

TROLLEYBUS

Vol. 62 No. 742

May 2023



The Magazine of the British Trolleybus Society



*New Avellino Trolleybus System
Naples
Memories of 1963*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 742 May 2023

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

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

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B T S NOTICE BOARD

Reading Meetings

Held at the Reading District Oddfellows' Hall, 118b Oxford Road, Reading RG1 7NQ. Admission: Adults £3.00, Juniors £1.50. Non-members £4.00. Meetings commence at 19.30. Organised by the BTS. NTA members welcome (Please note that there has been a small increase in the admission charge but that there will now be no charge for tea and coffee).

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

Friday 2 June Graham Bilbé presents a video show trawled from his extensive archive of tram and trolleybus material.

Friday 7 July Our annual bus outing, leaving Reading Station North Side at 19.30 prompt, no doubt ending up at a suitable hostelry! Planned to include one preserved and one accessible vehicle so that all can join us.

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 17 May Keith Farrow – Trolleybuses at Home And Overseas

Wednesday 21 June John Parkin presents an A-Z of pictures of British and European systems he has visited

West Midlands Transport Circle

BTS members are invited to attend WMTTC 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.

Wed 10 May 50 years of the Severn Valley Railway. A look at the developments and traction by Roger Fletcher

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

MONTHLY PRIZE DRAW

The April Draw winners were:

£50 Jim Hunt, Woodbridge, Suffolk

£35 Mervyn Stedman, Southwick, West Sussex

£25 Anthony High, Worcester Park, Surrey

New Members

We are delighted to welcome new member:

Laurent Margadant, Genève, Switzerland



Front cover: After many years' delay Avellino's trolleybus system opened on 3 April, although operation is very limited at present. Van Hool 007 is seen under the arch of the Roman aqueduct near the railway station on 7 April. Avellino lies about 50km east of Naples, which also features in this edition of Trolleybus.
[Carlo Ferrone]

Napoli-Aversa Operator Bankruptcy

Photographs and captions by Tony Belton

The smaller of Naples' two trolleybus operators, Compagnia Trasporti Pubblici S.p.A. (CTP) was declared bankrupt with debts of more than €80 million (£70.4 million) in April 2022. Operation of line M13 was taken over by Autoservizi Irpini SpA (A.IR.) from 2 May 2022. Trolleybus operation has been suspended since August 2015, following an accident in which an overheight lorry brought down some overhead south of Capodichino.

The trolleybus fleet had latterly comprised three AnsaldoBreda F19s built in 2000 (101 – 103) and ten Solaris Trollino T12s with Ganz equipment, built in 2005 (121 – 130). Eight of these were reported to be part of the recent bankruptcy sale, the other two having been scrapped. It was reported in the local press that none of these vehicles would have covered more than 100,000 km.

According to the insolvency administrators, the infrastructure of the trolleybus line has an estimated value of more than €20 million. About 18 months ago the Ministry of Transport approved an extension of the line to Scampia with a loan of €15 million agreed to include the purchase of new trolleybuses.

Tramvie Provinciali di Napoli S.p.A. (TPN) opened a trolleybus line from central Naples to Piazzale della Libertà in Secondigliano on 26 January 1964 and extended it to Aversa in 1967, with the wiring to Piazzale della Libertà becoming a short branch off the main route. TPN became CTP in 1978. In July 1980, the branch line was extended to a developing high-rise residential area in Secondigliano known as Rione 167. When route numbers were introduced this service became the M15 but it was withdrawn when the M13 Aversa service was extended to Teverola in December 2001.

Line M11 Piscinola/Scampia Station – Aversa – Teverola was opened in June 2005, but the new 2km section was not wired and was covered using the vehicles' auxiliary diesel engines. It was withdrawn in spring 2011.

The first trolleybus service in Naples was inaugurated on 8 May 1940 by Azienda Tranvie Autofilovie Napoli (ATAN), which also operated the urban tram services. In 1995 ATAN became Azienda Napoletana Mobilità SpA (ANM), which continues to operate four services using a fleet of AnsaldoBreda F19s.

Both ANM and CTP were publicly-owned.







Page 83: CTP's Alfa Romeos, which were right hand drive, dated from 1963/64 and were generally in good condition. Number 15 of the batch, looking very smart, was photographed on route M15 at Piazza Carlo III on 2 March 1993.

Page 84 Upper: Alfa Romeo 32 on route M15 is at Piazza Giuseppe di Vittorio on its way to Naples from Secondigliano on 4 March 1993.

Page 84 Lower: Descending via Nuova del Campo on its journey to Naples is Alfa Romeo 23 on route M15 on 5 March 1993. Note the paintwork on 23 is rather dull in comparison to the vehicles in the previous photographs.

Page 85 Upper: I was very surprised when I visited Naples eight years later to find some of the 1963/64 Alfa Romeos still in service. With the paintwork looking very good is number 34 on route M15 at Piazza Carlo III. The view was taken on 25 January 2001.

Page 85, Lower: My next visit to Naples was in June 2005 by which time ten Solaris Trollino 12 trolleybuses had joined the CTP fleet, numbered 121 to 130. I travelled on No. 121 from Naples to Teverola and photographed approaching vehicles on the journey. Amongst them was number 130 on route M11 to Piscinola taken on via Roma at Melito di Napoli.

Below: Another view taken on the journey was of Solaris Trollino No. 125 on route M13 at Aversa on its long journey to Naples Piazza Garibaldi, photographed on 20 June 2005.

Page 87, upper: Apart from purchasing the ten Solaris Trollino 12 trolleybuses, CTP had also purchased three AnsaldoBredas which were numbered 101 to 103; these vehicles were similar to the 87 purchased by Naples ANM. The first of the CTP batch, 101 is photographed at Piazza Carlo III in diesel mode on 21 June 2005.

Page 87, lower: Naples ANM route 255 terminated at Piazza Carlo III, allowing photographs of ANM trolleybuses with CTP trolleybuses passing. An example on 21 June 2005 is ANM 9102 at the route 255 terminus being passed by CTP 124 on route M13 bound for Teverola.





Memories of 1963 : Cardiff to Chadwell Heath

Article and photographs by Tony Belton

The series continues with the towing of preserved Cardiff trolleybus number 203 from Cardiff to Chadwell Heath.

The tow took place on 19 May 1963; 203 was towed by the ex-Southdown Leyland Coach registration DUF 173 that had towed South Shields 204 on 31 March 1963. The journey started from Cardiff Corporation's Roath Depot on Newport Road with the destination being temporary accommodation at Chadwell Heath in north-east London.

203, delivered in March 1942, has an AEC 664T chassis with a Northern Counties body. The vehicle was Don Jones'

baby: following a visit to see Cardiff's trolleybuses Don decided that one of the AECs should be preserved. He supported the vehicle for many years! The vehicle now forms part of the British Trolleybus Society collection at The Trolleybus Museum at Sandtoft. The comprehensive story of 203 can be found on the BTS website.

Top of the charts on the 19 May 1963 was The Beatles with "From Me to You", their first No.1.



Above: Cardiff 203 is departing Cardiff Corporation's Roath Depot on Newport Road for its journey through to Chadwell Heath.

Page 90, upper: In High Wycombe we had to stop to fill up with water as the towing vehicle DUF 173 had overheated. Whilst there I had the chance to photograph Thames Valley's Bristol LWL6B number 626 (registration GJB 264) on route 36 to Cadmore End.

Page 90, lower: 203 has now reached London and is turning left from the A40 on to the North Circular Road at Hanger Lane.

Page 91: On arrival at Chadwell Heath we found it was an absolute nightmare to negotiate the right turns with vehicles of a combined length of sixty feet. It would have been a lot easier if we didn't have to avoid hitting the lower front panels of 203 which normally held the valance in place.



Above: We passed through some lovely undulating countryside on the journey; this view taken from the upper saloon interior also shows the contour of the front offside window frame.

Below: After enjoying a well-deserved break at The Puesdown Inn at Compton Abdale, Cheltenham, we make our way on the A40 towards London. The Puesdown Inn, a listed building, has closed and is currently (2023) being converted to residential properties.







Museum and Preservation News

Below: Former Dunedin trolleybuses Nos. 76 and 43 in Main Street, Foxton, on 17 October 2007. See article page 92.

[John Zebedee]



MUSEUM & PRESERVATION NEWS

Edited by Jody White



Cardiff & South Wales Trolleybus Project

As we entered February, seasonal ailments affected the number of attendees but our



Driver's door window frame reassembled and three panes of glass fitted. [Keith Walker]

twice-weekly work periods on the trolleybuses continued, concentrating on our restoration of 262. Our removal of the upper deck ceiling paint continues, as well



New front panels and beading fitted to the front of Cardiff 262. [Keith Walker]

as more hardwood window surround renewal.

Externally, the front panels beneath the windscreen were finally fitted, and the



Rear beading fitted to Cardiff 262. [Keith Walker]

beading below the waist rail, front and rear, attached. Bob and Chris Heatley made a



New grille fitted to the towing hatch of Cardiff 262. Hatch being paint stripped, to be followed by primer [Keith Walker]

start on marking out the position of the holes for the screws that will secure the offside panels to the body framing. John Webb completed the driver's door window frame, then fitted the three items of glass. While work progressed on 262's front panels, the towing hatch was removed and

a new circular vent grill fitted. The hatch was paint stripped and presently awaits a coat of primer.

Apart from vehicle work, we began sorting out our limited store areas, finding items we could scrap, items we had been looking for, and excess tools being donated to a local charity workshop, but there is still more to do

Keith Walker

Ipswich Transport Museum

An event is going to be held at the Ipswich Transport Museum on Sunday 23 July to commemorate 120 years of municipal transport in the town.

At this stage it's not clear the extent of the involvement of Ipswich Buses in the event as a new manager is due to take up his post in early May and everything seems to be on hold until he appears.

There will certainly be things happening at the Museum, including a bus running day involving former ICT/IBT/IB vehicles from ADX 1 of 1950 onwards and it is hoped some tours can be run to visit Constantine Road Depot during the day.

More importantly, from a trolleybus point of view, a special exhibition is due to open in one of the rooms at the ITM that day, which will deal with the almost forty-year operation of the town's trolleybus system, from opening on 2 September 1923 through to closure on 23 August 1963.

It will run from 23 July through to 29 October and will consist of photographic displays, artefacts and memorabilia from the Museum archives, most of which are not normally on view to the Public.

Stephen Cobb

New Zealand Foxton Trolleybus Museum

Radio New Zealand's website reported on 14 April that the overhead line in Foxton's streets has been removed.

The museum and trolleybus running lines that used public streets was created by Ian and Christina Little in the 1980s. Ian died in 2008 and Christina in 2013. The website reported that no trolleybuses have operated in the last seven years and the overhead had been in poor condition.

The Horowhenua District Council had been concerned that the overhead had become a hazard and had wished to

remove it for some time. Because they did not own the infrastructure the council had taken proceedings in court to require the owners to remove the overhead. When that did not happen a district court judge gave permission for the council to arrange the removal, which was carried out by Electra, the company which owns and operates the electrical supply system in the Kāpiti and Horowhenua districts.

The council's Chief Executive told the radio station that the removal had cost NZD80,000 (around £40,000) and they would be seeking to recover the sum from the present owner.

The Foxton Museum received many visits from trolleybus enthusiasts from around the world, including several BTS members.

The Trolleybus Museum at Sandtoft

Operating Days

Please note that the Museum will not be open for the weekend of the Coronation or the Coronation Bank Holiday.

Saturday 13 and Sunday 14 May
Weekend Trolleydays featuring
three-axle trolleybuses.

Saturday 27 – Monday 29 May Spring
Bank Holiday Trolleydays featuring BUT
trolleybuses.

It is intended that the Museum will launch its accessible trolleybus service this weekend, subject to availability. See more details below.

Tuesday 30 May to Friday 2 June
Weekday Opening

One trolleybus will run every day and all the attractions at the Museum will be open for all or part of every day, depending on how many volunteers are available.

Saturday 17 and Sunday 18 June Father's
Day Weekend. The Sunday will feature
a display of vintage cars.

Accessible operation

As part of its commitment to improving facilities for visitors with disabilities the Museum is introducing accessible operation on certain Trolleydays. A wheelchair lift has been purchased and will be used in association with Wellington 82 initially. The great advantage of the lift is

that it can be used with more than one vehicle and no irreversible modifications have to be made to the trolleybuses with which it will be used. Wellington 82 has had a pair of seats removed and the lift will permit access through the centre doors. It is intended that Bradford 834 will have the stanchion removed from its entrance to provide an alternative.

The Museum has also accepted the donation of a lowfloor bus from Stagecoach so that on days when an accessible trolleybus operates the Isle of Axholme tours and the connecting bus service will also be accessible. The vehicle is Lincolnshire Roadcar 907, a 2004 Volvo B7L with East Lancs Vyking bodywork. At present it is away from the Museum being repainted into Lincolnshire Roadcar livery and it is hoped that it will enter service later this year.

Green Ambassador

The Museum has been awarded Green Ambassador status. Over a two-month period Commercial Director Chas Allen attended training covering aspects of environmental management and sustainability, including legal requirements and was awarded an IEMA (Institute of Environmental Management and Assessment) certificate upon successfully completing the first part. Completion of the second part resulted in the Museum achieving the Green Ambassador award.

www.sandtoft.org

BTS News

Huddersfield 619's faulty compressor has been removed and sent away for repair. Our thanks to Jim Sambrooks for arranging the repair and to Mike Hurst and Tony Walsh for removing it.

Burntwood

Several plumbing problems have manifested themselves in recent months. The Society is very grateful to Sandtoft member Jeff Croft who has kindly used his professional skills to rectify the faults.

A group of apprentices from Siemens Gamesa spent several days working at Sandtoft during April. One of the tasks they carried out was to cut back the vegetation between Burntwood and the future car park and to remove some of the boundary fence.

This is part of the work required to prepare the new car park for possible



Two of the Siemens Gamesa apprentices cutting back the vegetation on the Burntwood boundary.

[D G Chick]

temporary use if some of the usual facilities needed for premium events at the Museum are not available.



Mike Hurst and Tony Walsh succeed in removing Huddersfield 619's compressor. The trolleybus was reluctant to let it go!

[D G Chick]



The compressor is loaded up to be taken to Bradford Armatures on 22 March.

[D G Chick]



The Trolleybus Museum at Sandtoft reopened to visitors on 8 April. On that day Rotherham 37 and Bradford 844 are seen in service.
[D G Chick]



Huddersfield 619 carries a good load on Easter Monday, 10 April.
[D G Chick]



World News

Upper: Budapest's Ikarus 435 Ts have all been withdrawn. 309 is seen at Keleti station on 8 March 2016.

[D G Chick]

Also withdrawn are the ex-Eberswalde Gräf & Stift NGE 152s. No. 358 glides along Kálvin tér on 11 March 2016.

[D G Chick]

World News

Edited by Bruce Lake



BRAZIL São Paulo

With the end of the measures put in place during the pandemic, the municipal SP Trans' trolleybus operation has returned to its previous extent, with trolleybuses that had been mothballed returning to service. There are insufficient trolleybuses to cover all requirements and so some diesel buses are being substituted temporarily.

The planned procurement of 40 additional trolleybuses for service expansion is still a possibility but the operator is considering the purchase of battery buses.

CZECH REPUBLIC Zlín-Otrokovice

The Transport Company DSZO is preparing its strategy for replacing buses with combustion engines by trolleybuses and battery electric buses. Trolleybuses already account for two-thirds of public transport in both cities. Unlike some other cities, Zlín has not deployed gas-powered buses and these are no longer considered emission-free transport. Consideration is being given to installing new sections of overhead, building new substations for the trolleybus network and charging stations for battery electric buses, as

well as purchasing additional battery-equipped trolleybuses which which DSZO says allows the operation of "electrically powered emission-free public transport to the outskirts of cities, where the construction of a classic trolleybus line would not be economically worthwhile." Several schemes have been prepared which would see trolleybuses replace diesel buses on a number of lines.

CZECH REPUBLIC Praha

The long delay to the supply of the 15 SOR trolleybuses continues. Two vehicles are now at the manufacturer's premises in Libčavý awaiting final assembly and it is expected that testing of the first will commence in Prague in July at the latest. DPP is entitled to the payment of a contractual penalty of 0.5% of the price of each trolleybus excluding VAT for the first day of delay and subsequently in the amount of 0.1% of the price of each trolleybus excluding VAT, for each day of delay.

GERMANY Solingen

Stadtwerke Solingen GmbH has published a tender for the supply of 30 articulated trolleybuses with two drive axles and three doors. They are to be fitted with lithium traction

batteries which will use In-Motion Charging. The contract is expected to be awarded in July with delivery due around 1 January 2025. The fifth of eight new BOB articulated Trollinos (No. 877) arrived at the end of March. Berkhof No. 171 is to join the Solingen trolleybus museum's collection. The remaining Berkhofs are intended to be used for further service elsewhere, possibly Ukraine.

The city council has adopted an update of the local transport plan, subject to financing. The public transport share is to be increased from 15% in 2015 to 20% in 2025 and 30% in 2030, with public transport receiving priority in road traffic and increased frequency of trolleybus services. Line 682 is to be extended over Frankenstraße with a connection to the hospital, and the two premium lines are to operate 24 hours a day. It is planned that from around 2035 these services will use double-articulated trolleybuses.

HUNGARY Budapest

All remaining Ikarus 435T dating from 1994/96 and the Gräf & Stift NGE 152 trolleybuses which operated in Eberswalde from 1993 to 2011 were withdrawn from regular service on 10 March,

having been replaced by new deliveries of Solaris Trollino 18s.

Ikarus 311 and Gräf & Stift 359 were used for farewell tours on the last day.

Ten of the 1987 - 89 Ikarus 280T were still in service at the end of March. A film of the last day can be seen on YouTube.

[2023.03.10. Búcsúzás az Ikarus 435T és ÖAF Gräf&Stift NGE152 típusoktól - YouTube](#)

ITALY Avellino

After years of delay, trolleybus operation finally commenced on Monday 3 April, albeit in a limited way. The first service left the railway station at 07.30 with six journalists on board. The first paying passenger boarded the trolleybus at the next stop and only four such passengers were carried in total on the first trip along the 11km route, for part of which diesel mode is employed.

There was no promotional campaign for the opening, probably because of the embarrassing history of the implementation and commissioning of the trolleybus system, which was intended to be introduced about 25 years ago. However, it is now being promoted as a "light metro".

Service O will run in trial mode for the first six months. It will operate daily only from 07:30 to 16:55 with a half-hour headway, for which two vehicles are required. It will not operate on Sundays or public holidays. The city cannot afford to run trolleybuses

all day and so the service hours are unlikely to be lengthened by much.

At the end of last year most of the 11 Van Hool trolleybuses, which were built in 2010 but not delivered until 2014, were unfit for operation. It is not known how many are now serviceable.

ITALY La Spezia

A ceremonial presentation of the city's new trolleybuses took place on 4 April, with leading representatives of the municipality and several media representatives present. Several of the vehicles that were delivered last year entered service the next day and the rest will be introduced gradually.

A batch of 19 new Solaris Trollinos with Kiepe equipment includes 14 rigid vehicles and the city's first five articulated trolleybuses. The fleet strength will increase from 22 to 27 because of the planned system expansion. The 14 Bredabus F4001.12 trolleybuses which were supplied for the start of services in 1988 will be withdrawn and the eight existing Solaris Trollino 12s retained.

ITALY Pescara

The Italian Council of State (Consiglio di Stato) has overturned last year's decision of the Regional Administrative Court, which blocked the completion of work on the modification of the still unopened trolleybus line between Pescara and Montesilvano. This has cleared the way for trolleybuses to start

running along the 8km corridor as soon as the remaining infrastructure rework and tests with the Van Hool Exqui.city 18 vehicles have been completed. An opening date has yet to be announced.

ROMANIA București,

The operator has agreed with Solaris that the Trollino 12s on order will be delivered to the capital city of Romania much earlier than the delivery schedule initially proposed in the tender procedure. All 100 trolleybuses will now be delivered in January - March instead of March - October 2024.

RUSSIA Belgorod

The system was hastily closed last year and 65 trolleybuses, some of which were nearly new, were sold off cheaply. The infrastructure has also been sold off, and the sale of the depot, the substation and several other assets such as office equipment and furniture have yet to be completed.

RUSSIA Kazan

The purchase of 25 trolleybuses of the new type MAZ-303T20 with a battery range of up to two kilometers has been announced. They are expected to be delivered by August so that they can be presented to the public on City Day on 30 August. This will be the city's first investment in new trolleybuses for many years.

RUSSIA Krasnodar

It was decided last year to redirect federal funds intended for the purchase

of trams to the purchase of trolleybuses. In November 2022 a tender was announced for leasing 60 new trolleybuses, of which 38 are to have auxiliary batteries with autonomous operation up to a distance of 20 km. The winner was Sberbank Lizing, which had no competitor, and the first of the BKM-32100D Olgerd was presented to the public on 20 March. All 60 must be delivered by the end of June. Only 20 of these will result in the withdrawal of older vehicles with the remainder being used to expand the system.

RUSSIA St Petersburg

Operator Gorelektrotrans has announced a tender for 79 new rigid trolleybuses, which will be "classic" (i.e. without an auxiliary drive), with the first two vehicles to be delivered in November, the next 19 in the first quarter of 2024 and the remaining 58 to be delivered during the first three quarters of 2025.

An additional tender calls for another 30 battery-equipped rigid trolleybuses with extended autonomous operation over a minimum distance of 25 km. These are to be delivered by November.

RUSSIA Yekaterinburg

The first Olgerd has been delivered. The order has been increased from 45 to 49 vehicles.

UKRAINE Vinnitsya

The second batch of nine ex-Lublin Solaris Trollinos entered service on 30 March.

With thanks to: Dave Chick, Československý Dopravák, Plzenské Trolejbusy, sustainable-bus.com, Škoda Group, Trolleybus Trollino, Urban Transport Magazine, Ville Rail & Transports, zdopravy.cz



Brno has retained one Škoda 22 Tr for its historic fleet. 3601 is seen at Netrofouľky on 4 April on its first test run after refurbishment. [Pavel Šlesinger]

The New Avellino Trolleybus System

Photographs were taken on 7 April by Carlo Ferrone.

Rear cover upper: Trolleybus 001 passes along the tree-lined Via Antonio Ammaturo in the Serroni area.

Rear cover lower: No. 007 negotiates a roundabout in Via Raffaele Aversa. Behind it is the Università Dipartimento Di Agraria Viticoltura Ed Enologia.

