

TROLLEYBUS

Vol. 61 No. 734

September 2022



The Magazine of the British Trolleybus Society



1812's Auction Overture
Platinum Jubilee
Limoges
Peter Lepine-Smith

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 734 September 2022

Editor: Dave Chick

23 Pryor Close, Purley on Thames,
Berkshire RG31 6UG
editor@britishtrolley.org.uk

Production Editor:

Peter Braybrooke

6 Tubbenden Lane, Orpington,
Kent BR6 9PN
prodeditor@britishtrolley.org.uk

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,
Berkshire RG5 4LA
distribution@britishtrolley.org.uk

Subscriptions and

Membership: Andrew Barton

2 Josephine Court, Southcote
Road, Reading, Berkshire RG30
2DG secretary@britishtrolley.org.uk

Website

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

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.*

© The British Trolleybus Society
Registered Charity No. 1033666

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.

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

Friday 7 October

Presenter and subject to be confirmed

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 21 September 2022

The Graham Bird legacy. Martin Eady shows pictures to include Turkey and Johannesburg.

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 14 September

R Fletcher '50 years of the Severn Valley Railway' a look back at how the SVR and its traction has developed over the years.

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

MONTHLY PRIZE DRAW.

As there was no Reading meeting in August two draws will be held at the September Reading meeting.



Limoges is famous for its porcelain, its railway station and for the VETRA CB/CS 60 built in this city's trolleybus depot during the Second World War. A mix of all these can be found at All Verones 2. ETB 12 No.119 on line 6 is seen on Rue Camille Pissarro, a trolleybus-only street
[Gunter Mackinger]

Glasgow Tramway Closure Anniversary

Photograph and words by Tony Belton

London Road, in Glasgow, between Abercromby Street and Bridgeton Cross was the last section of public highway in the UK where tramcars and trolleybuses could be seen running side by side. This situation sadly came to an end exactly sixty years ago when the Glasgow tram system closed on 4 September 1962.

Illustrated is an example of the two types of vehicle together, with "Coronation"

tram number 1285 on route 9 passing three of the 1958 BUT/Crossleys headed by TB 57 on route 106 to Riddrie via Bridgeton Cross

Tram 1285 ran between 11 April 1940 and 4 September 1962, the last day of Glasgow's tram services, whereas TB 57 was licensed on 1 June 1958 and was withdrawn on 4 July 1966, seeing just eight years in service.



Goodbye to Yellow Buses in Bournemouth

Bournemouth Transport Ltd, trading as Yellow Buses, went into liquidation at the end of July. For the present its routes are being taken over by MoreBus of Wilts and Dorset.

Earlier in July, Yellow Buses had celebrated its 120th anniversary at the Bournemouth Bus Rally. Trolleybuses were

operated from 1936 until 1969 and the operator was the last in the UK to purchase new trolleybuses. Bournemouth Borough Council retained ownership following bus deregulation but the company was sold to Transdev in December 2005, then to RATP Group in 2009 and was the subject of a management buyout in 2017.

B T S Annual General Meeting

Notice of the British Trolleybus Society Annual General Meeting

The Society's Annual General Meeting will be held at:

The Trolleybus Museum at Sandtoft,
Belton Road,
Sandtoft,
Doncaster
DN8 5SX

on:

Saturday 15 October, commencing at
12.00.

This may only be attended by BTS members, but their guests will be welcome to attend the rest of the day's events. The Museum will not be open to the public but anyone accompanying a member will be able to use the grounds.

Applications will be welcome for Committee membership. A Candidate form may be downloaded from the Members' Area of the BTS website, or request one from Andrew Barton, whose contact details are on page 166.

Membership Subscription

The Committee will be submitting a motion proposing an increase to the basic annual subscription of £1, taking it to £36 per annum, and taking the online-only subscription to £26.50. Other subscriptions would be increased pro-rata. This will take effect from 1 April 2023. We believe that the new rates will still offer very good value for money.

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

Members' Day

Members and their guests will have the opportunity to spend time at the Trolleybus Museum on a day when it will not be open

to the public. This will include a chance to see the new "Trolleybuses of the Humber" exhibition.

Programme

- 12.00 BTS Annual General Meeting
- 13.15 A buffet lunch will be provided in the Tea Trolley Café.
- 14.00 Trolleybus rides.
- 14.30 Film show in the Regal Cinema and briefing about BTS/Sandtoft development plans.

The Members' Day event, including lunch, tea and coffee is available for a suggested donation of £10. Payment of your donation may be made on the day by cash or card.

To book your place, either email Dave Hall at 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 event. There will be no charge for attending the AGM only.

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.

Make a weekend of it!

Isle of Axholme Running Day Sunday 16 October

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

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

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

For further details visit

<https://www.sandtoft.org.uk>

Auction in support of London 1812

Own an Original Painting of 1812!

Artist Stanley Osment has created three original paintings for the BTS and has donated them to help us to raise funds for our London Q1, 1812. Additionally, a limited edition print of a steam ship has been donated. All are set in very attractive frames.

The paintings are reproduced here and were available for inspection at Sandtoft over the August bank holiday weekend. So that we can raise the maximum amount to help replenish the 1812 fund after the vehicle's major overhaul these three paintings and the print are to be auctioned. Bids should be submitted to the Chairman, either at the address on page 166 and with

the envelope marked "FOR 1812" or as a Word attachment to an email to chairman@britishtrolley.org.uk. Please state which Lot you are bidding for and the amount you are bidding.

The postal bids will remain sealed and the Word documents will not be opened until the BTS Reading meeting on Friday 7 October. Please submit your bid by Saturday 1 October. Payment will be due within 14 days of notification that you have been successful.

The Society is very grateful to Stanley for the generous donation of his time and materials and to member Branimir Pantaleev who facilitated the donations.



LOT 1 An original painting of 1812 with contemporary cars, size 22" x 18"



LOT 3 An original painting of London Transport Interstation Leyland Cub C112, size 16" x 12"



LOT 2 An original painting showing two London Transport LT class buses with contemporary cars and an aircraft, size 21.5" x 18"



LOT 4 Limited edition print of a watercolour of SS Shieldhall, a working steam ship. Number 1 of 250, signed by artist Carolyn Gillians, size 17" x 13"



LOT 1

*An original painting of London Transport
trolleybus 1812 with contemporary cars,
by Stanley Osment
size 22" x 18"*



LOT 2

*An original painting showing two London
Transport LT class buses with contemporary
cars and an aircraft,
by Stanley Osment
size 21.5" x 18"*



*LOT 3
An original painting of London Transport
Interstation Leyland Cub C112,
by Stanley Osment
size 16" x 12"*



1/250

"SS Shieldhall" Southampton Based Working Steam Ship
Limited edition print of watercolour by Carolyn Gillians in aid of Shieldhall Dry-Dock Appeal. www.ss-shieldhall.co.uk

Carolyn Gillians

LOT 4

*Limited edition print of a watercolour
of SS Shieldhall, a working steam ship.
Number 1 of 250, signed by the artist
Carolyn Gillians,
size 17" x 13"*

Platinum Jubilee: The Trolleybus scene in 1952

Notts & Derby

On 1 August 1952 Royal Assent was given to an Act of Parliament which authorised the Notts & Derby Traction Company to replace its trolleybus fleet. Most relevant to this article is the fact that the following month, a contract was signed with Bradford Corporation for the purchase of the entire trolleybus fleet, at a cost of £52,500 for 15 1949 BUTs, £9,000 for 10 1941/2 AECs and £1,000 for 7 1937 AECs, roughly equivalent to a total of £2m today. These trolleybuses were intended to act as 'float' while 30 of the existing Bradford fleet were given new bodies by East Lancs. Before leaving the Midlands, some of the fleet were painted in Bradford's shade of blue, rather than the Notts & Derby darker shade. One of the many interesting features of the operation was that right to the last day trolley wheels were in use.

The Notts & Derby Tramways Company, to give it its full name, was formed in 1903, and purchased by Balfour Beatty in 1913. In 1928 'Traction' was substituted for 'Tramways' in the company title. The first tram ran in 1913 and the first trolleybus in 1932, the last tram having run the previous year. The 'trunk' trolleybus route, numbered A1, ran from Ripley, in Derbyshire, to Nottingham via Codnor, Heanor, Eastwood, Kimberley, Cinderhill and Basford and was claimed to be the longest through trolleybus route in Britain at 15 miles. In Nottingham it terminated in Queen Street in the city centre, so that the final three miles of the service operated under the wires of Nottingham City Transport, although there was no joint operation. Post-war nationalisation of the power industries saw the Midland Counties Electric Supply

Company, owners of N & D but itself owned by Balfour Beatty, passing to the British Electricity Authority (BEA) in 1948. The new authority immediately transferred these transport operations to the British Transport Commission (BTC).

In preparing this short narrative, I must acknowledge the work of the late Stanley King, whose book on Bradford Corporation Trolleybuses, published in 1994, was a principal source of reference.

Article by Bob Rowe

We do not have a record of the name of the photographer for four of the photographs used to illustrate this article. Should anyone be able to identify the photography we will be happy to publish a credit and to amend the records in the BTS archives







Page 171, upper: Two BUT 9611T trolleybuses stand side by side in King Street, Nottingham. Nottingham City Transport 495, delivered in 1948 had a Roe body which contrasts with the Weymann body on 343 built a year later. The Notts & Derby trolleybus was on a tour, believed to have taken place on 15 March 1953. [R F Mack]

Page 171, lower: Just round the corner, Notts & Derby 344 is turning out of Queen Street into Upper Parliament Street in Nottingham at the start of its 90-minute journey to Ripley in April 1953. It is about to cross the wires of Nottingham's trolleybus services to Wollaton Park. After a short run along Parliament Street it will turn into Milton Street and head for Mansfield Road on its long journey into Derbyshire.

Page 172, upper: Notts & Derby 342, an AEC 661T with Weymann bodywork, was delivered in 1942. Subsequently in 1958 it was rebodied by East Lincs. It is seen here operating on service A2, which ran from Heanor to Hallam Fields and which had been introduced on 1 August 1932. This trolleybus, which was later to become Bradford 596, was the last of its type to enter service in this country.

Page 172, lower: The topography between Ripley and Nottingham, with many smaller villages and towns, was ideally suited for trolleybus operation with some severe gradients as demonstrated here by BUT 348 operating on the A1 service.

Below: The last of the 15 BUTs delivered in 1949 was 357, seen here at Codnor where the background tends to illustrate the very rural nature of much of the route.



Limoges - Trolleybus City

Words and photos by Gunter Mackinger, who visited on 27 May

In May 2023, the French city of Limoges will celebrate 80 years of e-mobility in its best form, the trolleybus. With ups and downs over the past decades, including mayors having problems with overhead wires, in the year of the anniversary, the trolleybus system is more modern, more efficient and more beloved than ever.

More than 30 trolleybuses serve five routes with a length of more than 30km. After a break of some years when politics preferred the IMC idea, since 2020 all trolleybus lines are working under overhead. It is great to see the many trolleybus-only lanes and streets which cater for daily punctual service.

Below: Trolleybus 911 (Iveco Crealis) new in 2019 on line 4 passes trolleybus 119 on line 6 in Rue Turgot. Four new trolleybuses of this type have been on test in Plzeň and in early August were waiting to be transported to France.

Page 175, upper: Trolleybus 902 (Hess 1212) on line 4 turning into Rue Jean Jaures

Page 175, lower: Trolleybus 125 (Irisbus Cristalis ETB 12) on line 6 at Pl.Stalingrad

Page 176, upper: Trolleybuses 108 and 109 - both on line 2 meet at Bd.Georges Perin

Page 176, centre: Trolleybus 912 on line 4 working right through a roundabout at Pole Saint Lazare

Page 176, lower: Trolleybus 107 on line 2 overtakes trolleybus 121 on line 6 at the new trolleybus terminus of Pole La Bastide, which opened in steps between 2019 and 2020.







Peter Lepine-Smith

We are sad to report that Peter has passed away at the age of 93. Peter played a leading role in the operation of preserved trolleybuses on the last few surviving systems and in helping to move trolleybuses around the country in the early days of trolleybus preservation. However, he was probably most famous for his Maypine Trolleybus Company and its model of Reading Sunbeam F4A 182. Peter and his model can be seen in this film:

<https://www.youtube.com/watch?v=zlqp2olfKaQ>

Born in the District of East St. Pancras on 28 August 1926, Peter attended Kingston Technical College and from there became a Junior Electrical draftsman, joining Hawker Aircraft Company, part of Hawker Siddeley, based at Claremont House in Esher. He worked on wiring diagrams for Spitfire, Hurricane and Tempest aircraft. While there he was mistakenly called up and joined The Royal Signals, towards the end of the war. After

about nine months he was released to continue in a reserved occupation. He continued working in various drawing offices and helping out in electrical shops repairing small items. He formed Maypine in a little shed at first and gradually was able to buy the premises in Surbiton.

His first love was always trolleybuses although when this country's trolleybus systems were abandoned he decided to become a trapeze artist and after that formed his own Gypsy Orchestra called Romando, playing for many years on Bournemouth Band Stand and in the London Parks.

The model of 182 and the infrastructure still exist and have a future. More about this will be published in due course.

Our condolences to Peter's family. Much of the information here was provided to Mike Russell by Peter's widow, Susan.

More recollections of Peter's contribution to the trolleybus movement will appear in a future edition of Trolleybus

Below: This Society paid an organised visit to Maypine in June 1965 using our Reading AEC Regent, No. 47, which is seen behind 182. [R G Rowe]



MUSEUM & PRESERVATION NEWS

Edited by Jody White



Cardiff and South Wales Trolleybus Project

The first month of this report has seen the group concentrate on bodywork repainting on both Cardiff 262 and 243. Being a double-decker, 262 has been the busier due to the number of panels. At the end of May both offsites had been completed.

On 262's upper deck, the extensive renewal of hardwood window surrounds is slowly progressing, as we make a start on cutting into our three metre plank of Sapelle - not a job for the faint hearted. Due to our limited space on the upper deck, which doubles as a workshop, the large rear ceiling panel was replaced, as the inspections in that area were complete.

After we had removed the wheels for the old tyres to be exchanged for better quality ones from a motorbus, this provided us with a job stripping the brake drums, so able to examine the brake shoes and their



Cardiff 262's front offside hub assembly in the paraffin cleaning tank. [Keith Walker]

mechanisms - not a pretty sight. After a very brief visual, it's obvious that of the six sets of shoes, four would have to be relined. The first problem is they will have to be relined with asbestos bonded to suit the brake drums, then with the motorbus group, supplying a local motor factor they

use, it was fingers crossed. Luckily, we needn't have worried as our enquiry was positive on all fronts. Within ten days, all four sets had been refurbished and are now



All the refurbished sets of brake shoes are back on site. [Keith Walker]

in store, while we work on removing over five decades of encrusted oil, mud and crud, so more in our next report.

Keith Walker

East Anglia Transport Museum

It was a busy few months at Carlton Colville, especially with the London Event. However, here is a summary of other news at the Museum.

Nottingham 578 As reported last time, 578 became part of the LTPS collection in late April of this year. Since its arrival a fair amount of work has been carried out; new motor mounts and resistance grid insulators, air tank repairs, various

bodywork jobs, and, of course, a good service. It was issued its certificate of fitness and made its debut on 29 May and has proven its worth by being a reliable and popular vehicle with crews and visitors.

London 796 Sadly, 796 had an insulation failure occur on its traction motor towards the end of May, so it had to be removed and sent away, but was returned in time to be refitted. The vehicle was signed in as fit ready for the London event on 9/10 July, where it performed faultlessly.

London 1201 The steering box was returned to us and was fitted and the vehicle has been in regular service since late May, following its completed annual inspection.

London 1521 As reported in the last update, 1521 was undergoing its major "D" service and the front axle had been stripped and rebuilt. Since then, the steering box has been overhauled and refitted and the rear bogie stripped and checked and reassembled. One of the bogie pivot pins had a flat spot on the bronze bush, so we turned a new one in the museum's lathe and fitted it to 1521 to eliminate any play. 1521 was once again signed fit for service and returned in time for the London event.

See rear cover for photographs!

Ipswich 105 At present, we have on loan to us 105 from Ipswich Transport Museum. Although we have completed 99% of the inspection work, we are still waiting for its compressor motor to be overhauled, as it is giving us high leakage readings. We hope to have it back for trolleybus weekend.

Biel 39: Some readers of this magazine may remember that many years ago we

had Biel 39 here on loan. I'm happy to say, that following a restoration by its owner, it has returned and is starting to become a regular sight on open days.

Our current vehicles available for service at Carlton Colville are Copenhagen 5, Hastings 34, Biel 39, Maidstone 52, Ashton 87, Bournemouth 202, Derby 237, Belfast 246, London 260, 796, 1201 and 1521, Portsmouth 313 and Nottingham 578 so it is hoped to have an exciting trolleybus weekend on 24 and 25 September. (Saturday 12 noon - 9pm and Sunday 11am - 5pm).

Connor Drage - July 31, 2022

I would also urge interested readers to check out both The East Anglia Transport Museum's and the London Trolleybus Preservation Society's Facebook pages for regular day to day updates and happenings.

New Zealand Ferrymead Heritage Park

There is always a lot happening at Ferrymead. However, it's winter time here in New Zealand, and our variable weather determines what jobs get done and where. At one point, it was decided to work inside on our collection of spare parts. This meant emptying a side room at the Trolley Shed and having parts sitting all over the shed floor. Meanwhile, on warmer and clearer days, our overhead crew worked on the final tidy up of the turn-around area at the end of the overhead.

Much of our efforts recently have gone into ex Christchurch diesel bus 614 which is a MAN SL202 and is intended to bring us some charter income.

We are at that stage where a lot is happening but not all of it is obvious.

Alan Roi

Dave Hall is Appealing!

Well probably not, but as most of you know, Dave is the Cinema Manager at the Trolleybus Museum at Sandtoft and he presents digital slide shows and some digitised ciné film of UK trolleybus systems. Dave would like to obtain more digitised ciné in order to present better and longer shows and would welcome any offers to provide some, especially Maidstone as he has none. If you are able to help, please contact him by email at wiltshireman@aol.com or write to him at 9 Hanover Court, Fieldfare, Swindon, SN3 5BG.



Above: Dunedin 79 using the rebuilt overhead at Ferrymead.

[Alan Roi]

Below: Christchurch 210 testing the new sweeps.

[Annette McIntyre]



Trolleybus Museum at Sandtoft

Trolleybuses of the Humber

The exhibition was launched by Sandtoft President Bob Rowe on 9 July. The story of trolleybus operation in Hull, Grimsby and Cleethorpes is told through a series of illustrated information panels and dioramas. A mannequin dressed in a replica uniform of a Grimsby wartime trolleybus conductress, with genuine Grimsby buttons from the Museum's archives, stands between a pair of utility-style bus seats. The Museum's first oral history project also forms part of the exhibition, with a series of filmed interviews available via a touch screen.

Another innovation is the availability of Penpal devices as an aid to visitors with visual impairments. When touched against a button beside each information panel the wording from the panel is read out. All information on the panels is also available in braille

The exhibition is curated by Dave Chick and Ashley Bruce is the designer. This exhibition uses half the exhibition room and it is intended that when funds are available,



*Roger Clark and Graham Bilbé demolishing the goat shed on 26 July.
[D G Chick]*



Every main road leading in to Hull was crossed by a railway. This diorama shows the Botanic Gardens station and level crossing with a Coronation and a pre-war Leyland TB4 waiting in a queue of traffic. A second Coronation is on loan until September.

[D G Chick]

and in large print.

Visitors are encouraged to complete a feedback form, which helps the Museum to comply with the funder's requirements and will be used to help improve future exhibitions.

a Trolleybuses of the Don exhibition will be installed so that Doncaster, Rotherham and Mexborough & Swinton are included.

Sandtoft District Railway

The former goat shed behind the Burntwood bungalow has been demolished and it was expected that the first sections of railway track would be laid during August.

Cleethorpes On the Move

9 and 10 September, 10.00 - 16.00 Town Hall, Knoll Street Cleethorpes DN35 8LN

The Museum has been helping the team planning this year's Heritage Open Days events, which have a theme of the local transport heritage. There will be a Trolleybus Museum at Sandtoft information stand and display, so come along and say "hello" and learn more about the Museum's plans.

World News

Edited by Bruce Lake



BELARUS Grodno

There was a ceremonial handover of the keys to eight new BKM 321 "classic" trolleybuses on 16 July. They will replace some older BKMs of the 20101 series.

BELARUS Industry

Belkommunmash, which now trades as "BKM Holding", is included in the 6th EU sanctions package. Before this year production required 20 to 30% of components to be imported but this has decreased to about 10%, with Chinese or Turkish suppliers being used instead of German. BKM Holding said that the simplest trolleybus consists of about three and a half thousand components, so it will not be possible to completely exclude the import of some parts. The biggest complications for the manufacturer are microchips and axles.

BELARUS Minsk

After almost 20 years, trolleybuses have returned to the Avenue of Independence in the city centre, albeit in battery mode, following the extension of trolleybus line 22. The increased use of battery trolleybuses follows the delivery of 70 units in 2020, a further 75 of type MAZ-203T70, as well as 25 BKM rigid type 32100D and 50 articulated type 43300D, all equipped with batteries. The proportion of battery-powered trolleybuses is thus

around 30% of the current 740 trolleybuses in the fleet. Of the 63 trolleybus lines (after the discontinuation of line 63 on 16 May 2022), 16 include sections with battery operation.

BOSNIA & HERZEGOVINA Sarajevo

The Minister of the Canton of Sarajevo Adnan Šteta presented the first five of the 25 BKM trolleybuses on 20 May at the terminal in Dobrinja shortly before their first use on lines 101 Otoka - Trg Austrije and 103 Dobrinja - Trg Austrije. Passengers were able to use the new vehicles free of charge until 6 June.

BULGARIA Sofia

An Ikarus 280T is being equipped with a hydrogen range extender. Scientists from the Institute of Electrochemistry and Energy Systems of the Bulgarian Academy of Sciences are working on the development. It should be possible to demonstrate the vehicle in a few months' time and put it into full operation with passengers in about 18 months. A battery and fuel cells will be built into the vehicle. Hydrogen should be able to generate electricity for about 100 km away from the overhead contact line.

CHINA Shanghai

Shanghai Sunwin Bus Co. is supplying 22 trolleybuses of type SWB5129, subtype S5A,

which are reported to have a "retro design". Their blue livery was selected following a survey which presented four different liveries. They will be used on line 20, which is expected to be the only trolleybus service to survive alongside the 71 when much of the rest of the system closes. Trolleybuses are expected to be replaced by slow-charging electric buses, although this is currently being reviewed.

CZECH REPUBLIC Opava

Three Škoda T'CITY 36 Trs are to be delivered by mid-2023. The new trolleybuses will be fully air-conditioned and will be "classic" trolleybuses without additional battery supply. With the three new vehicles, 18 air-conditioned trolleybuses will be available and the regular service could then be handled completely with air-conditioned vehicles.

CZECH REPUBLIC Praha

On 13 June the City Council approved a proposal to electrify three more Prague city bus lines. In addition to the eleven lines planned for conversion to battery trolleybus operation, planning for converting bus lines 136, 150 and 112 is to start. Electrification is not expected until 2027-2028. Work is underway on the electrification of bus lines 140 and 119. From 2024 current bus lines 131, 137, 176, 191,

201, 142, 225, 174 and 184 will follow, the project planning of which was approved at the beginning of 2022.

CZECH REPUBLIC Teplice

With the opening of another new trolleybus line in Trnovany in the north of the city from 1 August, significant progress has been made towards the goal of eradicating motor buses.

HUNGARY Szeged

SOR Libchavy has won the contract to supply four battery-trolleybuses of 11.9 - 12.75m length, with an option right for a further two units. The vehicles must be ready for operation a maximum of 15 months after the contract comes into force.

ITALY Avellino

Trolleybus test drives began at around 13.00 on 6 July. This was some three hours later than planned because the ANM employee who was sent to undertake the first tests arrived late from Naples. Commercial operation of the new system was scheduled to start on 1 August. As explained last month, the city faces having to repay EU funding of €20 million if the system fails to open, twelve years after the infrastructure was completed.

LITHUANIA Vilnius

A tender for the delivery of up to 101 trolleybuses has been announced. The new trolleybuses together with another 70 articulated vehicles to be purchased in the next stage will replace all the older trolleybuses,

including the fleet of 45 three-axle 15m Solaris T15/Ganz supplied in 2004 and 2006.

MEXICO Mexico City

Another Chinese manufacturer appears to be trying to win business, with a prototype Sunwin i12T trolleybus being shipped to Mexico. A large fleet of Yutong trolleybuses has been built up and as reported recently Zhongtong has also supplied a demonstration vehicle.

RUSSIA Stavropol

The region is to receive 1.53 funding for the procurement of 45 new battery trolleybuses as a result of the city's rapidly growing population. The new trolleybuses will be required for the extension of the six trolleybus lines to the outskirts or the neighbouring communities in the region.

SWITZERLAND Luzern

On 30 April VbL published a tender for the purchase or leasing of 13 articulated battery-trolleybuses, the contract to include various options for a total of 20 additional vehicles. The term of the contract or the framework agreement begins on 2 January 2023 and ends on 29 December 2028. The new vehicles are for the conversion of lines 12 and 30 to Littau to electric operation. The overhead is to be erected only on the first 1.6 km on Bernstraße, with the remaining 900m of the current bus line 12 from Michaelshof to Gasshof operated on battery.

The connection of lines 8 and 12 to the new RBus line 3 Littau-Würzenbach, originally planned for the end of 2023, is currently no longer being pursued after the Canton discontinued planning for additional platforms at Luzern station. A second bus platform on the station square would not be feasible due to the limited space available.

SWITZERLAND Winterthur

The first 24m double-articulated Hess trolleybus was seen on test in Biel/Bienne on 19 July.

UKRAINE Mariupol

The occupying administration has told local residents that trolleybus operation will not be restored. During May some of the few serviceable trolleybuses were transported to Donetsk and dismantling of the overhead commenced during June.

USA Dayton

A visitor on 5 August found that only route 4 was trolleybus-operated. Power was off across most of the system because the infrastructure is receiving a complete overhaul. Route 2 is being diesel-operated pending the commissioning of a new substation.

With thanks to: Dave Chick, Jan Spousta, *České noviny*, *Československý Dopravák*, *sustainable-bus.com*, *Urban Transport Magazine*, *zdopravy.cz*

Captions for rear cover, photographs by Connor Drage

Upper right: London 1521 is seen over the pit during its D service

Upper Left: Biel 39 on test.

Lower: The London line-up. Left to right: 1521, 1201, 796, 260 and HR2 tram 1858.

