

TROLLEYBUS

Vol. 61 No. 728

March 2022



The Magazine of the British Trolleybus Society



*Bradford 50th Anniversary of Closure
Brighton Trolleybus Book Review
Platinum Jubilee*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 728 March 2022

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Printed by Barden Print, Birkby
Huddersfield. Tel: 01484 422522

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

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B T S NOTICE BOARD

Reading Meetings

Held at the Reading District Oddfellows' Hall, 118b Oxford Road, Reading RG1 7NQ. Admission: Adults £2.50, Juniors £1.50. Non-members £3.50. Meetings commence at 19.30. Organised by the BTS. NTA members welcome.

Friday 1 April

Dave Hall will be presenting a special show looking back at our achievements over the last 60 years, including a lot of historic ciné films. There will be plenty of fun too, including the classic film shows of 181 in Cardiff in 1969 and the sponsored cycle ride in 1972 as well as photos of members in their youth. We will also remember those that served the Society so well that are no longer with us. Not to be missed!

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 16 March Eddie Dawes. Have they diddled us? – LUT Trams and Trolleybuses.

Wednesday 20 April David Pearson Trolleybuses in Austria, 1970s - 2000s.

Bradford Meetings

Meetings are not being held at present.

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!

Wednesday 12 April

If you are thinking of attending please email Mike Richardes for the latest information on timings.

michael.richardes64@btinternet.com

MONTHLY PRIZE DRAW

January: £80 J O'B Smith, Staines

£55 M J Harvey, Reading

February £80 F R Terry, Oundle, Northants

£55 D J Clark, Hythe, Kent

New Members

This month we welcome two new members to our ranks:

Steve Harrison, Bassingham, Lincs

Thomas Walker-Werth, Milton Keynes

Bradford Closure 50th Anniversary and the end of UK trolleybus services in March 1972

This edition of Trolleybus commemorates the 50th anniversary of the closure of the Bradford system on 26 March 2022. Much has been written about this extensive trolleybus system which opened on 20

June 1911, therefore instead of writing about its history we offer instead a selection of photographs and captions supplied by Tony Belton.



Above: Number 844 had the honour of being chosen to be the final Bradford trolleybus and was especially painted for the occasion. This photograph of 844, taken at Crossflatts terminus in June 1963, shows the vehicle in better times as it had only entered service a few months earlier.

Number one in the charts on 26 March 1972 was Nilsson "Without You"

On the rear cover: Seven trolleybuses allocated to Duckworth Lane depot were experimentally fitted with trolley retrievers when newly rebodied by East Lancs between 1958 and 1960; number 711 of the batch is photographed at the City terminus of route 8 in Sunbridge Road. [Tony Belton]

On the front cover: Bradford 847 is passing through Saltaire whilst on its way to Bingley on route 26; the trolleybus, in impeccable condition, had entered service only three months prior to when this view was taken in June 1963. The chassis of 847 was originally Mexborough & Swinton Sunbeam F4 number 39 of 1950 which had carried a Brush single-decker body; it was the last trolleybus to enter service at Mexborough & Swinton. The chassis, amongst others, was sold to Bradford following the closure of the Mexborough & Swinton system on 26 March 1961; this incidentally was exactly eleven years to the day before Bradford closed. The 7'6" wide chassis was fitted with a splendid new 8 foot wide East Lancs double-deck body in Bradford in 1963 and the vehicle became the last trolleybus to enter service in Bradford. [Tony Belton]



Above: I always thought that it was the beginning of the end when it was decided to redevelop Forster Square; this resulted in the through trolleybus routes being split in two. The Bradford Moor section was replaced by buses and the Manningtree Lane routes were curtailed at the foot of Cheapside adjacent to the station; this arrangement only lasted until October 1963 when they were also converted to buses. Illustrated are views taken before and after the development started in November 1962: 747 on through route 25, showing incorrect route 30, from Bradford Moor to Saltaire before the work started and 755 on route 25 to Saltaire at the truncated terminus after the work had started.



Upper: One of the first routes to be withdrawn was the 34 from Bolton to Bankfoot on 29 February 1964; crossing Leeds Road at Laisterdyke is number 688 on its way to Bolton.

Lower: The final extension was route 17 to Holme Wood which opened on 6 March 1960. This was a branch off the Tong Cemetery route. At the terminus was a reverser and on this occasion 787 has de-wired whilst reversing and the result was so complicated that a tower wagon eventually had to attend to sort out the problem.



Upper: Newly repainted and looking splendid is 726 on route 8 at Duckworth Lane terminus in the winter of 1963. The terminus was situated opposite the Bradford Royal Infirmary.

Lower: Another view taken during the winter of 1963, this time at Bingley Autospares scrapyard, is of 687 which had been repainted in its original ultramarine livery to celebrate fifty years of Bradford trolleybuses from 1911 to 1961.



Upper: Entering Forster Square before the redevelopment started is 636 on through service 25 from Bradford Moor to Saltaire.

Lower: One of the things about Bradford was not only its variety of trolleybuses but also its buses, an example being 410, ex London Transport RT158, on route 68. Note the roof box which is still in use and the inadequate destination display aperture!



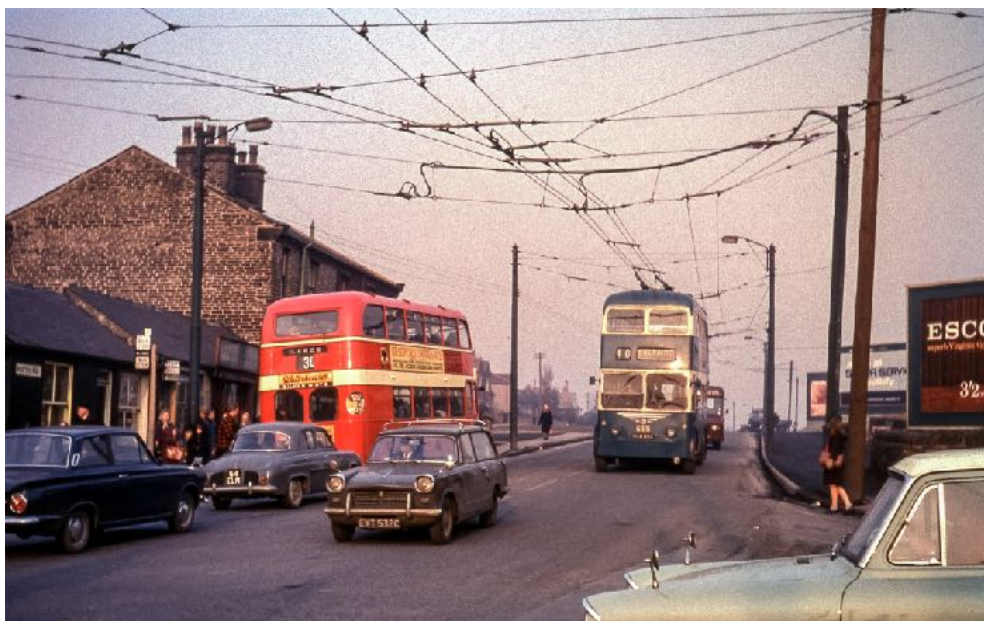
Upper: Bradford was renowned for its hilly routes, one of the longest being the climb from the City up to St Enoch's Road Top illustrated by 800, ex St Helens, on route 45 to Wibsey.

Lower: The steepest incline was departing the route 33 Ecclehill terminus; 810, ex Hastings, is about to depart the said terminus - hopefully not before the destination blind has been changed!



Upper. Bradford purchased two Brighton Corporation trolleybuses in 1959; arriving at Buttershaw terminus with its blinds changed for the return journey is 802, ex Brighton 49, looking immaculate. The vehicle didn't last long as apparently it was involved in a serious accident just a matter of days after this view was taken in June 1963.

Lower: Two victims of serious accidents were 768 and 766, both ex Notts & Derby; they are stored awaiting disposal in the yard at the side of Thornbury depot.



Upper: Whenever I see this view I have to laugh! I wonder if the driver just hated pedestrians or didn't like zebra crossings? Whatever the reason he wasn't going to stop to let them cross! 835 is about to turn at Town Hall Square to return to Clayton on route 37.

Lower: Bolton junction was a very busy intersection for trolleybuses; in this view 695, on a journey from Thornbury depot, is passing under a short section of latticework overhead before turning right into Idle Road to take up service to Saltaire on route 40.



Upper. The city centre in Bradford was subject to substantial rebuilding in the 1960s as can be seen in the view of 700. Its smart East Lancs body was built in 1956 and featured an enclosed rear platform.

Lower. Two different styles of East Lancs bodywork: on the left is 654 which was rebodied in 1956 and on the right is 797, ex St Helens, with its original body which dated from 1951. 797 is at the Pasture Lane terminus of route 38 whilst 654 is just arriving from Clayton on its journey to the City on route 37; note the destination blind is still showing Clayton.



Upper: Bradford was unique in having a trolleybus driver training circuit; the location was at the former Bowling Hill tramway permanent way yard off Wakefield Road. Training trolleybuses carried special fleet numbers 060 to 063: 063 of the batch, formerly 746, is negotiating part of the circuit.

Lower: Before the start of the route closures the run in after the evening peak was a sight to behold; trolleybus after trolleybus running along Leeds Road to reach Thornbury Depot. In this view the first in the line-up is an unidentifiable ex Notts & Derby followed by 807 ex Hastings and 762 ex Notts & Derby.



I had heard that there was a trolleybus body, apparently on a farm, very close to the terminus of route 18 at Tong Cemetery. I found the vehicle and it turned out to be Bradford 515 which was built in 1914; it was one of a batch of 18 trackless vehicles with front entrance bodies built by Bradford themselves.

About the trolleybuses depicted in this article:

636 AEC661T of 1937 originally with an English Electric body, rebodied by Crossley in 1952.

654 AEC661T of 1937/38 originally with an English Electric body, rebodied by East Lancs in 1956.

687 Karrier E4 with Weymann body delivered in 1938/39; received a thorough body rebuild in 1950.

688 Karrier E4 with Weymann body delivered in 1938/39, rebodied by Crossley in 1952.

695 and **700** were two of ten Sunbeam MF2s that were destined for Johannesburg in 1942; however, due to the war they were allocated to Bradford instead. In 1956 the ten vehicles were given new East Lancs bodies.

711 Karrier W with Roe utility body delivered in 1945/46, rebodied by East Lancs in summer 1959.

726 Karrier W with Park Royal utility body delivered in 1945/46, rebodied by East Lancs in 1959/60.

746 and **747** were BUT9611Ts with Roe bodies, two of twelve delivered new to Bradford in 1949.

755 BUT9611T with Weymann body one of eight delivered to Bradford in 1950/51. These were the last new trolleybuses purchased by Bradford.

762, **766** and **768**, ex Notts & Derby, three of fifteen 1949 BUT9611Ts with Weymann bodies, purchased by Bradford in 1953.

787 1944 Karrier W, ex Darlington where it had a Brush single-deck body, purchased by Bradford and fitted with new East Lancs body in 1959/60.

797 and **800** ex St Helens, were two of eight 1951 BUT9611Ts with East Lancs bodies purchased by Bradford in 1958.

802 ex Brighton Corporation, one of two 1948 BUT9611Ts with Weymann bodies purchased by Bradford in 1959.

807 and **810** ex Hastings, two of ten 1946/47 Sunbeam Ws with Park Royal bodies purchased by Bradford in 1959.

835 was one of six Darlington 1949 BUT9611Ts with East Lancs double-deck bodies. When the Darlington system closed, they were sold to Doncaster and then later on to Bradford where five of the six were given new East Lancs bodies in 1962. They were the only third-hand trolleybuses in the UK.

844 and **847** ex Mexborough & Swinton 30 and 39, 1948 Sunbeam F4s that had carried Brush single-decker bodies. The 7'6" wide chassis were purchased by Bradford and fitted with new 8 foot wide East Lancs bodies in 1962/1963.

Platinum Jubilee: The Trolleybus scene in 1952

On Sunday 2 March 1952 Bradford trolleybuses commenced operating on service 89 between the City and Thornbury, replacing motorbuses which two years previously had themselves replaced trams. To say the reintroduction of electric traction on this service was at least ingenious and full of foresight, thanks to the General Manager, is perhaps an understatement. Chaceley Humpidge had become the General Manager in Bradford the previous year and realised that as overhead already existed over the route (to permit access to the depot and works) conversion to

trolleybus operation was an obvious option. To open the route 13 'new' trolleybuses were utilised, comprising of five 1937 AECs (Numbers 635/6/7, 640 and 652) and eight 1938 Karriers (numbers 677/8, 682/4/5/8, 691 and 692), which had all received new 59 seat bodies by Crossley, and initially service 89 was operated exclusively by these rebodied vehicles.

Both these initiatives reflected the forward thinking of the new Manager; further route extensions were to take place on a regular basis until the end of the decade.



Bradford 640 (CAK 640) re-entered service with its new Crossley body the same day as new trolleybus route 89 was opened. It is seen in Hall Ings on 2 March 1952. [J Copland]

A less happy event took place in Reading on Thursday 27th, when AEC 126 overturned in Oxford Road, between Norcot and Kentwood terminus near Cranborne Gardens. It resulted in injuries to three passengers, although fortunately

none were fatal. The Park Royal bodied trolleybus was withdrawn from service as a result of having suffered a twisted chassis. This was the only time a Reading trolleybus overturned in service.

Upper: The local photographer was on hand to record the tragic scene in Oxford Road, Reading, on 27 March 1952. [BTS Archive]



Lower: Later on 27 March 126 is seen being raised, having gathered a large crowd of onlookers. Reading Corporation Transport's General Manager, W.J. Evans, is seen beside the traction pole on the right. [BTS Archive]



The Society's Safeguarding Policy

An introduction by Helen Cross

Creating a safe and welcoming environment, where everyone is respected and valued, is at the heart of safeguarding. It's about looking out for and actively preventing the harm, harassment, bullying, abuse and neglect of children and vulnerable adults.

Why does the BTS need a safeguarding policy?

As a charity we are required by law to have a policy setting out what we do to keep children and vulnerable adults safe. Although currently curtailed by the pandemic our ambition is for BTS to return to running a regular programme of meetings and events promoting the trolleybus to the public. We don't regularly work with groups of children or vulnerable adults but we still need to be ready to respond safely and well if there is a problem.

What do I need to do?

Anyone who witnesses, observes or suspects inappropriate behaviour or anything else untoward involving a child or vulnerable adult at a BTS meeting or event, or relating to the behaviour of a BTS member should report it to a member of the BTS committee or to event organisers. All reports will be passed to and recorded by the BTS's

appointed person for Safeguarding, Helen Cross and will be treated in the strictest confidence. The BTS has a legal duty to pass information and / or evidence relating to improper behaviour or abuse, or suspicion of this, to responsible authorities including the police.

The BTS works closely with the Trolleybus Museum at Sandtoft, where many of its vehicles are housed, including operating joint events at the Museum. When BTS members are on Museum premises (whether or not the Museum is open to the public) the Museum's safeguarding policy should take precedence over this document. Any Safeguarding concerns regarding the Museum and its operations should be raised with the Museum's responsible directors [currently Ian Wilson and Stewart David].

I want to know more

The BTS Safeguarding policy is available on our [website](#). It includes a short guide to support BTS, its members and volunteers to understand how BTS expects to interact with children or vulnerable adults, and how to respond if they have a safeguarding concern.

BTS News

News & Events Goes Large

Introduced during lockdown, our monthly email newsletter has proved very popular. After the BTS and the Sandtoft Board agreed a development plan that will result in a vastly improved visitor experience, a special joint BTS/ Sandtoft Newsletter was published.

That also proved successful and from the February/March News & Events the newsletter is now jointly published by BTS and STCL, with the Bradford Trolleybus Association and the Doncaster Omnibus & Light Railway Society also being invited to submit news.

To make sure of your copy every month, please sign up to the BTS website.

[Please login \(britishtrolley.org.uk\)](http://britishtrolley.org.uk)

Society News

Donations

The Committee wishes to thank BTS members who have made some generous donations recently. The donations were by Paul Fox to the Mexborough & Swinton 34 fund, Mervyn Stedman to London 1812 for its mechanical overhaul, and Brian Hadnam to the Burntwood Gateway project.

It is expected that 1812 will have moved to Dorking by the time you read this. A second quote for the Burntwood gateway work is being sought and work will proceed as soon as possible.

Bournemouth 301

Keith Baynton has repainted and refinished the staircase and its hinged advertisement boards.

Glasgow TB78

The CAD drawing for the interior vent covers have been amended by Louise Whitehead, who is planning to produce a small variety of 3D printed templates to confirm what radius offsets best suit the curved panels on both decks to which the vent covers are fixed.

BTS 60th Anniversary Weekend 1 & 2 April

Friday 1 April Dave Hall will present a look at our achievements as a Society. See page 42.

Saturday 2 April

- A tour using a preserved Reading motor bus will cover all the former Reading trolleybus routes, starting at 14.00 and finishing around 16.30.
- Anniversary dinner at the Penta Hotel, Oxford Road, Reading RG1 7RH, meeting at 18.30 for a 19.00 start. A three-course meal is on offer together with tea/coffee for the price of £35 per person. Our new President, Nicholas Owen, will be attending and will say a

few words to us. The full menu may be viewed on the BTS website.

Places are limited so book now! A £10 deposit is required for the Dinner. Book using the BTS website and pay by PayPal [Latest News \(britishtrolley.org.uk\)](http://britishtrolley.org.uk) or send a cheque for £10 made out to British Trolleybus Society to Dave Hall. Please also book the bus tour by contacting Dave.

Contact Dave Hall by email at wiltshireman@aol.com, or write to him at 9 Hanover Court, Fieldfare, Swindon, SN3 5BG.

The London Event at Sandtoft

An offer by the BTS to organise the events to commemorate the 60th anniversary of the London trolleybus closure, which are being held over the August Bank Holiday weekend, has been accepted by the Sandtoft Board. More details will follow.

Committee Developments

By a unanimous vote the Committee has appointed Helen Cross Deputy Chair of BTS.

Prize Draw

Andrew Barton reports that this is a record year for the Monthly Prize Draw, with 48 members holding 149 shares. Thanks to all of you, the Mexborough & Swinton 34 restoration fund will receive a good boost.

Attention all Gmail users

Following a recent Gmail upgrade, emails sent via the BTS website to members with Gmail accounts having been bouncing back. It appears that these are being treated as unsolicited mail and are being rejected. This means that members with Gmail are not receiving the News & Events Newsletter or membership renewal notifications.

It is thought that setting up email addresses using @britishtrolley.org.uk as "safe senders" may rectify the problem.

Book Review

Around Brighton by Trolleybus part 1 by Mervyn Stedman.

A4 hardback.

Published by Adam Gordon.

ISBN 978-1-910654-30-9.

Price £45

AROUND BRIGHTON BY TROLLEYBUS PART 1



Mervyn Stedman

Published by Adam Gordon

This book, the first of two parts, contains 162 pages with 243 photos (49 in colour) and 40 of those images are on a full page. Also included are four colour paintings and period adverts for AEC, BUT and Crompton-Parkinson featuring Brighton trolleybuses.

The history of the Brighton system, which includes the Corporation vehicles and those belonging to Brighton, Hove and District is covered in just four pages and

although not a comprehensive history, it tells the basic story. Also included are details of the vehicles, overhead wiring, the two garages, advertisements and a map and the chronology of routes.

The story of the last day of operation of both systems is covered later in the book as are the vehicles that went on for further service in Bournemouth, Bradford and Maidstone and those which subsequently ended up in preservation.

The book itself contains some wonderful photographs covering the end of the trams in 1939, the testing of the trolleybuses prior to entering service, the first days in service, the war years right through to the very end in 1961. Most of the photos I have not seen published before and the captions are well written and very informative.

I never saw the Brighton trolleybus system, so I was hoping to get a flavour of what the system was all about. Although I enjoyed the contents of the book, I will certainly need to purchase part two to complete the story, as it will include details of all routes operated together with photographs of the vehicles in service. The routes, and in particular, the environment in which the trolleybuses operated is so important for me to get a feel for a system. Part two will be published later in 2022.

I do recommend this book to enthusiasts although having to obtain a second volume, presumably at or near the same cost as part one, this becomes expensive for what was not a particularly large trolleybus system. I would also hope that the map showing the routes could be spread across two pages to make it larger. However, it is worth purchasing without a doubt.

Dave Hall

MUSEUM & PRESERVATION NEWS

Edited by Jody White



East Anglia Transport Museum

With the start of 2022 comes another yearly service planner to ensure our fleet is as safe and reliable as possible. We run to modern PCV standard and have 3 different grades of service on our fleet, plus the fifth-use inspections:

- an A inspection - repairs and check levels, grease, torque and check wheel nuts, etc., clean contactors and a brake test
- a B service that is the same as above, but all fluids are changed along with boom tape and ropes
- a C service - a very heavy B service where we strip down the hubs and check wheel bearings for wear - and check axle stubs. All brake components are taken apart to be cleaned, measured with worn bits replaced. Springs taken apart to check for cracks and re-greased between the leaves. King pins and bogie pivot pins are removed and checked for wear.
- Fifth-use inspections - Every time a vehicle is used 5 times it is checked over by one of our engineers, and any repairs are completed before going back into traffic.

So there's a lot more to maintaining a trolleybus fleet than most people realise.

Hastings 34: All is well underneath and everywhere else, except for a fractured front spring; so the axle has been dropped and the springs are off to be remade.

London 796 is receiving its B service and having new traction cabling from the heads

down to the cab. The heads have been stripped and overhauled. A loose nut on the rear OS spring fox clip has been replaced. She will be back in service very soon!

London 260 has had its Motor Generator



[Keith Hopkinson]

Connor teaching Ben as they work on London 1521's axle.

set removed and sent away for rewind, as it started to creep up on its leakage readings over the winter months.

London 1201 and 1521 currently have no steering boxes in, as they are away being



[Connor Drage]

London 796's trolleyhead after refitting.

rebuilt by Marles, specialists in Leominster. 1521 is currently part way through its "C" service and the front axle has been stripped. New king pins and bushes are being fitted, all in preparation for the London anniversary event we have planned this year.

Restoration:

Notts & Derby 357- The following work has been completed on 357, which when it first

- All stress panels fabricated and fitted in-house
- All wood replaced and original panels stripped and refitted

Many thanks to Connor, Head of Engineering

cdrage@eatransportmuseum.co.uk

The Trolleybus Museum at Sandtoft

Museum reopens Saturday 26 March

On this day it will be exactly 50 years since the Bradford system closed, simultaneously ending UK trolleybus service operation. On the weekend of 26/27 the Museum will be running a selection of its Bradford vehicles to commemorate the anniversary. The main Bradford commemoration will be held over the May Day Bank Holiday weekend, when Bradford 844, which is still decorated as Bradford's last trolleybus, will operate at Sandtoft. It is on loan from Keighley Bus



Notts & Derby 357's new framework and stress panelling.

arrived, was not in particularly healthy condition:

- NS lower deck stripped
- NS interior stripped
- New NS pillar fabricated and fitted in-house
- New wooden frame work cut and fitted
- Complete new set of NS lower stress panels fabricated and fitted in-house
- New outer panelling fitted
- New light wiring and bell wiring loom made up and installed
- NS cab frame replaced
- New NS stress panel fabricated and fitted
- New front destination frame made in-house and fitted
- Top deck NS stripped

Museum.

Toy Museum Official Opening

The Sandtoft Toy Museum has been open informally since May 2019, but we are pleased to announce the much-delayed formal opening by Thomas Forrester, well-known auctioneer and antiques expert from TV's Bargain Hunt and Antiques Roadtrip programmes. Thomas will then be available to advise on and value visitors' items that they've brought along (maximum two items).

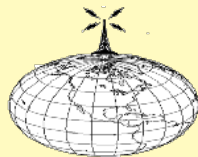
The launch will also see the Toy Museum expanded by opening up another display room.

Come along and join in!

[Open Days – Trolleybus Museum at Sandtoft](#)

World News

Edited by Bruce Lake



CZECH REPUBLIC Brno

The last Škoda 25 Tr to operate was No. 3613, which ran on all services on 6

In-Motion Charging trial that has also seen 12m Trollino No. 345 receive batteries. 446 was seen on test in battery mode

MEXICO Mexico City

The 197th of the new Yutong trolleybuses to be delivered since 2019 arrived on 27



Two of Brno's specially-adapted vehicles which apply antifreeze mixture to the overhead are Škoda 14 Tr10/6 No. 3239 which was built in 1991 and was modified in time for the 2021/22 winter season, pictured with Tatra T3M tram No. 1544 at Česká junction. [BMHD.cz]

February and was then withdrawn.

CZECH REPUBLIC Pardubice

To celebrate the 70th anniversary of the start of trolleybus operation a Škoda 14 Tr operated a special service between hlavní nádraží (main station) and Lázně Bohdaneč on 22 January. The first trolleybus service ran to Lázně Bohdaneč on 20 January 1952.

ESTONIA Tallinn

Solaris Trollino 18 No. 446 is the articulated trolleybus chosen to be equipped with traction batteries as part of the

on 15 January and 345 was seen being tested ten days later.

ITALY Parma

From the start of the summer timetable on 6 June 2021, trolleybus line 1 was extended by 4.7 km to the Parcheggio Nord motorway car park replacing bus line 2, which now terminates at the station. From 9 September 2021, the 10 battery trolleybuses procured at the beginning of 2020 started electric operation on Line 1. Line 1 is now 10.5 km long, with trolleybuses covering around 42% using the overhead for charging.

January, one of a batch of eight (Nos. 22001-08) which are destined to operate on line 6. Trolleybuses of the 9700 and 9800 series procured in 1997/98 have been gradually overhauled since November 2021 and will also receive the current blue livery. According to the website of the Servicio de Transportes Electricos, the fleet consists of 290 trolleybuses that run on the nine lines with an average of 4-minute intervals. Before the arrival of the Yutongs, only 125 trolleybuses were available for the eight remaining lines of the 203 km network. In 1987 1,115 trolleybuses were still operating on a network of 557 km with

30 lines.

500 trolleybuses are to be procured in the medium term for the planned expansion of the trolleybus network. In preparation for the next tender another Chinese manufacturer (Zhongtong) has provided a demonstration trolleybus.

NETHERLANDS Arnhem

Trolleybus route 1 Oosterbeek – Velp) ceased operating through to Oosterbeek from 12 December because of a dramatic fall in ridership during the Covid-19 pandemic.

PORTUGAL Coimbra

The local press recently reported on a council meeting at which questions were raised about the future of trolleybus operation. It appears that the five remaining trolleybuses have not seen service for some time and are out of service in the depot. A survey of the two substations, at Montarroio and Solum, found them to require renovation at a cost of € 2 million but that the

longevity of battery buses is not known.

RUSSIA Penza

After years of discussions about abandoning trolleybus operation, there is good news from this city, located about 600 km southeast of Moskva. Trolleybus line 6, which has been running on a shortened route since the beginning of 2019, was extended again at the beginning of the year. Operating hours of the

delivered at a rate of 20 per year.

SWITZERLAND St Gallen

It has not yet been possible to replace diesel buses with newly-delivered battery-equipped trolleybuses on lines 3 and 4, as had been planned from the timetable change in December.

Trolleybus overhead has not yet been extended through a densely-populated area with little room for traction poles. It had been intended to place rosettes on some of the houses but four homeowners are refusing to sign the necessary agreements. During warmer weather the batteries will charge sufficiently from the overhead already in place to be able to operate the full length of the route but during winter about half of the energy is needed for heating the bus and for power supplying devices, so that too



Mexico City 20134, one of the 2021 deliveries, is seen at the intersection of Oriente 172 and Sur 73 on 22 December.
[Francisco Alvarado]

SMTUC has no budget for the work.

No final decision has been taken and it is reported that there is a proposal to repair and use the Montarroio substation for a tourist trolleybus line.

ROMANIA Bistrița

The mayor of this small city in northern Transylvania, north-east of Cluj Napoca, is reported in TimpOnline.ro online magazine to be in favour of introducing a trolleybus system. Ioan Turc said in a television interview that he doubted the reliability of battery electric buses and did not want the city to be a guinea pig for them. Trolleybuses have proved their reliability but at present the

trolleybus lines have been extended by an average of two hours, now extending until 9 p.m. The requirement for trolleybuses on the six lines (1, 2, 6, 7, 8 and 9) rose to up to 52 vehicles out of a current fleet total of 60.

SERBIA Beograd

Bids are sought for the supply of 80 new trolleybuses, to be equipped with batteries capable of operating for up to 10km, to allow network expansion without additional wiring.

The winner of the tender will have 300 days after the signing of the contract to deliver the first 20 trolleybuses, with the remaining vehicles to be

little energy is left for the journey in battery operation. An enforcement application will be submitted to the Federal Office of Transport (FOT). The FOT will then examine the objections of the homeowners.

It was hoped that trolleybus operation would commence after the end of February, but could be delayed further if the weather remains cold.

With thanks to: Dave Chick, Libor Hinčica, Ernst Kers, Vincent Lobjois, Jan Spousta, Buses, České noviny, Československý Dopravák, Diario as beiras, SeeNews, Trolley:motion, sustainable-bus.com, Urban Transport Magazine, zdopravy.cz, Internet sources



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