

TROLLEYBUS

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November 2022



The Magazine of the British Trolleybus Society



*Britain's Last New Trolleybuses
Parma
Platinum Jubilee*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 736 November 2022

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BTS 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 2 December - The return of the auction! Why not have a clear-out in time for Christmas? Bring along your unwanted items and help to raise funds for the BTS. Buy a few things – you need to do something with all that space you've created and it's all in a good cause!

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 November - Keith Farrow presents the second part of his London trolleybus system photos, following his presentation in May this year.

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 9 November - Mick Horton: Railway Tales of the Unexpected (Sometimes strange, sometimes humorous, sometimes both!).

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

MONTHLY PRIZE DRAW.

The winners in the October Prize Draw were:

£80 Brian Hadnam, Reading
£55 Francis Terry, Oundle, Northants

New Members

We are delighted to welcome new member:

Timothy Murgatroyd, Wokingham, Berks.

Front cover: Gent trolleybus 11 in front of Arnhem's main station on 17 September. [AndréCortell]

The 2023 Monthly Prize Draw

Make a difference to Bournemouth 301

Our Sunbeam MF2B trolleybus, the last new trolleybus to enter service in the UK, turns 60 this month, as Tony Belton records elsewhere in this edition.

Since leaving Sandtoft No. 301 has been repainted and had its electrical equipment overhauled at Keighley Bus Museum and is currently at Ellesmere Port where it is being worked on by Keith Baynton. The interior work still outstanding is estimated to cost another £5000.

Members have been responding generously to the 301 appeal and Monthly Prize Draw No. 53 will benefit this trolleybus.

Let's give No. 301 a great 60th birthday present!

The application form is included with this edition of Trolleybus. Please complete and return it as soon as possible. It must be received by the Prize Draw Organiser, Andrew Barton, by 31 December.

Thank you

Our thanks to Gerry Carroll of Hull for his donation to the 301 restoration fund.



Bournemouth 301 turns at Christchurch on a Reading Transport Society tour on 29 December 1968.
(M J Harvey)

Britain's Last New Trolleybuses....

We commemorate sixty years since Bournemouth 301 entered service; it was the last trolleybus to be delivered to Bournemouth and also the last trolleybus to enter service in the UK

Story and photographs by Tony Belton

I went to the Isle of Wight for a holiday in September 1961 and whilst there decided to do a day trip to Bournemouth. My visit to Bournemouth involved going to Mallard Road depot where I took the photograph illustrated here.

It turned out that Weymann body-builders of Addlestone had had a fire which started on the night of 4 July 1961, this resulted in them moving some of the Sunbeam MF2Bs being constructed for Bournemouth to Mallard Road

for safe keeping. The chassis in the photo was unidentifiable but the two chassis with lower body frames were 296 and 297.

The fire delayed the delivery of the MF2Bs, with 296 being the first to be completed and delivered the following year on 16 July 1962. Only nine out of the ten trolleybuses were delivered as one of the chassis had been destroyed in the fire.

On 12 October 1962 number 301 was the final vehicle to be delivered, entering service sixty years ago on 1 November 1962: it turned out to be the last trolleybus to enter service in the UK.

No.1 in the charts was 'Telstar' by the Tornados



This page: A line-up taken on 5 September 1961 in Mallard Road depot: 296's chassis with lower frames attached, an unidentified MF2B chassis, unlicensed Sunbeam MS2 222 awaiting disposal and 297's chassis with lower frames attached.

Page 209, upper: Brand spanking new Bournemouth Sunbeam MF2B number 298 is photographed in the late afternoon of Thursday 4 October 1962. According to the records 298 first entered service the previous day on 3 October 1962. How wonderful the yellow livery looks when it is new! The vehicle on route 32 is just entering Commercial Road at The Square.

The Royal Blue coach is a Bristol MW6G with ECW bodywork new in 1958.

Lower: In contrast to the photo of 298 is this view of 299 taken in September 1966 showing just how much the yellow fades over the years. 299 is negotiating the roundabout at Iford whilst on route 32.



...and the three survivors

Three of the nine Sunbeam MF2Bs delivered to Bournemouth in 1962 survive in preservation.

297 was acquired by the Bournemouth Passenger Transport Association (BPTA) and was sold for a nominal sum to the Trolleybus Museum at Sandtoft in 2016, as part of the same deal that saw 301 transfer to the BTS. When 301 returns to Sandtoft, 297 will go to Hooton Park to have new window rubbers fitted.

299 was for many years part of the Transport Museum Society of Ireland's collection and it was that Society's decision to dispose of the vehicle that led to the chain of events resulting in the BPTA deciding to transfer 297 and 301 to new owners. Keith Baynton then acquired 299, brought it over from Ireland and made a good start with its restoration. However, there is little recent progress to report on restoring 299, not least because Keith has been working on 301 for several

months, but of course 299 remains in safe dry storage alongside 301.

301's interior is nearing completion and work carried out includes the refinishing of all the many painted surfaces, specialist product reconditioning and re-colouring of the (good) leather seats, polishing of all brightwork (particularly the many areas of corroded aluminium chequer plate), detailing in the cab and other areas and general deep cleaning. New glazing rubber to the original Weymann pattern for 301 (etc) has been produced and delivered and Keith Baynton plans to start



refitting the windows shortly, although the bright aluminium opening window sliders will benefit from deep re-polishing before they are refitted.

Thanks to Keith Baynton for providing this report on 301.

Recent photos showing progress on Bournemouth 301.

[Keith Baynton]

Platinum Jubilee: The Trolleybus scene in 1952

The article in September's Trolleybus concerning the Notts & Derby system has a link with this month's item as the Balfour Beatty group also owned the Llanelly & District company#.

Tram operation here commenced in June 1911 and by 1930 there was considerable discussion concerning the possibility of Llanelly Borough Council purchasing the company with a view to conversion to trolleybus operation taking place. In the event the Council decided not to proceed with the purchase and the company commenced trolleybus operation on Boxing Day 1932. Fifteen all Leyland two-axle trolleybuses opened the service, some of which remained in use on the final day, which was Saturday 8 November 1952. In the same way that nationalisation of the electricity supply industry affected the Notts & Derby company, the Llanelly company also found itself owned by the government. However, unlike the companies in the Midlands that were transferred to the British Transport Commission, the Welsh company was sold in March 1952 to the South Wales Transport Company who were based in Swansea and which was a British Electric Traction subsidiary.

Besides the original Leylands, the fleet was augmented in the 1930s by Guy trolleybuses, being a mixture of 2-and 3-axle vehicles. All of these had been withdrawn before the closure, but a dozen wartime Karrier trolleybuses, with a variety of bodies by Roe, Brush and Park Royal, remained in service to the last day. In another parallel with Notts & Derby, all of these were sold for further service, but this time to two other operators. Two complete trolleybuses, nos 39 and 40 (CBX 532/3), were sold to Maidstone Corporation, where they ran for a further eight years. The

remaining Karriers all had their bodies removed and scrapped by South Wales Transport and the chassis were sold to Bradford Corporation. There, CBX 530/1,600/1 and 909-14 were renovated and fitted with new eight-foot wide East Lancs H33/26R bodies, entering service in the spring of 1956 as Bradford 775-84. The last ex-Llanelly trolleybus was withdrawn in August 1971. For the foregoing, I must acknowledge as a principal source of reference Geoff Griffiths' excellent book *Llanelly Trolleybuses*, published by Trolleybooks in 1992.

Last month, reference was made to the appearance of a Derby trolleybus at the motor show in September 1952. It was the first of 20 vehicles, which commenced entering service in this month. The batch was registered DRC 216-35, were given corresponding fleet numbers 216-35 in Derby and were Sunbeam F4s with Willowbrook bodies, the first trolleybus bodies to be supplied by this company.

The final event to be recalled in November 1952 was the opening in Belfast of a service to Holywood Road numbered 25 on Monday 24th of that month. Belfast Corporation was keen to complete the abandonment of trams and accordingly purchased trolleybuses from Wolverhampton as a stop gap measure, as was described in *Trolleybus 733* (August 2022). The Holywood Road service was destined to become the one with the shortest duration in Belfast, finishing in June 1958, before even the extensive City Hall one-way scheme was introduced.

The Anglicised form of the town's name was used until 1966, since when it has been spelled "Llanelli".

Article by Bob Rowe

Page 212, upper: Llanelly 6, a Leyland-bodied Leyland TBD1 is seen at the reverser at Pwll in the summer of 1952. The first seven trolleybuses were all first registered on Christmas Eve 1932 and No.6 and Nos 4 – 7 were still in service on the last day of operation.

[C Carter]





Page 212, lower: No. 39 was a Karrier W/Roe Utility first registered in February 1945. It was sold to Maidstone where it remained in service until 1960. [C Carter]

Upper: Seen here at Loughor terminus, 1946 Park Royal-bodied Karrier W No. 47 had its body removed after the Llanelly system closed and the chassis was sold to Bradford. It re-entered service in March 1956 as Bradford 783 after being rebodied by East Lancs and was withdrawn in November 1969. [BTS Collection]

Lower: 216 is seen in Prince Charles Avenue. [C Carter]

Parma - Trolleybus City

by Gunter Mackinger

Parma, the Italian university city, is not only famous for its cheese, ham and the Gothic cathedral, but also for its trolleybus system, which opened in 1953. In the last fifty years it sometimes seemed that it would decline, but it has recovered. For many years some of the trolleybus lines were operated by motorbuses for long periods but since 2021 all four trolleybus lines (1, 3, 4 and 5) have been electrically operated.

Working in the historic centre with its narrow streets as well in the modern

suburbs trolleybuses perform very well with a rather modern fleet consisting of :

- 14 Gräf& Stift/Autodromo/Kiepe from 1997/2000
- 9 VanHool/Kiepe from 2012
- 10 Solaris/Kiepe from 2020/21

Menarini trolleybuses can no longer be seen in regular service. Line 1 was extended at both ends by using the batteries of the new Solaris/Kiepe fleet.

Today trolleybuses are part of the lifestyle in this trendy Italian city.

All photos taken by the author on 9 June.



This page: Two of the Solaris Trollino/Kiepe trolleybuses delivered in 2021, 5061 and 5064, meet in Str. G. Garibaldi while working on line 1.

Page 215, upper: New Solaris/Kiepe 5056 on line 3 followed by 046 (Gräf& Stift/Autodromo/Kiepe) on line 4 in St. Massimo D. Azeglio in front of Santissima Annunziata church.

Page 215, lower: 5063 on line 1 stops in front of the former interurban tram station at Piazzale Tomaso Barbieri.

Page 216, upper: Gräf& Stift/Autodromo/Kiepe 053 on line 3 followed by 044 of the same type on line 4 on Str. della Repubblica.

Page 216, lower: Van Hool Exqui.City 5109 on line 5 at Piazza Giuseppe Garibaldi. The span wires are not easy to see.







Upper: Trolleybus 5105 on line 5 (the only service worked with articulated trolleybuses) in front of Palazzo del Governatore.

Lower: Seen in front of Palazzo della Pilotta while working on line 1 is Solaris/Kiepe 5058.

Book Review

Around Ipswich by Trolleybus by Colin Barker.

Around Ipswich by Trolleybus

Colin Barker



Published by Adam Gordon

155 pages and 282 black and white and colour photographs including many reproduced full page. System map with town centre enlargement by R A Smith.

Published by Adam Gordon, Kintradwell Farmhouse, Brora, Sutherland KW9 6LU. ISBN 978-1-91065-33-0 Price £45

This well laid-out and presented book from the prolific trolleybus author Colin Barker is the latest production in Adam Gordon's series of "Around (named town) by Trolleybus" and the author's second publication about the trolleybuses of Ipswich. The reader is taken on a service-by-service tour of the system using exceptionally clear photographs, each service or group of related services being introduced with its/their routing through the town and followed by a chronology of related changes and events. Bearing in mind that the Corporation's southern and western trolleybus routes had all closed by the mid-1950s, it was no mean undertaking to amass such a rich selection of images.

Railless vehicles began to replace the town's tramway network in 1923, the conversion of the tramway network to trolleybus operation being completed by 1926. Thereafter, trolleybuses were extended beyond the erstwhile tram termini and a succession of new routes constructed, particularly to the east of the town centre, in the 1930s and the

immediate post-war years. From 1926 until 1950, when the first motor bus arrived, Ipswich Corporation Transport operated solely trolleybuses. However, prompted by nationalisation of the electricity industry, a route-by-route abandonment of the system began in 1953 and services 1, 1A, 2, 2A, 7, 7A, 8, 8A, and X, had all gone by 1956. Nonetheless, the Ipswich trolleybus system was a long time dying and the final abandonments were only on 23 August 1963. The photographs illustrate the narrow streets of the town centre, the industrial areas and docks along the River Orwell, and the miles of suburban housing dating from the 1930s.

Notable for its early stock of single-deck trolleybuses built by the local manufacturers Garrett and Ransomes, many of which were withdrawn pre-war, and the unpainted brushed aluminium side panels of its double-deck vehicles, Ipswich operated a maximum of 85 vehicles at any one time over a system totalling 25 miles.

The photographic coverage of each service, many of which were linked to create cross-town journeys, inevitably means that views of the town centre termini at Crown Street, Electric House and Tower Ramparts frequently occur but each one is a little different. The often quite complex overhead wiring layout can be properly appreciated in many of the photographs.

There are probably few enthusiasts left who recall the Ipswich system in its heyday so this quality publication is warmly recommended, particularly in view of the paucity of other publications about the town's trolleybuses.

As an aside about the increasing cost of trolleybus books, it should be remembered that these are all produced with a small print-run as the number of prospective purchasers continues to rapidly decline.

The quality of publications and photographic reproduction is improving all the time whilst one cannot exclude trolleybus books from global inflation.

David R H Bowler

MUSEUM & PRESERVATION NEWS

Edited by Jody White



Cardiff and South Wales Trolleybus Project

Before updating our vehicle work, we are happy to announce that our new location at the bus depot in Barry has led to a welcome increase of three members. Our fundraising activities have increased with a talk to a classic car club, and the first major show at the depot. Recently, a member has donated over 5,000 B&W bus photographs of all areas of the UK, and some further afield. Our intention is to circulate details to other groups.



Our single decker 243 has had little progress, apart from minor bodywork. All external panels have had a coat of primer.

Our 'decker, 262, having suffered most in the fire, has seen major advances. John Webb has continued renewing the hardwood timber window surrounds on the upper deck, while Bob and Chris Heatley have been busy on the front. Below the windscreen, serious profile problems were identified. Front panels were removed and work began to straighten it out, fitting new hardwood framing, then re-aligning the towing hatch. Bitumastic paint was added, along with the renewal of headlight wiring and their connector blocks.

With all wheels off, their hubs are receiving a thorough clean and repaint. Finally, new member Ty Cochlin - and his

plasma cutter - are constructing new steel front wheel arches. Keith Walker



The Trolleybus Museum at Sandtoft

The first trolleybuses were moved in to the new David Croft Depot on Wednesday 5 October. Edmonton 189 was the first, followed by Aachen 22 and then South Yorkshire 2450. They were later joined by Porto 140.

Trolleyday

The final Trolleyday of the season will be the Twilight event on Saturday 19 November.

The Sandtoft Transport Centre Ltd Annual General Meeting will be held the next day. Company members should have received notification in early October.

www.sandtoft.org

Netherlands

Gent Trolleybus 11 On Saturday 17 September, former Gent trolleybus 11 operated a ride on the network in Arnhem

(see front cover). This was possible with the help of the StichtingTrolleymaterieel Arnhem and Hermes-Connexxion.
André Corteil



The Gift of Time

The BTS 2023 Calendar

Trolleybuses in Company is the 2023 theme. Once again Tony Belton has picked out a fascinating selection of



British Trolleybus Society 2023 Calendar
Trolleybuses in Company: Photographs and captions by Tony Belton

photographs that he has taken spanning more than 60 years. There are seven UK scenes and six from around the world showing trolleybuses in company with trams, buses and other trolleybuses, with all the scenes described in Tony's inimitable style. He has kindly donated the cost of printing and so every penny from the sale is profit and all profits go towards trolleybus preservation.

They make great Christmas presents, so buy lots!

£12 including postage and packing by post.

Both calendars available from BTS Sales
1 Mentmore Road, Leighton Buzzard
LU7 2NY or online from
www.britishtrolley.org.uk

Please make cheques payable to British Trolleybus Society.

A Calendar for Ukraine

Donate to the DEC Ukraine Fund and Receive a Free Calendar

The British Trolleybus Society is supporting the Disaster Emergency Committee's appeal for Ukraine. Please donate a minimum of £15 and receive a free Ukraine electric transport calendar. All donations go to the DEC fund.

So far the BTS has raised £799.42 for humanitarian relief in Ukraine. Please help us to push that total higher!

PLEASE, *giftaid it*
DONATE
£15.00

(MINIMUM)- MAYBE £20 or £25!

AND GET A **FREE**
19-month (July 2022 – January 2024)



Mike Russell's Electric Traction

Calendar for Ukraine



Published by Light Rail Transit Association

Distribution supported by British Trolleybus Society,
National Trolleybus Association,
Trolleybus Museum at Sandtoft

ALL PROCEEDS GO TO THE DEC UKRAINE HUMANITARIAN APPEAL

Page 219, left: Ty and John start plasma cutting the front nearside wing nameplate. [Keith Walker]

Page 219, right: John and Ty start fitting the base plate for the front nearside wing, and below, the baseplate finally in place, also showing the refurbished hub and good condition of the brake shoes.

[Keith Walker]

Page 220, upper: Aachen 22 and Edmonton 189 were the first two trolleybuses to be placed in the magnificent new David Croft Depot at Sandtoft on 5 October. [Bradley O'Connor]

Page 220, lower This Vetra trolleybus has been repatriated to its home city of Le Havre, Normandy, after 51 years in Paris Transport Museum. Le Havre 15 is seen at the entrance of the former tramway tunnel leading to the upper city. This display was organised for the European Heritage weekend.

[Philippe Nemery]

World News

Edited by Bruce Lake



BULGARIA Sliven

The City Council has signed a contract with SOR Libchavy for delivery of 6 new 12m trolleybuses, with delivery due by the end of 2023.

CHINA Shanghai

Lines 22, 25 and 28 were converted to battery bus operation in August after the withdrawal of the first of the 290 YoungMan trolleybuses purchased from 2014 to 2016, and the catenary will be partially removed. Lines 6, 8 and 13 are also planned for decommissioning.

CZECH REPUBLIC Brno

Škoda 14 Tr 3218, built in 1990, was withdrawn after a final journey on line 34 on 12 August, at which time it was the oldest trolleybus in operation in the Czech Republic. It has been sold to a private individual. Škoda 22 Tr No. 3607 was also sold, while 22 Trs 3602, 3606 and 3608 were scrapped. The last articulated trolleybuses of this type in operation are 3603 and 3605. The last Škoda 15 Tr (No. 3505) is also still in operation. Deliveries of new Škoda 27 Tr trolleybuses continued during the summer.

CZECH REPUBLIC České Budějovice

The tender for the supply of 10 articulated battery-trolleybuses has been discontinued and so the last nine Škoda 15 Trs remain in operation. This will also further postpone the conversion of some bus lines. Trolleybus line 4 which was introduced after the construction of 1.5 km of new overhead as trolleybus line 1

from the railway station (Nádraží) to the district Máj on 1 April 2012 has been discontinued.

The new overhead link to the depot via Horní, Strakonická and Nádražní roads, which has been commissioned with EU funding, is nearing completion. The new approximately 2 km long route will have its own new substation. With this new connection the depot can be reached more quickly from the station. Instead of the previous route via Pražská třída with a length of almost 5 km, the operating line can be shortened to 2.5 km.

CZECH REPUBLIC Plzeň

Škoda 24 Tr Nos. 501 and 507 have been donated by PDMP to Kharkiv, Ukraine, as a humanitarian gift. Seven diesel buses have also been sent.

CZECH REPUBLIC Teplice

The city celebrated the 70th anniversary of trolleybus operation on 10 September, with several historic trolleybuses in operation. The first trolleybus line opened on 1 May 1952.

FRANCE Limoges

The first of the four new Iveco Crealis 18 articulated battery-trolleybuses on order arrived in mid-September and delivery of the batch was completed by 7 October.

A member visiting recently found that no trolleybuses were operating on route 2 on Saturday 10 September, for unexplained reasons, and that there is no trolleybus operation on Sundays.

GERMANY Esslingen

The Operating Committee of the Municipal Transport Authority has unanimously approved the decision that Van Hool NV will supply the planned 46 new trolleybuses. This is a recommendation and the municipal council was due to take the final decision on 17 October. Hess and Solaris had also submitted bids. Van Hool has offered its newly introduced A-series for emission-free drive systems.

ITALY Cagliari

From 14 September 2022, the previous trolleybus line 31 was renamed QUARTU EXPRESS with the line abbreviation QEX. It is marketed as a direct line from Cagliari to Quartu and is intended to save time thanks to a reserved lane in Quartu on Viale Marconi to Via Dante. The new express line will be served by trolleybuses every 8 minutes, but only from Monday to Saturday. On Sundays and public holidays, the previous line 31R will continue to operate. Line 30 will receive a 10-minute interval with the new winter timetable, while line 5 will continue to run every 10-11 minutes.

The CTM announced that in the future articulated cars will be used on the line and the frequencies will be reduced even further.

NETHERLANDS Arnhem

A contract has been signed with Solaris for ten Trollino 18s of MetroStyle design which are expected to be delivered in Spring 2024. The battery trolleybuses will operate on the approximately 17 km long high-quality bus line 352 from

Arnhem via Oosterbeek, Heelsum and Renkum to Wageningen. The overhead of the former trolleybus line 1 will be used for charging as far as Oosterbeek. In the second phase, the line is to be continued from Wageningen to Ede-Wageningen station, a distance of about 7 km. From 24 July the John Frost Bridge was completely closed to motor traffic, including public transport and emergency services, for seven weeks until 10 September. This also affected trolleybus lines 2 and 3, which used the additional overhead line over the Nelson Mandela Bridge.

POLAND Lublin

Very high electricity prices in Poland are causing financial problems for cities and operators that use trolleybuses, trams, and electric buses. According to the local newspaper, diesel buses have been appearing on lines 154, 156, 157, 161, 162, and autonomous line 38 (which also ran trolleybuses).

POLAND Tychy

To celebrate 40 years of Tychy trolleybuses a special trolleybus service 40 was operated on 1 October. There was also an exhibition of trolleybuses.

PKT Gdynia has announced a tender for the delivery of two articulated trolleybuses.

RUSSIA Almet'yevsk

After the delivery of 10 type UTTZ-6241-10-02 "Citizen" battery trolleybuses in 2019, new line 7B was opened on 24 May 2020, with part of the route operated in battery mode. From 10 August 2020, the new line 7A followed, which also partly uses battery operation. Trolleybus lines 1 and 3 remained for the use of classic trolleybuses. On 25 March this year, the single-lane 2.5 km long loop over the Shevchenko Ulitsa and the Zaripova Prospect was

equipped with overhead, so that line 7A is now also fully wired.

A contract was awarded to Trans-Alpha to supply ten new trolleybuses, four of which were to be equipped with batteries, and the first was delivered on 30 August.

SWITZERLAND Genève

With the timetable change in December 2021, line 2 was extended via Onex to Cressy, where it replaces bus line 21. Trolleybus operation here commenced on 11 September 1942.

An early celebration of the 80th anniversary saw a special tour operated by 40-year-old preserved trolleybus 666 on Sunday 15 May.

SWITZERLAND St Gallen

Carrosserie Hess AG delivered three lighTram® 19 DC in May which received fleet numbers 108-110 and license plates SG 467 108 to 110. A further eleven articulated cars were expected in September and October. Planning approval for the overhead extension is still pending. So far line 4 is wired for only 22% of the line route, while the shorter line 3 has at least 30% for charging the batteries. With line 4, the batteries cannot be fully charged. When the temperature is particularly high the batteries discharge to below 50%. In the winter months, due to the cold weather and the higher energy consumption of the passenger compartment heating, the use of the double-articulated cars on lines 3 and 4 had to be discontinued.

SWITZERLAND VMCV Montreux

Several of the 16 VanHool Exqui.City trolleybuses now carry all-over advertisements. Now that all trolleybuses are equipped with batteries, the overhead in the depot was simplified in April 2021. Instead of the separate

entrance and exit, there are now only two wired lanes to exit the trolleybuses in the direction of Vevey and Villeneuve.

SWITZERLAND Winterthur

A ceremony was held on 30 August to hand over the keys of the city's first double-articulated trolleybus, a Hess lighTram® 25 DC. The eleven new vehicles (401 – 411) will enter service on line 1 from the timetable change on 11 December, requiring some stops to be adapted and the training of approximately 250 drivers. Line 1 was chosen as the first line for the use of the new battery trolleybuses, because in the coming years parts of the line will be used without overhead wires.

Also new for Winterthur is the two-axle drive; two water-cooled permanent magnet electric motors each of 190kW drive the second and third axles. The three lighTram® 19 DCs on order were scheduled to arrive by the end of October numbered 131-133 and will go into operation on lines 2 and 3. This will help to reduce bus use on the trolleybus lines. The lighTrams will replace the 15-year-old Solaris Trollinos, which are being sold for further service in Moldova.

UKRAINE Kharkiv

Two Škoda 24 Trs have been received as a gift from the public transport operator in Plzeň, Czech Republic.

With thanks to: Dave Chick, Jan Spousta, Douglas Wood, České noviny, Československý Dopravák, Limoges-metropole.fr, sustainable-bus.com, Urban Transport Magazine, Ville Rail & Transports, zdopravy.cz



Brazil's Trolleybuses



Jorge Moraes
and Robert Howes



TROLLEYBOOKS

A **spectacular** survey - Brazil's trolleybus history is important and little known. This large and definitive book brings the authors' extensive knowledge, assembled over decades, to present a encyclopaedic and extensively illustrated publication that covers the fiercely independant story of one country's development of trolleybus deployment. Not without failures and even scandals, this book follows beginnings with British United trolleybuses in Sao Paulo, through 14 systems to the present day and current operation in fascinating forensic detail. 388 pages, 1115 pictures and 50 maps. Hardback.
Available from BTS Sales - www.britishtrolley.org.uk/storefront.