

TROLLEYBUS

Vol. 62 No. 744

July 2023



The Magazine of the British Trolleybus Society



*UK First for Sandtoft
Memories of 1963
The Trolleybus Advantage*

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British Trolleybus Society

No. 744 July 2023

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BTS 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

As usual, there will be no meeting in August

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 19 July Mike Russell presents Trolleybus Masterworks part 2 from the Online Transport Archive. Films of London trolleybuses during the conversion period, taken by the late Roy Hubble.

As usual, there will be no meeting in August

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 12 July K Ellis on Jazz Bands, Morris Troupes and Entertaining Troupes – juvenile transport in the 1980s-90s.

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

MONTHLY PRIZE DRAW

The April Draw winners were:

50 Peter Blears, Horton, Somerset

£35 Mervyn Stedman, Southwick, West Sussex

£25 Carl Rowledge, Bournemouth

Portsmouth AEC 661T number 246 with Craven bodywork of 1936 is looking absolutely splendid in the spring sunshine on 23 May 1963. The trolleybus on route 17 is departing Bradford Junction and is heading south from Bradford Road into Victoria Road North. Note the tram style shelter in the middle of the junction.
[Tony Belton]



The Trolleybus Advantage

Evidence is building that trolleybuses equipped with small batteries which are charged while the vehicle is connected to overhead wiring are not only more environmentally-friendly than battery buses but are also more economic.

We report in this month's World News that the city of Biel/Bienne, Switzerland, has a strategy to offer 100% carbon-neutral public transport by 2035.

Since 2021 bus line 9 has been operated using battery buses which are recharged at charging stations. However, Verkehrsbetriebe Biel intends to carry out the electrification of the current local network exclusively with battery-powered trolleybuses because the batteries are significantly smaller, have a longer service life, are more resource-efficient and therefore more ecologically sustainable.

The experience on line 9 over the last two years has led to the conclusion that charging stations result in 50% higher electricity costs. The Hess battery buses

will be converted into trolleybuses and 18 new articulated trolleybuses are to be ordered for 2026 delivery to replace diesel buses.

We also report this month that following feasibility studies, Marburg, a town north of Frankfurt, Germany, is considering four different options for introducing a trolleybus system, all of which foresee the use of battery-equipped trolleybuses. The preferred option is that which uses the maximum amount of overhead line and needs no charging stations, eliminating waiting times for stationary recharging and making possible continuous and reliable operation.

The study's findings are that the shorter the overhead line, the higher the proportion of additional charging stations and the higher the number of buses and drivers are required.

The preferred variant is therefore the most economical option and has been recommended for implementation.

Biel/Bienne 96 is seen when new outside the Tissot Arena on 30 April 2019. The Hess battery buses which are to be converted into trolleybuses are similar.
[D G Chick]



A UK First for Sandtoft

The UK's first ever wheelchair-accessible trolleybus operation was launched on 27 May, on the first day of the Trolleybus Museum at Sandtoft's BUT event.

At short notice the Caravan & Motorhome Club Concert Band performed two 45-minute sets on that day. One of the musicians was a wheelchair user and she enthusiastically volunteered to be the first person to use the new facility.

Last year the Museum received a wheelchair lift on loan and as a result placed an order. The use of a lift means that no permanent modifications are required to vehicles. Wellington 82 has been adapted by Sandtoft's volunteers and it is hoped that Bradford 834 will be ready to operate in conjunction with the lift in time for the 2024 season.

Ian Wilson and John Petch trained volunteers so that a number of people are

now able to assist visitors who wish to use the facility.

On Bank Holiday Monday a regular visitor who uses a mobility scooter helped to prove that the lift would work with this type of mobility aid. After experimenting it was found that it was necessary to reverse the scooter into the trolleybus.

This year only limited operation of the lift has been advertised. It will be available on the weekend Trolleydays on 12 and 13 August and 28 and 29 October but it may also be available on request on other dates.

It is expected that later this year Lincolnshire Roadcar 907, the low floor Volvo B7L which was donated by Stagecoach, will be ready to extend the offer of accessible transport to the free bus service and the Isle of Axholme tours on certain dates. Bradford 834 is to be restored and it is hoped that it will be ready for use with the wheelchair lift in 2024.





Page 124: The first visitor to use the wheelchair lift is seen after the lift had been raised level with Wellington 82's floor.

[R N Ashton]

Left: The first ride.

[R N Ashton]

Below, centre: The UK's first trolleybus journey using a mobility scooter. [D G Chick]

Lower: Ian Wilson and John Petch assist a visitor with a mobility scooter. [D G Chick]



Memories of 1963 : The closure of the Portsmouth trolleybus system

Article and photographs by Tony Belton

The series continues with the closure of the Portsmouth trolleybus system 60 years ago, on 27 July 1963.

Portsmouth trolleybus system was very large with many complex overhead junctions. The system was unusual in having separate route numbers for each direction: 5-6,17-18 as examples. I first visited the system on 13 August 1959 on a day trip from the Isle of Wight where I was

on holiday. At this time there were still six trolleybus routes running and the fleet consisted of AEC 661Ts with Craven bodywork of 1936-1937 plus BUT 9611Ts with Burlingham bodywork delivered in 1950-1951.

No.1 in the charts on 27 July 1963 was
Frank Ifield with 'Confessin'



Above: A view of South Parade Pier terminus shows AEC 661T number 282 waiting to pick up its time whilst on route 4 on 13 August 1959.

Page 127, upper: It is 13 August 1959 and AEC 281 on route 3 stands alongside AEC 250 on route 19 at Cosham Compound, the terminus for Cosham Railway station.

Page 127, lower: AEC 259 on 21 November 1961 is on route 8 at the Green Lane terminus reverser at Crompton Road and Madeira Road. Note the silver painted traction standards which were normal throughout the Portsmouth system.





Above: AEC 252 on route 11 is on its way to Dockyard on 21 November 1961; it's southbound along Copnor Road immediately south of Madeira Road. On this occasion double-deck bus number 100, registration LRV 992, is passing on route G to Eastern Road.

Below: AEC 298 also on route 11 to Dockyard on 21 November 1961 is in Commercial Road passing under Portsmouth & Southsea station railway bridge.





The following views were all taken on 23 May 1963, just two months before the closure of the system.

Above: In splendid condition AEC 246 on route 18 enters Guildhall Square from Greatham Street; Portsmouth & Southsea station is to the left and Russell Street to the right.

The vehicles in the last three views were all going to Dockyard so I thought I would now include a photograph of the Dockyard terminus, at The Hard. Below: AEC 233 on route 18 showing Eastney and BUT 301 on route 5 showing S. Parade Pier stand side by side; the terminus was extremely busy during rush hours especially before route 12 was converted to buses in November 1961.





Above: AEC 300 on route 6 passes Southsea's South Parade Pier shortly after departing the terminus which can be seen in the background. Such a shame that one of these superb trolleybuses wasn't saved for preservation.

Below: BUT 310 is westbound in Southsea Terrace; three points of interest in this photograph are the covered over tram track, the cobblestones and the ornate tram shelter. My memories of the BUTs were the amazing acceleration and smooth riding qualities.





Above: BUT 311 on route 18 turns left from Blackfriars Road into Greetham Street passing The Morning Star public house on the corner. Exactly one month to go before the 17-18 are converted to bus operation.

Below: Just two months before the closure of the system and BUT 301 on route 6 to Palmerston Road is in Eastney Road opposite Eastney depot, with single-deck Leyland Leopard 17 registration TTP 991 parked outside the depot.



MUSEUM & PRESERVATION NEWS

Edited by Jody White



Cardiff & South Wales Trolleybus Project
Steady progress continues, centred mainly on our 'decker' 262. John Webb is the master of reassembling the fourteen sets of window sliders and due to storage, he is



Above: John is seen assembling Cardiff 262's window slider.
[Keith Walker]

faced with a mass of parts and a big job! It appears we may have to manufacture one complete slider but for the time being he has enough to keep him busy. The upper deck ceiling paint strip back to aluminium is nearing completion. The most difficult part is removing what appears to be the original 1948 undercoat.

Work continues with the marking out of the external body panels for positioning of the brass fixing screws. When complete, Chris Heatley will start the job of drilling and counter sinking each hole. While on the external bodywork, a sheet of aluminium was cut into narrow strips and a slight angle bent, as there will be what we refer to as 'rain drip deflectors' above both upper and lower deck windows. Finally, after the brakes had been adjusted correctly, the four rear wheels were refitted on 262, which now looks much better.

We have been donated thousands of B&W photographs from all over the UK, and some abroad, which we intend to sell. The majority are motorbus, but we do have some trolleybus and tram. We are looking at 50p each, to post free to individuals or a cheaper rate to restoration groups such as

ourselves which will aid with their fundraising.

Keith Walker kpwalker018@gmail.com

Ipswich Transport Museum

ICT 120th Anniversary event, 23 July

This will be a totally Museum based event as Ipswich Buses have decided not to be involved on the day, other than providing a few vehicles from the current fleet for display. There will be a cavalcade of vehicles travelling through the town early on the 23rd, before they make their way to the Museum for the special event which opens at 11.00. An ICT/IBT/IB Running Day will then take place during the normal museum opening hours (11.00 to 16.00).



Restoration of Ipswich Ransomes, Sims & Jefferies 44, which dates from 1930, is progressing well. Both rear offside corner panels have been replaced and the rear lamp has been recreated.
[Stephen Cobb]

The mayor may be attending this special event.

I'm currently working on the exhibition, and there are several things which will be displayed from our archives, having never been seen in public before!



Above: The roof woodwork is in very good condition.

[Stephen Cobb]

Ipswich 44

When we retrieved 44 from Wroughton last



Above: Work is also going well on the interior.

[Stephen Cobb]

year, it was obvious that the rear offside corner of the bus had received significant

accident damage in the past, as the upper panel had rusted at a different rate to everything else and the lower panel had a large dent in it. There should have been a single rear light on the upper panel, but this had gone and been replaced by what

looked like a wooden birdbox mounted below the body with a red lens and lamp in it to act as a rear light!

From examining photos, I worked out that the damage dated back to around 1950/51 and presumably the "bodge job" was carried out then, given the limited life expectancy of the vehicle, rather than a proper repair. Both panels have recently been removed, repaired and a new rear light, based on photographic evidence, has been created from a new section of turned wood and some other spare parts from our stores.

The bus roof has been stripped of its canvas covering, after removing the rain strips and various bolts and other fixings, which remained in place after the roof walkways and ventilators had been removed. The woodwork is in very good condition and none of it needs replacing, just some minor treatment in places.

The passenger saloon ceiling is still being stripped of paint and one of the drop windows has been dismantled to evaluate the best way of carrying out repair/refurbishment of the mechanisms. I believe the drop windows were actually used only in the early life of the vehicle, passengers being discouraged from opening them in later days.

Stephen Cobb

National Tramway Museum

The popular Model Tramway and Railway Exhibition returns to the National Tramway Museum, Crich Tramway Village on Saturday 19 and Sunday 20 August.

A total of 8 layouts will be present at the Exhibition which will include a new 51/4-inch gauge demonstration layout, built at the Museum, for the Robert Whetstone 1/8-scale model trams, which will be in operation for the public to view.

Normal museum entry charges apply and opening times are 10.00 to 17.30 (last admissions 4pm) both days. For details visit: www.tramway.co.uk or telephone: 01773 854321.

Long Shop Museum, Leiston, Suffolk

Ipswich Garrett Trolleybus No. 26

During the past few months, the team has carried out or is working on the following:

- Completion of the nearside frame assembly, except for the rear wheel arches and rear door frame
- Started the offside frame. Unfortunately, most of the woodwork will have to be replaced with new material
- Fabrication of the metal supports, top and bottom, of each frame rib continues.
- Work on the external roof area is complete with the old weather-sealing material removed, and the wood sanded and cleaned ready for a new weatherproof layer.
- Painting of the chassis is now mostly complete, ready to be reunited with the body around August / September, freeing up much needed space in the workshop.

We are hopeful that some suitable front wheels have been located; further checks required to ensure they are the correct size, stud pattern and offset to fit.

To maximise our visitor experience, we have created a viewing gallery overlooking the workshop area, allowing greater visibility of work progress, whilst ensuring visitors are safe and free from the noise, dust and other hazards of a working environment. The gallery includes a very detailed scale model of the Garrett double decker trolleybus, commissioned by the factory in 1927 for £114 19s 0d; (£9245.00 2023 equivalent) for use at trade shows and demonstration purposes. Included is additional imagery of a variety of battery electric commercial vehicles manufactured during the 1920s and 30s. Garretts were ahead of the game 100 years ago as one of the pioneers of clean vehicle production, not relying on steam or the internal combustion engine for tractive power.

The Museum is open Tuesday to Sunday every week, Easter through to October with a full seven-day opening



Inside the Long Shop Museum, page 134:

Ipswich Garrett 26 seen from the Long Shop's new viewing gallery, with the chassis on the left and body on the right
[Paul Chandler]

during the school holiday periods. Please check our website for further details and keep up to date with special events etc. on the Facebook project page.
Info from May newsletter, provided by Paul Chandler

British Trolleybus Society Glasgow TB78

Two prototype replacement vents have been produced for Glasgow TB78 using 3D printing (right). Since this photograph was taken on 1 June they have been fitted by John Petch and a production batch has been received to replace all the old vents.

Belgium

Gent 11 The first ride of 2023 was on Saturday 13 May. Trolleybus 11 ran for the members of NTV (Nederlandse Trolley Vereniging) for their annual assembly. The original plan was to drive on the Arnhem network with STA trolleybus 0158 recently put back into service (Den Oudsten B79T-KM560-Kiepe built in 1984); but a minor electrical defect (now repaired) made this impossible. My trolleybus was then chosen as a replacement. It ran under wire for about 2 1/2 hours. This was made possible by the volunteers working for the STA (Stichting Trolleymaterieel Arnhem).

Trolleybus 10 is still in Belgium. The vehicle can run, albeit in diesel mode. We have no possibility to test it in electrical mode at present. Since my last report in June 2022 not much has happened. No. 10 needs repairs and restoration but due to a lack of funding, nothing can be done at the moment. It is very well stored and well protected in a closed hangar.
André Corteil

Canada

Transit Museum Society, British Columbia
The Society is collaborating with Translink to celebrate Vancouver's 75th trolleybus anniversary in August. At the moment, our 1947 CCF Brill T-44 is undergoing a commercial vehicle inspection. If it passes we will use it to celebrate. We have our fingers crossed!

Rob Chew



Above: Prototype replacement 3D printed vents
[DG Chick]

BTS Annual General Meeting and Members' Day

This year's AGM and Members' Day is provisionally scheduled for 21 October, in Manchester. We had an exciting programme lined up for the day but unfortunately the venue which we had intended to use for the meeting has let us

down and at the time of going to press we are looking for an alternative.

Please reserve the date and we will have a definite announcement next month.
[British Trolleybus Society](#)

Jiří Kohout

Jiří Kohout, Ph.D., MBA, died unexpectedly on 22 April at the age of 44. He was Head of the Transportation Department at PMDP (Plzeň's public transport operator) and had been Chairman of the UITP Trolleybus Committee since April 2020. He was also the lead author of the large and beautifully-produced book that was published in 2021 to celebrate the 80th anniversary of Plzeň's trolleybus system.

Jiří Kohout was well-respected and well-liked. His support for the trolleybus was

important in the Czech Republic and across the EU. Our condolences to his family, friends and colleagues.

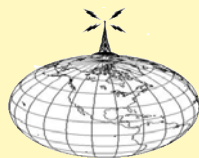
"Truth, love and electric traction must prevail over lies, hatred and combustion engines :-)" Quoted from Jiří Kohout's LinkedIn page.

Photo credit: PMDP



World News

Edited by Bruce Lake



ARMENIA Yerevan

The first four of 15 trolleybuses ordered from Chinese manufacturer Yutong were delivered on 9 May. They are battery-equipped and are expected to be used to serve areas beyond the overhead installation.

These are the first new trolleybuses to be acquired since 36 LiAZ were purchased in 2008. Since then there has been a reduction in the fleet size and there had been a possibility that the system would close. The system's fortunes started to revive about five years ago and in 2020 there was a failed attempt to acquire Solaris Trollino 12 AC trolleybuses from Opava, Czech Republic.

CZECH REPUBLIC Brno

The first of the order for ten Škoda 32 Trs has commenced testing in Plzeň. The vehicle was exhibited at a conference on electromobility in Berlin at the end of March.

Škoda 14 Tr operation ended in Brno on 18 June, also bringing to a close the 14 Tr era in the Czech Republic.

CZECH REPUBLIC Ostrava

Škoda 21 Tr operation by DPO ended on 19 May. No. 3315 is being retained as part of the historic fleet.

CZECH REPUBLIC Pardubice

The first of the order for ten Škoda 32 Trs was delivered on 7 June. Four are equipped with batteries and are expected partly to replace motor buses on routes 1, 27 and 30.

The final Škoda 14 Tr service operation by DPmP was on Friday 9 June using no. 345,

which was built in 1991. Over the weekend of 10 and 11 June there was a farewell to the 14 Tr type with the special operation of Nos. 345 and 376 and an exhibition on the history of trolleybus operation in Pardubice.

CZECH REPUBLIC Praha

The first SOR TNS18 body arrived at the Cegelec works on 19 May for the electrical equipment to be fitted. It was displayed to the public on the morning of Saturday 27 May.

That afternoon the company organised a walk along the never-completed trolleybus line from the centre of Prague to Dejvice. Parts of the route were constructed as an extension of the first Prague trolleybus line, but instead of completing it the entire original line was abandoned, which started the process of eliminating the city's trolleybuses.

Last year, Cegelec arranged a walk along the original route of trolleybus line No. 58 (reported in December 2022 Trolleybus).

FRANCE Limoges

The four IVECO Crealis articulated trolleybuses with Škoda electrical equipment entered regular service in January. Numbered 914 to 917 they have registration numbers GJ-879-YA, GJ-285-RT, GJ-916-RS and GJ-274-RS. Seven battery-equipped trolleybuses are now available for line 4, which now requires battery operation in the city centre following pedestrianisation of Rue Jean Jaurès on 28 November 2022. Although the alternative route

via Boulevard Carnot, Boulevard Louis Blanc to the Mairie stop is wired for lines 2 and 5 there is no frog and no suitable place for the installation of rewiring funnels. The Hess SwissTrolleys now run on Line 1.

FRANCE St Etienne

Bus service M6 will be converted to trolleybus operation towards the end of 2024. In preparation, the overhead of the former trolleybus line 6 on the Cours Fauriel from the junction of the M7 line at Pl. Edmond Maurat has been completely dismantled. Around three-quarters of the traction poles previously had been replaced by new steel poles, while some older steel and concrete poles remained. The previously used wall rosettes will be replaced by new ones. The new overhead line was expected to be installed in June and July. Eight articulated trolleybuses to operate the service are scheduled for delivery in September 2024.

Last year an eight-year contract was signed with Transdev to operate and further develop the Métropole network, consisting of 3 tram lines, 2 trolleybus lines and 65 regular bus lines.

GERMANY Marburg

Around 120 local residents attended a seminar about the "BOB-Marburg" project on 10 May. Information stands provided details of the scheme and planning officials were on hand to answer questions and to receive suggestions which will feed into the planning approval procedure in the

autumn, following approval by the city council.

The plan provides for bus lines 7 and 27 to be converted to trolleybus operation using 24m double-articulated vehicles.

Following the preliminary investigations and feasibility studies, four different options were investigated. The preferred option is to install 20.4 km of overhead line, the largest proportion of any of the options. No recharging stations are required and only six vehicles will be needed, leading to the lowest number of drivers and vehicles and the lowest operating costs (€2.15 million per year). Investments totalling €44.65 million will be required. A total of eight rectifier substations are required for all variants. The vehicles will be fully charged continuously while driving. Recharging stations and waiting times for stationary recharging are eliminated with the preferred variant and continuous and reliable operation is made possible. Variants 2 to 4 show that the shorter the overhead line, the higher the proportion of additional charging stations and the higher the number of buses and drivers are required. Funding will be provided proportionately by the federal government for the additional costs of the vehicles and up to 90% for infrastructure and the city will contribute approximately €8.6 million to €13.2 million. The preferred variant is the most economical option and was therefore recommended for implementation.

GERMANY Potsdam

An exhibition called "Potsdamer Linien" dedicated to the history of local public transport is now on in Potsdam Museum. Consisting mainly of photographs by Werner Taag, who documented the operation of

Potsdam's public transport for several decades, the exhibition also includes the front of a Škoda 9 Tr trolleybus.

HUNGARY Budapest

Solaris Trollino 12 610, one of a batch of ten similar vehicles with Ganz-Škoda electrical equipment supplied in 2007



Budapest 610, which was recently destroyed by fire, is seen passing through Budapest City Park on 7 March 2016. [D G Chick]

was destroyed by fire on 6 June while undergoing repairs and modification by a private contractor.

It was reported that lightning struck the building which was rented by the contractor but did not have appropriate lightning protection.

ITALY La Spezia

The ATC presented the new Solaris trolleybuses at a press conference on 4 April, the day before they started to enter service on lines 1 and 3. Subsequently Bredabus F4001.12s Nos. 807, 809 and 811, which date from 1988, were withdrawn from service. On 15 April, StoricBus - Museo dell'Autobus Italiano operated a farewell tour of the La Spezia network using the title "Arrivederci Bredabus"

ITALY Parma

The first of eight new Solaris Trollinos arrived in April, facilitating the withdrawal of

the MAN/Autodromo/Adtranz-Kiepe trolleybuses which date from 1997 and 2000. Some members of the batch had already been withdrawn and have been used as spare parts donors.

Battery-powered buses are planned for the conversion of further local lines to electric

operation.

The contract for public transport operation has been extended until 31 December 2026. The TEP company is owned 50/50 by the municipality and the province. Passenger numbers are still 13% below pre-pandemic levels.

ITALY Roma

Solaris Trollino No.8530 has been repainted into the silver livery which is used for the BredaMenarini trolleybuses.

LITHUANIA Vilnius

A contract has been awarded to the Škoda Group for the delivery of 91 Škoda 32 Tr vehicles with bodies by SOR Libchav. When delivered in 2024 and 2025 they will replace some but not all of about 150 Škoda 14 Tr, 14 TrM and 15 Tr that are still in service and are between 25 and 35 years old.

The contract also includes a spare parts package and a maintenance contract for an initial period of five years. The new vehicles will use In-Motion Charging to provide for operation of up to 20km off-wire.

POLAND Lublin

Following a fire on Ursus battery-equipped trolleybus 3896 in November 2021, which destroyed the vehicle, all 37 surviving vehicles of the type have been equipped with a new early detection, signalling and alarm system to reduce the risk of fire in the traction batteries when parked in the depot.

ROMANIA București

Delivery of the 100 Solaris Trollinos on order has been brought forward. Delivery is now scheduled for January –

March next year instead of March – October.

ROMANIA Târgu Jiu

Delivery of the 15 new Škoda 26 Trs has been completed with the final delivery on 9 June.

SWITZERLAND Biel/Bienne

The city intends that all public transport will be 100% carbon neutral by 2035. Lines 2, 5, 6 and 8 are currently served by 33 diesel buses. Some will be replaced in 2026 by 18 battery-equipped articulated trolleybuses, with around twelve diesel buses remaining as reserve vehicles until 2030. In addition to the already well-developed trolleybus network, around 2 km of new overhead is to be installed in Bözigenfeld/Champ de Boujean for line 2.

The Hess battery buses used on line 9 will be converted into trolleybuses in order to avoid additional costs and to achieve the desired standardisation.

See also the feature elsewhere in this edition.

USA Boston

MBTA Neoplan 4104 is now preserved at the Seashore Trolley Museum, Kennebunkport, Maine, arriving there on 8 June.

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



Prague's first SOR TNS18 on display at the public open day at the Cegelec works on 27 May, where it is being fitted out with the electrical equipment.
[Jan Spousta]



Rear Cover

Upper: Wellington 82 in service at Sandtoft on 2 June, during the full week of opening. On these days the centre grass is used for car parking.
[D G Chick]

Lower: Gent 11's first ride of 2023 was for the members of NTV (Nederlandse Trolley Vereniging) for their annual assembly on 13 May.
[Harald Jans]

