site of the summerhouse toilet.

Our volunteers are working hard to formulate a Bill-of-Materials to present to the Museum Trustees. Many items are obvious such as six new tyres and wheels. Though there are five wheels fitted, these are odd size combinations and not of original design; the tyres are beyond recovery with splits and tears in the sidewall, and in several cases there is no visible tread pattern. New glass, to modern safety specification is required where the original no longer exists. The interior has none of the original seating or fittings, and these will have to be made or purchased. The Ipswich Transport Museum have kindly offered to help where possible, allowing patterns and copies to be made from their items.

Following the completion of our 'shopping list' we will be in a much better position to determine the way forward along with a potential timeline and to perform a Gap Analysis establishing the hard and soft skills required. We can then approach funding bodies for the financial and skill support



needed for the numerous project work packs. The Museum and volunteers are very excited about this project and eager to add No.26 to our collection of exhibits.

Regular updates are posted on our Facebook page @TrolleybusNo.26

Thanks to Paul Chandler for this report of the progress up to 29 August.

Work has commenced on Ipswich Garrett 26 following its return to the Long Shop Museum. The photographs show the ceiling and roof and the Long Shop restoration team. (all: Paul Chandler)



Cardiff & South Wales Trolleybus Project

Cardiff 262 The 'decker had suffered much damage after the fire, and now the group has embarked on a long journey back to the point before the flames. Firstly, 262 was jacked up on blocks to take the weight off the tyres, followed by close examination and ongoing restoration:

Removal of the remaining panels and window pans from the offside was followed by thorough clean-up of the inner panels and a list of required repairs. Once cleaned up, the panels were found acceptable and received a coat of red oxide paint.

Unfortunately, the timber body framing did not cope as well and consequently, some of the pillar inlay and other timber sections needed replacing. Both the damaged sections and the area from which they originated were marked, careful to ensure that most of the timber could be kept as patterns.

Fitting timber inserts to 262's body pillars.

(Keith Walker)



The replacement acrylic for the rear platform window was delivered and fitted.

Upon inspection of the driver's cab, other problems were also detected. The large side window in front of the door had a number of structural issues, including a cracked window pan, in addition to the ruined lower steel structure, along with the window pan timber beneath. After the area was stripped, it was gradually rebuilt and the creation of the aluminium body panels began.

Cardiff 243

A modified destination blind was temporarily fitted; and in due time, the original, plus the rear blinds, will arrive from PWC.

A new STOPPING vinyl was made and fitted. From the emergency door, which was stripped and repainted, the cracked window glass was removed, then cut and toughened by Roman Glass.

The door locking bar assembly was removed and stripped down, along with a correction of its slight frame distortion. The

The extent of the work required can be seen in this view of 262.

(Keith Walker)



hardwood timber insert in the bottom channel was removed and a search continues for replacement.

Continuing at the rear, both lower rear rubber corners had been damaged; and on a visit to their supplier, they were able to re-profile the timber offside corner framing and to complete the new bottom aluminium strip, now fitted.

The remaining offside panel from beneath the waist-rail, in addition to the hinged inspection panels, were removed. Restoration to the hinged inspection panels will be somewhat involved; but luckily, only two minor sections of the timber framing needed repairing.

Many thanks to Keith Walker and Christopher Heatley for providing information, and their magazine 'CONTACTOR'. I'm sure any financial or physical help would also be much appreciated. If you have any questions, please contact:

Keith Walker: keith_walker49@hotmail.com



Right: Cardiff 243's front after the repairs.

Keith Walker

On Thursday 26 August, Gent trolleybus 11 did a special ride on the Arnhem network for the "Stichting Trolleymaterieel Arnhem" (STA). Trolleybus 11 is pictured here in Shuytgraaff, on line 7. It bears a special STA destination insert for this occasion.



Noa Dauby



Rotherham 73 was displayed at an open day on 31 August. It has a Sunbeam MS2C chassis and East Lancs body and when delivered in 1940 it was numbered 88. When rebuilt in 1950 it was renumbered 74, but is being restored to the condition it was in when it carried fleet number 73.

Robin Kitson

Bradford Trolleybus Association Chairman Gary Wilkinson has advised us that Robin Kitson, the BTA Vice Chairman and Treasurer, passed away on 29 August after having cancer diagnosed some time ago. Robin was a long-standing supporter of the Trolleybus Museum at Sandtoft and spent a day at the Museum soon after it reopened earlier this year.

Make a weekend of it!

If you're attending the BTS AGM and Open Day on 16 October, why not stay on for Isle of Axholme Running Day Sunday 17 October at the Trolleybus Museum at Sandtoft. 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.

Marseille Trolleybuses

Trolleybus Current No. 27 is now available from BTS Sales. This edition is devoted to the Marseille system and is produced to the high standards we have come to expect from this magazine. Buy it from the BTS and all profits go towards trolleybus preservation. Patronise the sales stand or order it online. www.british-trolley.org.uk/otherpubs.

WORLD NEWS

edited by Bruce Lake



BELARUS

In addition to the large order for new trolleybuses for Minsk (*World News*, July), orders have also been placed by Gomel (83 new vehicles), Hrodna (85), Mahilev (50), and Vitsebsk (45).

BRAZIL São Paulo

Metra, the operator of the network in the south of the metropolis, has won an extension of its concession for the existing network on the so-called ABD corridor until 2046, at the same time entering into an obligation to continuously modernise the trolleybus fleet on the previous six lines of this BRT network.

Metra also received the concession for the so-called ABC corridor, which includes the connection between the Sacoma metro station and the Sao Bernardo do Campo district. Originally, the construction of an above-ground, elevated monorail was planned here, which was to be integrated into the network as metro line 18. For cost reasons, it was decided to use another BRT route, the greater part of which has to be rebuilt. Initially, new electric buses are to be procured for use here. A connection with individual branches of the ABC network could make the use of battery trolleybuses a possibility in the future.

BULGARIA Vratsa

The first of the new trolleybuses have been running on lines 1 and 2 and on the restored line 1A. They are the latest model from the Belarusian manufacturer Belkommunmash of the type BKM 32100D "Olgerd" and are the first trolleybuses of the new design. They are officially known as Energis Metropolis – MP, which is de-

rived from the name of the delivery company.

FRANCE Lyon

Commencing 30 August trolleybus line C11 (Laurent Bonnevay - Saxe Gambetta) has been converted to operation by new Hess articulated trolleybuses.

FRANCE Nancy

Operation of the TVR system, which uses double-articulated trolleybuses using a guide rail over parts of the route, is now planned to end in March 2023. On 26 August Mathieu Klein, Mayor of Nancy and President of the Metropolis, announced that 25 conventional double-articulated trolleybuses would be purchased

to replace the 25 TVR vehicles. The new vehicles are expected to enter service before the end of 2023 on almost the same route as the T1 and will have around 10% higher capacity than the TVRs.

Before the announcement there had been speculation locally that motor buses would be purchased.

The mayor referred to the expansion of the trolleybus system in Lyon and showed photos of other double-articulated trolleybus types.

The cost of replacement using trolleybuses and the partial reuse of the overhead line is estimated to be €50 million compared to €500 million for trams.

The decision will be debated on 18

Advertising the regeneration of Lyon's line C11 from 30 August. (TCL)

November in the Conseil de Métropole du Grand Nancy.

Should the tram project be revived at a later date it is planned that the trolleybuses would be used on other lines. The overhead from the former system, which was abandoned in 1999, is still partly available.

GERMANY Eberswalde

On 20 August, a tender was announced for the design, construction and delivery of two articulated trolleybuses equipped with batteries.

ITALY Milano

The ten Irisbus Cristalis articulated trolleybuses purchased in 2005/2006, Nos. 400 – 409, have been withdrawn.

ITALY Verona

The specification for the long-delayed new system is being reconsidered, with the possibility that there may be a reduction from four to two routes. Any proposed changes must be submitted to the Italian Ministry of Infrastructure and Transport by October for approval if the city is to retain the agreed 60% subsidy for the project.

It is now planned that the trolleybuses will be 18.75m in length rather than 17.94m, although Hess has already built six of the 39 vehicles on order.

NORWAY Bergen

Erection of new overhead has not yet been completed and traction poles are still missing in places. The proportion of operation in battery mode currently is over 50%. Because the Solaris trolleybuses are limited to battery operation of 100 km per day, 15m battery electric buses are used in the evenings. This should change by the end of the year.

ROMANIA Ploiești

The last of the order for 20 new Solaris Trollinos left the Škoda works in Plzeň on 2 September for delivery. All the ex-Lausanne Neoplans had

been withdrawn by the beginning of September. They were built in 1988 but were withdrawn by Lausanne after two vehicles caught fire. Twelve of the type are still available but were thought to be unlikely to return to service. However, by 10 September 5911 was reported to be undergoing maintenance and may re-enter service.

ROMANIA Târgu Jiu

Eleven new Solaris Trollino 12s were in the final stage of assembly in Plzeň at the end of August. The following batch of nine vehicles will be equipped with traction batteries and will not be seen in Plzeň as they will have their electrics supplied by Polish company Medcom.

RUSSIA

Nizhni Novgorod

Testing of a battery-equipped trolleybus of type BKM 32100D began on 21 August. It was assembled locally by joint stock company CNII Burevestnik using imported modular parts from Belkommunmash.

The two companies also have an agreement that articulated type BKM.43300D may also be produced locally.

The city has recently acquired a large number of used trolleybuses from Moscow (70 vehicles, some of which have not yet been put into operation and will probably never be operational), but it has no money for new vehicles, and the trolleybus infrastructure is obsolescent.

It is hoped that an application for subsidies from the federal "Safe and Quality Roads" programme will permit the purchase of about 30 new trolleybuses with batteries.

RUSSIA Yekaterinburg

The 237 trolleybuses in this fleet have mainly exceeded their planned lifespan and there had been a possibility that trolleybus operation would cease. However, in August Deputy Mayor Aleksey Bubnov announced

that the city is to seek funding from the federal "Safe and Quality Roads" programme to purchase as many trolleybuses as possible, even if only "classic" trolleybuses are purchased (ie trolleybuses without auxiliary batteries). By the end of this year, it should be known how many vehicles the federal government will fund for the city.

SLOVAKIA Bratislava

The winning bid to supply 16 double-articulated 24m battery-equipped trolleybuses was submitted by a consortium of Škoda Electric, Solaris Bus & Coach (Poland) and Solaris Slovakia with a contract price of €16,760 million. Hess AG submitted a bid with a contract price of €21,677 million. Both prices exclude VAT.

After the tendering process has been confirmed these will be the first Trollino 24s to be ordered and will be due for delivery within 20 months of the contract being signed. They will be used on service 201 from the main station to Dolní Hony.

TAJIKISTAN Dushanbe

The Akia Avesto Avtomativ Industry company was founded in January 2018 by the Tajik Avesto Group and the Turkish company AKIA with the aim of producing Akia buses in Tajikistan. On 8 June the company presented two completely new vehicles, the Akia Ultra LF12 trolleybus and the Akia Ultra EV12 electric bus.

UKRAINE

Ivano-Frankivsk

Salzburg Gräf & Stift/Kiepe trolleybuses 229, 233, 244, 245 and 247 have been purchased.

UKRAINE

Severodonetsk

Three trolleybuses are being purchased, equipped with lithium-ion or lithium-titanium batteries to enable autonomous journeys of up to 20 km with at least 10,000 charge-discharge cycles and a service life of



Gunter Mackinger

Above: A few days after it entered service in August, Salzburg's newest trolleybus is Hess/ABB 422, seen working on the city's oldest trolleybus line at Quartier Riedenburg, which until 1940 had been the terminus of the only tram line.

Below: With the delivery of new Solaris Trollinos, Ploiești's fleet of ex-Lausanne Neoplans has been withdrawn, although as we went to press news arrived that one should be re-entering service. 5916 was photographed shortly before withdrawal.

at least seven years. The battery must be charged while driving under the overhead.

It was expected that the first vehicle would be delivered by 24 August and the other two by 24 December.

These are the first new trolleybuses since the delivery in 2011 of ten BKM 321s (401-410).

UKRAINE Zaporizhzhya

Salzburg Van Hool/Kiepe trolleybuses 264, 273 and 276 are being purchased.

With thanks to: Dave Chick, Jan Spousta, Československý Dopravák, TransPloiesti, Trolley:motion, sustainable-bus.com, Urban Transport Magazine, Internet sources



TransPloiesti



Above: Since 1 September Plzeň's service 11 has been extended for a trial period of one year. On the first day, Škoda 26 Tr 596 is seen in battery mode, arriving at the Náves Radčice stop in the Plzeň-Radčice district. Below: Road testing of new Solaris Trollinos with Škoda electrical equipment for Târgu Jiu has commenced. They are the first new trolleybuses to be supplied to the Romanian city since the original fleet was delivered for the opening in 1995. The vehicle is seen at the junction of Kopernika and Husova on 31 August.

