

TROLLEYBUS

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April 2022



The Magazine of the British Trolleybus Society



*A Ukraine Roadtrip
London 1812 Overhaul Update
Platinum Jubilee*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 729 April 2022

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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 6 May We welcome back Ian Thompson.

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

Wednesday 18 May Keith Farrow, "London trolleybuses: 60th anniversary since their closure."

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. Doors Open 19:05, Start presentation : 19:30 prompt!, Break (around) 20:30 - 20:45; Finish 21:45: Out of venue by 22:00 Visitor fee £3.00, just turn up and bring others with you.

Wednesday 13 April Vehicles of Midland Red West & Successors by David Cole

Wednesday 11 May Walsall Trolleybuses in Pictures, by Roy Pearce

Organised by Mike Richardes. michael.richardes64@btinternet.com

MONTHLY PRIZE DRAW. March winners were:

£80 M J Russell, Reading
£55 R H Munday, Reading

New Members

This month we welcome a new member to our ranks:

Robert Winfield, Leeds



A poignant view of Kharkiv 346 (1991 ZiU-682G[G00]) passing the regional state administration building on Freedom Square during a private hire by member Lars Richter and his friends in October. On 1 March this area was hit by Russian missiles and rockets and the building seen here appeared on news reports around the world with scars from the conflict. A series by Lars commences this month and more details of this vehicle will appear in a future edition.
[Lars F Richter]

London 1812 Update

1812 is on the move!

London 1812 made the journey from Reading to the Dorking area on 24 February and has been assessed ready for its major mechanical overhaul. Several members were on hand in Reading to help prepare for the move and some of them travelled in convoy with it.

By mid-March the steering box had been overhauled. We will provide updates

as the work progresses. The Committee thanks the many generous members who have made it possible to have the work undertaken before 1812 returns to Sandtoft.

Our thanks also to our member Robert Williams, CEO of Reading Buses, for providing the storage space for an extended period.

Upper: 1812 heads off towards Dorking.

[D G Chick]



Lower: Journey's end, for the time being.

[D A Hall]

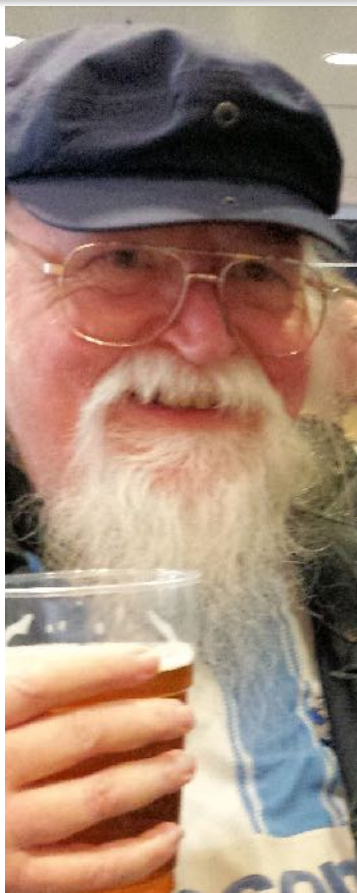
Philip (LV) Jenkinson

Despite the inevitability of the news, it still came as a shock to learn on 24 February that Philip had died in Calderdale Hospital earlier that morning. My tribute to him in his final Trolleybus as Production Editor mainly recorded Philip's importance to the BTS and to the trolleybus movement. Everyone who knew him will remember him for the breadth of his interests, his charisma, humour and sense of the absurd.

It was a source of some amusement to LV that he was born on the same day as Jeff Lynne, 30 December 1947. He may not have gone on to a stellar musical career but his likeness could once be purchased on souvenirs. A work colleague discovered that Googling "old man with beard and guitar" brought up a Canadian website with a photo of LV at a folk festival which it was offering for sale on place mats and coasters. LV was partly bemused and partly miffed that in his mid-50s he was being described as an "old man".

His encyclopaedic knowledge of Huddersfield's trolleybus system led him to self-publish a very personal memoir of his home town's trolleybuses, "Sunbeams and Showers". Just before he died he completed the arrangements for self-publishing a book about steam railways.

Philip was a lifelong supporter of Huddersfield Town Football Club, a cricket fan, a Trekkie (tv, not cinema) and much more.



Our fifty-year correspondence ended with email exchanges about his railway book two days before he went to Calderdale. Since then it has surprised me how often I have read or heard something and thought, "I must tell LV". I think it will be a while before that stops.

Dave Chick



Huddersfield 619

By Dave Chick

Huddersfield 619 became a member of the BTS fleet on 1 April, when its owners donated the vehicle and money to fund its rent for about five years. Philip Jenkinson wanted to make sure that 619's future was secure while he was still able and first sounded out the Committee informally. The other owners were his brother, Keith, Bruce Lake and Steve Harrison.

The Society had not intended to acquire more vehicles and Committee members, as charity trustees, had to consider the offer very carefully. A formal agreement was brokered by David Beach, our SponsorTrolley Co-ordinator.

If the BTS was ever unable to maintain the rent payments the principle of last one in, first one out would see 619 first offered to any of the surviving current owners free of charge, then to another recognised body, and failing that disposal within Charity Commission rules.

The Committee is satisfied that this will protect 619's interests for the next few years

and that it has not exposed the charity to financial risk.

We thank the owners for entrusting us with their vehicle and for the financial donations they have made to support it.

The first of a batch of twelve BUT 9641Ts with East Lancs bodywork delivered in 1956, 619 was purchased from Huddersfield Corporation in 1968 when Philip Singleton, who is also a BTS member, put up £125, the price including a brand new set of tyres, fitted by the Department. Some years later Philip sold it to the four new custodians.

Philip Jenkinson very sadly passed away before the transfer, but the rest of the team will still support the vehicle with rental monies and ongoing maintenance support.

Launching 619

We have a provisional plan to launch 619 as a BTS vehicle on Easter Sunday. 619 is not currently "in ticket" to operate in service so this will depend on it being passed out before Easter.

*Right:
Huddersfield 619
in front of 631,
with the NTA's
541 turning in
Sandtoft Square
at the 2018 event
to commemorate
the 50th
anniversary of
the closure of
Huddersfield's
trolleybus
system.*

[D G Chick]



Captions for Page 68

Upper, right: Attending a wedding in 1979, LV points out lupins in reference to a Monty Python sketch. The ever-present Huddersfield Town badge is on his lapel. *[D G Chick]*

Centre: On the day of Huddersfield Town's promotion to the Premiership in 2017, a very happy Phil enjoys a pint at Wembley Stadium. (Oh yes, real ale; that was another passion). *[Amanda Potter]*

Lower: LV at Sandtoft with guitar, Yorkshire cricket hat and trolleybuses.

[D G Chick]

Platinum Jubilee: The Trolleybus scene in 1952

Saturday 5 April saw the end of an era when trams ran in north London for the last time, and Highgate depot (named Holloway until July 1950) became a trolleybus only depot. This

operation through the Kingsway tram subway, on routes 33 and 35.

Highgate trolleybus depot (as it had become) had the largest capacity of any trolleybus depot in London at



location was therefore the last in England to share both types of electric traction under one roof.

Holloway tram depot had been inherited by London Transport in 1933 from the London County Council and saw trolleybuses operating from it for the first time on 6 March 1938, when services 517/617 were introduced. Subsequently the depot also operated on services 513/613, 609, 611, 615, 627, 639, 653 and 679.

The withdrawal of trams from Holloway was the penultimate stage of London's tramway conversion and 5 April also saw the end of tram

230 and was gradually changed over to motor bus operation in three stages between July 1960 and April 1961. Thus, in a little more than nine years, it had ceased to operate both trams and trolleybuses.

On the same day, 5 April 1952, Leslie Flint married Jean Gaunt. Les and Jean Flint were to play important roles in helping to establish the Trolleybus Museum at Sandtoft after it was founded in 1969.

On Wednesday 16 April 1952 in Belfast, the trolleybus service to Glen Road, numbered 13, was introduced. Local residents had long campaigned

This Page: London tram 1947 is seen ascending the exit ramp of the Kingsway Subway on service 35 to Highgate.

[Tony Belton Collection]

for a service but a shortage of trolleybuses and the lack of a suitable terminal point had mitigated against this. In the event, half of the frequency of the Falls Road service (at that time every six minutes) was diverted from

the junction of Falls Road and Glen Road to an anticlockwise turning circle on the corner of Glen Road and Binnigan Drive.

Article by Bob Rowe



Upper: Belfast 246, a Sunbeam F4A and the final trolleybus delivered to the city, is seen at the Glen Road terminus on 10 June 1965. Only the last 25 trolleybuses delivered to Belfast had two track number blinds and their use at times appeared to defeat the skills of the crews. Having arrived at the terminus on service 13, 246 is about to depart on cross city service 10 for Whitewell. This use of uni-directional route numbers for cross-city services was also illustrated on the cover of Trolleybus No. 718 (May 2021). [R G Rowe]



Lower: Belfast 144, seen in the City Centre heading for Glen Road.

[R G Rowe]

Robert E. Jowitt

March 1942 – January 2022

Many readers will know Robert Jowitt's 1971 book "A Silence of Trolleybuses". Others by him were "A Desire of Tramcars" (1969), "Paris is Well Worth a Bus" (1970), with James Freeman, "King Alfred Motor Services" (1984), "The Girl on the Street" (1991) and "Buses on the Old Fairground" (1993).

I met Robert when we were both students at Bournemouth School of Art in trolleybus days, where he did photography and I did pottery. His girlfriend then, Carol, was later to become his wife. She accompanied him on photo trips around Britain and Europe and appears in articles he regularly contributed to "Classic Bus" magazine and "Buses Yearbook".

Although trams and trolleybuses were his main interest, buses were close. Eventually he acquired three Paris buses. Born in Wantage, Robert spent his younger life in Winchester and New Milton, Hants. In 1984 he married his third wife, Margaret, and moved with his buses to

Watford, where he drove for Teme Valley Motors. In 1999 he moved to the Isle of Wight and I used to meet him at events at the IoW Bus Museum, which housed his last Paris bus.

Robert's funeral was at Southampton Crematorium on 2 February. Mourners were carried by preserved King Alfred coach 328 CAA and Tiger Cub VCG 104. Family and friends were in his 1935 Renault open back bus, No. 3267, driven by his son, John.

Robert took many photos of Bournemouth Sunbeam MS2 trolleybuses and so I brought my model MS2 in my van.

Among the large congregation were many Friends of King Alfred members and former King Alfred crew members in uniform.

Although we have lost Robert his large archive of photos remains; BTS Vice President James Freeman will see to that. A sumptuous 20-page Order of Service/biography was produced by Ray Stenning of "Classic Bus". Keith Burbidge



Kyiv 4042 (Kiev-12.03 built in 2005) on line 37 at Teodora Draizera Street fast tram stop. Only 14 of this type remain in regular service (all in depot #4 together with five non-revenue service examples – plus two that are "preserved" in Kyiv). Simferopol also has three. All photos in this article are by Lars Richter.

Ukraine

A Ukraine Roadtrip by Lars Richter (Part 1). Introduced by Dave Chick

In November member Lars Richter wrote to me to ask if I would be interested in a small article for Trolleybus about his recent road trip visiting several trolleybus and tram systems in Ukraine. Naturally I accepted immediately. It would not have crossed the minds of any of us that by the time the article (which is no longer small and will be split into several parts) was scheduled for publication many of the locations Lars visited would be scenes of death, destruction and human misery appearing daily on our television screens and in our newspapers.

Ukraine has, or had, many large trolleybus systems and in recent times had been managing to modernise them with new or second-hand vehicles.

We have to hope that the conflict will soon end and that the Ukrainian people will be able to live in peace and recover from their trauma. It will take years of work and huge sums of money to rebuild the cities and their infrastructure. The photographs here, taken such a short time ago, are now very poignant.

DGC

October 2021: Ukraine was chosen as an alternative to our planned tour to Kazakhstan and Kyrgyzstan, mainly because there is currently no visa-free entry into Kazakhstan. We'll try again next year! Two friends of mine and I decided to return to Ukraine instead. We have been everywhere before on various trips (first in 2016), but we thought that it would be nice to see all the changes that have happened in recent years.

Entry into the country was easy (you must be vaccinated, and you need to buy some cheap health insurance) and only a few cities we visited still had restrictions where they limited the number of people allowed to travel on buses/trolleybuses and trams. We had 3½ weeks available for our tour so we decided to visit most of Ukraine by car, first heading east from Kyiv, then south via Donbas and back to Kyiv via central Ukraine.

We thus missed systems west of Kyiv. For time reasons we had to skip only two trolleybus systems. It was our first trip where we did not try to see all the depots! We had seen them all before (with very few exceptions) and not visiting them all would simply give us more time to take photos along the lines and see more of each city. Here and there we also managed some rides and even a few private hires. Photography is not all that easy in October. You have many and very

long shadows and short days but luckily, much of our trip was in splendid sunny and fairly warm weather (well, warm during the day).

In Kyiv we started with a disappointment: the transport company does not allow rentals of older vehicles on weekends anymore (and these days also seem very reluctant to let anyone see inside their depots – so we still have not been inside trolleybus depot #3). We politely refused to rent a modern vehicle and thus just concentrated on the trams.

Before our road trip started, we opted for a day visit to Bila Tserkva, mainly to see the two ex-Budapest Ikarus trolleybuses that still operate. Having first gone to the wrong bus station in Kyiv we arrived well past the morning peak and no Ikarus was seen. Line 3A was still out of service as the bridge on the one-way portion was recently rebuilt and the work had not finished. When the afternoon peak started both Ikarus trolleybuses duly appeared.

We managed to photograph both and ride one back in from the big tyre factory at Rotok.

Another day trip by Marshrutka took us to Zhytomyr. Our main aim was to ride the tramway, but we also saw a lot of the new trolleybuses that seem to have replaced most of the old fleet. Getting back to Kyiv during the evening rush took forever. We

encountered a huge queue of passengers waiting at the bus station.

The first destination on our road trip was Chernihiv. This system is expecting a lot of new trolleybuses soon so the old fleet they are running now looks very down at heel. Many vehicles we saw were very rusty and no other system we visited looked that bad. But we were glad that we still managed to see so many older vehicles: next time they will all have gone.

We noticed that many of the previously bad or very bad country roads have now been completely rebuilt. We only encountered two bad (one very bad – think of the surface on the moon) stretches during this whole tour. On a previous road trip, I had to walk in front of the car for quite a while to find the best way round the huge potholes.

To be continued

This page Lower: Bila Tserkva 011 (a 1989 Ikarus 280.94 ex-Budapest 259). This with sister 012 remains in service and 009/010 are stored out of service. Budapest still operates 32 of these (and one went to Eberswalde as a historic vehicle).

Page 75 Upper: Bila Tserkva 023 (Dnipro T103 from 2019) on line 1 crossing Cathedral Square. This is the sole example here, but they have six sister vehicles built by MAZ-ETON in 2011.

Page 75 Lower: Zhytomyr 027 (2020 AKSM 321) on line 1 about to pass the bus station north of the railway station. 50 of these have been delivered since 2020 (and 57 to Mariupol and 13 to Dnipro). These are BKM vehicles but built in Ukraine.

Page 76 Upper: Zhytomyr 1069 (ZiU-682G-016[018]) from 2006) on line 3 with tank behind at Victory Square. 43 “ZiU-9s” are still available as runners.









Page 76 Lower: Chernihiv 409 (1989 built ZiU-682V-012[V0A] on line 4 in P'yatnyts'ka Street. Only 20 682s remain on the property but not all still operate in service. About 225 of this particular "ZiU-9" version still run in Moldova, Ukraine and Russia.

Page 77 Upper: Chernihiv 384 has been in use a training vehicle since 2015 (it is another ZiU-682V-012[V0A] delivered in 1988) – Independence Street (near the terminus). The second training vehicle is 369.

A Calendar For Ukraine

To help raise money for humanitarian relief charities the LRTA will be publishing an 18-month calendar showing public transport scenes in Ukraine. It is endorsed by the British Trolleybus Society and the National Trolleybus Association and our organisations' logos will appear on it to show our support.

This is just a small gesture but we hope that members will support it. Details of how to order it will be published when available.

A Bradford Caption correction

The reference to Manningtree Lane on page 44 of the March edition should have been Manningham Lane.

We apologies for this error.

MUSEUM & PRESERVATION NEWS

Edited by Jody White



The Trolleybus Museum at Sandtoft

The Museum will be open on these days:

- 16, 17, 18 April Easter Trolleydays
- 30 April, 1 and 2 May Commemorating the closure of Bradford's trolleybus system. A selection of Bradford trolleybuses to ride on and visiting vehicles from the area, including Bradford 844, on loan from Keighley Bus Museum. (Sunday only): Lincolnshire & Louth Classic Car Club rally
- 14 and 15 May Official opening of Trolleybuses of the Humber Exhibition

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

East Anglia Transport Museum

- 16 and 17 April Easter Event, with a free treasure hunt with prizes. The tram and trolleybus fleet will be running all day, along with the narrow-gauge railway and all the static exhibits.

Cardiff & South Wales Trolleybus Project

To all our followers, the C&SWTP sends our best wishes and we look forward to welcoming visitors again. The end of 2021 was a very hectic period for us and the motor bus group who, with the building lease curtailed by the landlord, had to move fifty buses to a new facility.

Meanwhile, our group had to move/dispose of stored tools, equipment and fundraising items. Fortunately, a member volunteered to store a quantity of items, still leaving us with the problem of our shipping container at the farm; but luckily, a local farmer purchased it. We were now in a much better position entering 2022.

Cardiff 262 Window pan construction/framing: The lower offside was completed by our resident expert, John Webb, with only three on the upper deck left to install.

The two rear ceiling panels had been removed for access to a roof skin problem. A new repair panel was applied, some roof timber framing renewed, and the roof inner

side was given a coat of black bitumastic paint.



Bob Heatley checking Cardiff 262's lower saloon wiring.
[Keith Walker]

After reviewing the inter panel soundproofing, it was found that the original material was simply corrugated plastic similar to that found in chocolate boxes, so a large roll of bubble wrap was fitted with contact adhesive. The vinyl in the rear platform window was renewed and



Jeff White working on one of 262's offside panels.
[Keith Walker]

the 'Trolleybus' sticker replaced.

New acrylic was installed to replace the cracked glass in the rear destination box

door. The exposed rear inner panels and timber framing were coated with bitumastic paint. Three new external corner panels were cut and fitted.

Cardiff 243 Part removal of the offside inner ceiling panels, to check the lighting wire for possible fire damage, showed that the fibreglass insulation had protected it. Externally, the rear end is receiving a coat of bitumastic paint to its exposed inner panels. The rear emergency door has

received a new hardwood insert to its bottom edge for eventual fitting of the hinges. Racking was installed at the front end to serve as a bookshop.

To create more space in the depot, the vehicles were realigned, meaning a major upheaval for our small group of volunteers. Following this, the overhead wiring installed earlier will need modifying.

Keith Walker



Czech Republic Museum of Public Transport in Prague

The Museum was added as a permanent exhibition to the tram depot in Prague-Střešovice, in May 1993. The tram depot displays collections of significance from the history of public transport in Prague, including models, photographs, documents, and so forth, but most importantly to us, more than 40 historic vehicles, including the 1959 Škoda 8 Tr. Prague 494!

494 is being overhauled ready to operate at the launch of the new line from Palmovka to Miškovice, when Prague reintroduces trolleybuses later this year.

On 1 February, it was transferred to the central workshops in Hostivař in exchange

for Praga TOT 303, which has taken its place at the Museum in Střešovice.

When new, No. 303 was evaluated alongside trolleybuses built by Škoda and Tatra, when the first Prague trolleybus system was opened in 1936. This was the first modern trolleybus system in the territory that had become Czechoslovakia in 1918, although there had been Cedes-Stoll systems in the days of the Austro-Hungarian Empire.

Due to problems with the production of a new transmission system, the trolleybus is not mobile; but following the extensive restoration work that has previously been reported in Museum & Preservation News, it is in exhibition condition.



USA Illinois Railway Museum

Chicago Transit Authority 9631 As you remember from the February 2022 edition, 9631 is being restored - and at that time, was being painted by a contractor in Elgin. 9631 was built by Marmon-Herrington in 1951, and was originally part of the

Chicago trolleybus system, which ran for 43 years. Soon, we hope to provide you with updates, but for now we have a couple of pictures for you to view. Once 9631 has a completed paint job, she's going to be quite the beauty!



Left: 9631 being sanded on 9 February in preparation for painting.

[Richard Schauer]



Right: Chicago 9631 seen on 23 November.

[Richard Schauer]

Page 79, upper: Bradford 844 is seen arriving at Sandtoft from Keighley on 9 March. [R N Ashton]

Page 79, lower: Prague 494 is seen in the background after arrival at Hostivař on 1 February while 303 is manoeuvred ready for transfer to the Museum of Public Transport.

[L. Vidím, Museum of Public Transport Prague]

Page 80, Upper: 303 being shunted at Hostivař.

[L. Vidím, Museum of Public Transport Prague]

Page 80, Lower: A very different form of motive power awaited 303 when it arrived at the Museum.

Tatra T3 tram 8084 is seen hauling 303 off the trailer. [L. Vidím, Museum of Public Transport Prague]

World News

Edited by Bruce Lake



AUSTRIA Innsbruck

Before delivery to Salzburg, Hess lighTram® 19 DC No. 427 was loaned to Innsbruck for trials in connection with the city's interest in the possibility of introducing a new trolleybus system using In-Motion Charging. Test running without passengers commenced on 10 February. It could, of course, only run in battery mode.

AUSTRIA Salzburg

Four of seven new Hess lighTram® 19 DC trolleybuses have been delivered and were expected to be in service by 21 February. As reported above, No. 427 was used for trials in Innsbruck before delivery. Further orders have been placed with Hess from the options of the existing supply contract. Six lighTram® 19 DC are to be delivered in the first quarter of 2023 and seven in the first quarter of 2024. In 2024, the fleet will thus include a total of 42 articulated trolleybuses with battery drives.

BELARUS Industry

MAZ is proposing to return to the production of articulated trolleybuses and in January images were published of a MAZ-215T articulated trolleybus for Vitebskoblavtotrans, the transport company in the eastern Belarusian city of Vitebsk, on a lease provided by the Minsk company Promagrolizing. The prototype vehicle was built in 2014 and after operating in Minsk, it moved to Babruisk in 2018, where it still operates.

BOSNIA & HERZEGOVINA Sarajevo

The first of the 25 new BKM 433000D cars ordered from the Belarusian manufacturer Belkommunmash had arrived in Sarajevo by the beginning of March. The new vehicles are intended to result in complete fleet renewal, with the second-hand trolleybuses, some of which are 35 years old, being replaced. It has been reported that the order is to be increased to 35 to allow for the rebuilding and operation of the line to Vogošća. Despite the present conflict further new vehicles have continued to arrive.

CZECH REPUBLIC Brno

An order has been placed for ten Škoda 32 Trs for delivery next year, with an option for a further 30 before 2025. This will result in the elimination of the last high-floor trolleybuses from the fleet.

CZECH REPUBLIC Plzeň

New Škoda 27 Trs 603 and 604 entered service on 1 March.

CZECH REPUBLIC Praha

A consortium consisting of Solaris Bus & Coach, Solaris Czech Republic and Škoda Electric has won the tender for the supply of 20 Trollino 24 double-articulated trolleybuses for the conversion of bus line 119 from Nádraží Veleslavin to Václav Havel Airport. The deliveries will be made in time for operation to start in 2024.

CZECH REPUBLIC Zlín

SOR Libchavy has won the competition to supply four new battery-equipped trolleybuses. This is the first contract to be signed for the SOR TNS 12

trolleybus, which is based on the NS 12 bus body. The electrical equipment will be supplied by Cegelec. Several Škoda 32 Tr trolleybuses have been built using NS 12 bodies. The carrier will pay CZK 40.5 million (just over £1.3million) for the new trolleybuses, which is 22% lower than the estimated price of CZK 52 million.

LITHUANIA Vilnius

On 12 January the city council approved proposals for the procurement of 159 modern trolleybuses with auxiliary batteries, to replace VVT's 167 Škoda 14 Trs, which date from between 1985 and 1999.

The Agency for the Management of Environmental Projects has already allocated €10 million for the first 50 two-axle trolleybuses, which are scheduled for delivery in the third and fourth quarters of 2023. Some of the financing for the remaining 109 vehicles which will follow during 2024 will be through European banks and support from the European Union's Structural Funds is to be requested. The director of VVT Darius Aleknavičius announced at the Council meeting that the overhead network is already being renewed.

Although VVT extensively tested the double-articulated Solaris trolleybus, the renewal of the fleet with 12m two-axle trolleybuses is preferred. The Solaris was given fleet number 2762 and temporary registration 7697 BG. It was used on line 19, covering 5050 km, an average of 190 km per day.

POLAND Tychy

The first of six new battery-equipped Solaris Trollino 12s was delivered on 21 February.

RUSSIA Kostroma

30 TrolZa-5275.05 "Optima" trolleybuses built in 2005 were received from Moscow in September 2020, but only four, numbered 41-44, had been put into service by August 2021. They will be refurbished and given a new orange livery. Only 20 trolleybuses are operational, but there is a maximum requirement of 19 trolleybuses for use on the six lines.

RUSSIA Volgograd

Avtotekhnokomplekt of Dzerzhinsk, one of Belkommunmash's Russian dealers, has won an order to supply 56 new rigid battery trolleybuses, all to be supplied within six months. The batteries will permit the vehicles to travel for at least 15 km without overhead and it is intended that new locations will be served. However, the trolleybus fleet is in need of renewal because about 50 of its 170 trolleybuses are currently inoperative.

SWITZERLAND La Chaux-de-Fonds

TransN's order for 30 Hess lighTram® 19 DC battery trolleybuses will be supplied in two tranches, in 2023 and 2026. It seems likely that it will be the second batch that will permit the resumption of trolleybus operation on lines 301, 302 and 304, which has been suspended since 2014. The overhead, power supply and depot equipment will be renewed beforehand.

SWITZERLAND Neuchâtel

It seems probable that the first batch of TransN's order for 30 Hess lighTram® 19 DC battery trolleybuses will be supplied to Neuchâtel to replace the 12 remaining 1991 NAW/Hess/ABB articulated trolleybuses. The traction batteries will also make it possible to extend trolleybus line 107 without the erection of new overhead, via the Avenue des Champs-Montants to the shopping centre in Marin.

SWITZERLAND St Gallen

One of VBSG's double-articulated Hess trolleybuses was on loan to Basel from 14 February to 6 March. As part of Basler Verkehrs-Betriebe (BVB) plan to convert its entire bus fleet to battery-electric buses by 2027 electric double-articulated buses will be procured for line 50 from Basel SBB station to EuroAirport Basel Mulhouse Freiburg. Without overhead lines, the range is limited to around 25 kilometres. Since there are no overhead lines in Basel, the bus will recharge energy with a mobile charging station after a journey of about 25 km during the test drives. The test drives in Basel take place mainly at night during the non-operational period in order not to disturb the ongoing operation.

UKRAINE Lugansk

Since 2021, trolleybus line 52 has been the last electrically powered mode of transport in this city in the Donbas, which has been controlled by separatists since 2014. Four of the 14 Bogdan T601 low-floor trolleybuses procured in 2010 and one other are used. The rest of the city's transport network including the former

tram lines is served by privately owned minibuses and larger buses.

In autumn 2021 the local press speculated that this line would also be "privatised", but the last five operational trolleybuses were still running at the beginning of 2022. The 60th anniversary of trolleybus operation was on 25 January.

UKRAINE Vinnytsya

This city, to the south-west of Kyiv, was expected to receive another 10 VinLine battery trolleybuses in 2023 to add to the 14 of the type delivered in 2019 and 2021. They are supplied by Politechnoservis and are based on Belarusian MAZ-203 buses.

Thanks to the arrival of battery trolleybuses, the city was able to extend some trolleybus lines to unwired areas.

USA Boston

Trolleybus operation ended on 12 March, being replaced by hybrid diesel bus services from the following day, despite opposition from climate activists and some local politicians.

It is intended that the hybrids will be replaced by battery electric buses in 2024, but that during cold weather they will require diesel-powered heaters.

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Rear Cover, upper: One of the new BKM trolleybuses for Sarajevo. The first has been delivered but the future of the order with the Belarusian company must be in doubt. [Konstantin Klimov]

One of Salzburg's Hess trolleybuses braves the snow. The trolleybuses survived some wintry conditions in the City Council chamber recently, when plans to convert some routes to bus operation were defeated. [Gunter Mackinger]

