

TROLLEYBUS

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The Magazine of the British Trolleybus Society



*Memories of 1963
Ukraine*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 745 August 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

Friday 1 September To be announced.

London Meetings

Held at The Model Railway Club, 4 Calshot Street, London N1 9DA (nearest Underground station: King's Cross). Organised by the NTA. BTS members welcome. Start 19.00 – doors open 18.30.

Meetings Organiser John Parkin, 59 Beechwood Court, West Street Lane, Carshalton SM5 2QA. Email trolleybus654@aol.com

Wednesday 20 September Martin Eady: The Pacific Northwest - Seattle, Edmonton and Vancouver.

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

Wednesday 13 September Arriva Days & Trolleybuses.

- (1) Days at Cannock & beyond;
- (2) Trolleybuses at home & abroad. Peter Makinson

MONTHLY PRIZE DRAW

The April Draw winners were:

- £50 Chris Spencer, Reading
- £35 David Goddard, Spencers Wood, Berks
- £25 Peter Blears, Horton, Somerset

New Members

We are delighted to welcome new member:

Jordan Gondeau, Genève, Switzerland

Saint-Étienne Solaris Trollino 149 is seen passing the Cité des Affaires building on Avenue Grüner on 20 June. The system is being expanded next year and new overhead is being erected in preparation. The Lyon and Limoges systems are also growing and a new trolleybus system will open in Nancy in 2024 on the former TVR line.
[DG Chick]



Memories of 1963 : Part 1 Maidstone's Final Extension

Article and photographs by Tony Belton

This part involves Maidstone Corporation and the opening of the final extension on the Park Wood route which took place on 19 August 1963.

No.1 in the charts on 19 August 1963 was "Sweets for my Sweet" by The Searchers



Left: Photographed during the "Big freeze" in 1963 is an advertising board that points out "Barming trolleybus serves this estate".

Below: At the new Park Wood extension in Maidstone number 56 is waiting for its time to depart for Barming Fountain Inn. 56 is a 1944 Sunbeam W rebodied by Roe in 1960 and is currently preserved at The Trolleybus Museum at Sandtoft.



Memories of 1963 : Part 2 The Ipswich Closure

Article and photographs by Tony Belton

Section 2 continues, sadly, with the closure of the Ipswich trolleybus system on 23 August 1963. My first visit to this lovely system was on 10 October 1961. The fleet consisted of 103-108 Karrier W of 1948, 109-114 Karrier F4 of 1949 and 115-126

Sunbeam F4 of 1950 all with Park Royal bodies.

No.1 in the charts on 23 August 1963 was "Bad To Me" by Billy J Kramer and the Dakotas











Page 144: This view of 118 on route 9 is taken at Cornhill and it was good to see how busy the stops were. Cornhill is situated in Westgate Street with 118 having turned left from Princes Street to reach the bus stop on 10 October 1961.

Page 144, lower: Ipswich 118 on route 9 to Whitton is about to turn right from Burrell Road into Princes Street departing the Ipswich Station terminus on 13 March 1962. A perfect situation: coming out of a railway station and straight on to a trolleybus!

Page 145, upper: The hub of the Ipswich trolleybus system was ELECTRIC HOUSE and in this view 116 is just turning left from Crown Street into Tower Street arriving at the Electric House terminus.

Page 145, lower: Karrier W number 108 is on route 3 proceeding to Rushmere Heath: the location is Norwich Road at Dales Road with the Railway bridge behind and Cromer Road in the distance. The view was taken from the top deck of trolleybus 114 on 13 March 1962.

Page 146, upper: 114 on route 9 is on Norwich Road arriving at Whitton terminus where the Maypole Inn PH is situated. It is 13 March 1962 and road resurfacing is in progress with general traffic, including trolleybuses, being controlled by two-way temporary traffic lights. As can be seen in the photo the booms of the trolleybus were comfortably stretched passing the roadworks.

Page 146, lower: I received this beautiful painting of 126 in the snow from Dave Taylor some years ago; I regret that I do not know who the artist is.

Page 147, upper: Illustrated is 121 on route 6B taken at Majors Corner whilst en route to Gainsboro via Clapgate Lane.

Page 147, lower: 119 on route X to Ipswich Station is passing under Lloyds Arch at Lloyds Avenue and is about to cross Cornhill to reach Princes Street on 13 March 1962. This duty was normally operated by motorbus but on this occasion much to my surprise trolleybus 119 arrived instead.

Above: It's 31 January 1963 and Karrier F4 number 112 on route 4, having completed its period of duty, is arriving at Priory Heath depot which is situated on Cobham Road. In 2023 these premises are occupied by The Ipswich Transport Museum.

Only 115-118 of the Sunbeam F4s lasted until the end of the system. The other eight vehicles, numbers 119 to 126, were sold to Walsall Corporation for further service in 1962

Ukraine

A Ukraine Roadtrip by Lars Richter (Part 5)

This article was written in November 2021 following a visit the previous month, when it could not have been imagined that the country would soon be the target of Russian invaders. Part 1 was published in April 2022 (issue 729), part 2 in August 2022 (issue 733), part 3 in January 2023 (issue 738) and part 4 in June 2023 (issue 743).

Mykolaiv has trams. You guessed right: we spent almost all the time just on the trams. My friends liked the trams so much we almost missed the trolleybuses completely. Well, I did sneak away from them at the central market whilst they were having a snack and managed one photo of the brand-new trolleybuses (I did not see any of them in the city centre). We will return here, and I hope to have more time for the trolleybuses then (we did them before). We did not go to Odesa from here as we had no time for it (it is not too far but we simply had not enough days left in our schedule).

Kyryvi Rih has some very long trolleybus lines, and we did most of them (together with all the many depots) some years ago. Our main aim was to ride and photograph the fast tram (which was not possible previously as photography is forbidden there). Well, this time they allowed it (to our surprise) and we thus spent hours on the fast tram and only managed some trolleybus photos en-route to and from the hotel. We even rode one and were lucky to be able to board (everybody behind us had to wait for the next one as the maximum number of passengers had apparently been reached, some people tried at the next stop but were quickly and loudly removed by the conductress). More of their trolleybuses have been modernised (all looking quite boxy) and there are also some new vehicles.

Kropyvnytskyi (called Kirovohrad until 2016) would have been just a 2-3 hour stop-over on the way to Kremenchuk if we still had the car but with our luggage and having to find a new taxi to continue we decided to completely skip this city. I

remember from the last visit that it had mostly modern trolleybuses as much of the original fleet had been sold to a dealer by the previous operator that went bankrupt. None of them were ever got sold on, I think.

So, we went to Kremenchuk directly after spending a few more hours in Kyryvi Rih. We were here during the weekend, and we only saw modern low floor trolleybuses. Some are very new and run on batteries further out. During the last visit here, the director had told us that they intended to run over the bridge to serve the southern suburb there. They have done it! We boarded line 26A+ and took it all the way (from the northern terminus under wire) to the far-out southern terminus. It was packed and all the other trolleybuses we saw on it were also rather full. It did not run extremely fast in battery mode, but this was quite a pleasant ride. It looks as though each batch of new trolleybuses arrives in another shade of purple (and some of the earlier low floor vehicles have also been "repainted"). Quite a busy town but I was disappointed not to see any old trolleybuses (all gone).

Our last destination (before returning to the capital) was Cherkasy. The road was quite bad for a long way (worse than the road from Kyryvi Rih to Kremenchuk) but we did see preparations for upgrading. We had to drive along a farmer's track (fields are gigantic here) parallel to the completely unusable road for a bit. Heavy lorries ruin the old roads; some regions fill the potholes, some don't, but here, there was no asphalt left. It would have been good to use one of the old WW2 tanks that are plinched in all towns – if they don't have a tank they will have a MIG fighter jet instead.

Cherkasy on a Sunday was very quiet and some of the trolleybus lines didn't run. We had pre-arranged a private hire of their "museum" articulated trolleybus (hoping they would also show us the depot, but again, this being a Sunday made them say "njet". During the week the service is much better and there are many articulated ZiUs left. We saw many in the depot – there is a

nice fence round the front. If I ever visit again, it will not be on a weekend.

Another excellent trip. We enjoyed every minute of it. Hotels are cheap (unless you book an expensive one which we never do) and easy to book online, meals are usually cheap and so is the beer (and Borjomi water – our favourite). A member of our small "troupe" speaks some Ukrainian and Russian and this was rather helpful. It makes things much easier (from getting into depots even without prior contacts and directing taxi drivers away from their home ground). English is spoken in most hotels (we stayed in very cheap ones, and some did not – some even insisted on cash payments) and most restaurants (English menus are not always available and often due to Covid one needs a smart phone to scan the QR code to view the menu online). Even in depots there is not always someone available that speaks English. It is

not difficult to buy a ticket from a conductor even if he or she does not understand you (there is usually a standard fare that is often displayed inside by the driver). Trolleybuses might be more expensive than trams, but not much; in many cities the price is the same. You stand out being a tourist (especially in the smaller cities) but everybody we met was nice. I still think of Ukraine as a bit of an adventure (even after six or seven visits). But then I like that!

For fleet lists and maps I recommend <https://transphoto.org>

Trolley:motion reports that there are currently 36 active trolleybus systems in Ukraine, while operations in Bakhmut, Alchevsk, Lisichansk, Severodonetsk, Lugansk and Mariupol are suspended due to the war.









Page 150, upper: Mykolaiv 0002 (brand new Dnipro T203) laying over on line 6 at Kotel'na Street. 22 of this type have arrived here since September 2021.

Page 151, upper: Mykolaiv 3014 (Škoda 14 TrR ex-Brno 3266 built in 1994) being rebuilt in the tram depot workshops. It is one of 19 from Brno plus five 14 TrMs from Ostrava and Plzeň.

Page 151, lower: Kryvyi Rih 015, a YMZ T1R [T2P] built as an articulated T1 in 1992, shortened in 2002 and modernised in 2016, is seen on line 20 on Prospect Myru at Heroiv ATO Street. It is not to be confused with trolleybus 0015 which is a Dnipro T203 in another depot! There are seven of this rebuilt type, three having a small diesel engine to allow operation away from the wires (as have five similar T2s), but not this one.

Page 152, upper: Kryvyi Rih 0028 (a 2020 Dnipro T203, one of 54 in this city) on line 1 at the Underground Heroes Prospect stop on Myru Prospect. Kryvyi Rih means "crooked horn" and you can see a very modern interpretation of this symbol on the front of the vehicle (and much larger on the side).

Page 152, lower: Kremenchuk 044 (AKSM 32100D from 2020) and another of the same type at the outer southern terminus of line 26A+ (Academician Herasimovich Street). 35 of this type have been delivered to Mariupol, Dnipro and Kremenchuk (they have 8) and usually run on lines 26A+ and new 28A+.

This page, above: Kremenchuk 010 (Bogdan T70117 built in 2018) on line 2 at the river station terminus. Six lines start from here. 322 T70117s were built and Kremenchuk has 36 of them.



Above: Cherkasy 2037 (Kyiv-12.05 delivered in 1997). Taken during our private hire at the river station loop. One other 12.05 survives in regular service in Kyiv but there it has been re-classified as 12.03 (presumably it has been technically adapted to be identical to the 12.03s there). Cherkasy used to run earlier Kyiv types, and this is the only 12.05 they ever had. It sometimes runs in regular service and has received a digital front display – a historic vehicle of sorts. On the left is 380 (Bogdan T70117 from 2015) on line 10.

Below: Cherkasy 2035 (ZiU-6205[620500] from 1993) and 2014 (1991 Ziu-683B[B00]) in the depot. 26 “ZiU-10s” are still in passenger service! Only two appeared during our visit (a Sunday).





Above: Kyiv 3323 (Bogdan T90117 new in 2020). Line 40 Antonovycha Street by the old Shevchenko tram depot. Kyiv has 37 of these (and Kremenchuk 5) and they can be found in all four depots.



British Trolleybus Society Annual General Meeting and Members' Day

This year's AGM and Members' Day will be held in Manchester on Saturday 21 October. The AGM will take place at the Friends Meeting House, 6 Mount St, Manchester M2 5NS, which is a short tram ride from Manchester Piccadilly station. Catering is being arranged and we will then visit The Museum of Transport in Boyle Street. The varied and interesting collection includes two trolleybuses that represent local fleets and a local manufacturer. Ashton 80 is a two-axle Crossley

Empire while Manchester 1250 is a 3-axle Crossley Dominion.

Our members' day visit coincides with the museum's Twilight Buses & Trams event, which provides a special chance to see classic buses and trams by twilight. Heritage buses will run to Heaton Park Tramway for the opportunity of night-time views of buses and trams.

Further details and a booking form will be distributed with the next edition of Trolleybus.

MUSEUM & PRESERVATION NEWS

Edited by Jody White



Cardiff & South Wales Trolleybus Project

Work continues apace at Barry depot. The upper deck ceiling of Cardiff 262 was stripped back to its aluminium base, which included the difficult removal of the original 1948 paint. By the end of this report period, the ceiling had received two coats of grey etched primer, followed by the first of two coats of white undercoat. For effect, the front dome had a first coat of white gloss. John Webb continues to fit the window sliders; but possibly due to the fire or difficult storage, some of the intricate brass end sections have disappeared. It's amazing, however, what has been made from brass sheet, tube and aluminium rivets.

Externally, Chris Heatley has continued replacing the temporary panel pins with brass screws on the outer bodywork. A provisional start on clearing the driver's cab of stored fittings has enabled the driver's seat to be removed to the bench, where it was stripped down and overhauled. It was then reassembled. The need for possible reupholstering will be assessed.

While the nearside three-part rear wheelarch was fitted and received a coat of primer, the offside wheelarch proved more troublesome, with regard to the fitting and matching of position beneath the lower deck window line, but eventually, all came together. Once the wheelarches were secure with their joint fishplates, we decided to give the four rear wheels a coat of authentic Crimson Lake paint. Fortunately, a fellow preservationist who was

restoring his ex-Cardiff Daimler Fleetline gave us enough for the



wheels. Meanwhile, the hub caps and wheelnut guard rings were given a finishing touch and a replica BUT badge was temporarily fitted (above).

243's rear emergency door overhaul was resumed, as the horizontal locking bar needed work. Once stripped down and satisfactory, it was reunited with the frame, which is currently off the vehicle.

Keith Walker

The Trolleybus Museum at Sandtoft Trolleydays

August 12 – 13 Weekend Trolleydays
August 21 – 25 Open all week, Monday to Friday. Free entry but we request a suggested minimum donation of £3 per person. A trolleybus will run every day and all the attractions will be open, although depending on the number of volunteers available there may be times when some will close for a short period.

August 26 – 28 Bank Holiday Trolleydays featuring our trolleybuses and buses with coachwork by C H Roe of Leeds.

September 16 – 17 1940s Weekend Trolleydays

Canada

The Buddies of the Brill have a new home! Formerly a part of the Lakehead Transport Museum at Thunder Bay, Ontario, the Buddies of the Brill, including Project Coordinator, Charles Brown, have moved their two trolleybuses to the Oliver Paipoonge Heritage Park, which is 15 km from Thunder Bay. As you may remember from a previous article, the two trolleybuses operated in Port Arthur and Fort William from 15 December 1947 until 16 July 1972, when the two city councils jointly developed a single interlocking trolleybus line. At the time, they were separate cities, but amalgamated in 1970 to become the City of Thunder Bay.

The two preserved trolleybuses were both built by CCF-Brill and were originally operated in Saskatoon, but later ran in Vancouver. Ex-Vancouver 2355 has been restored as Port Arthur 204 while 2357 is now Fort William 45. If you're ever close to Thunder Bay, visit the Oliver Paipoonge Heritage Park, where you can see many, many

interesting items, articles, photos, etc., and also their two new guests... the trolleybuses! Congratulations to Charles and the group!

Oliver Paipoonge Heritage Park is located on Highway 61, just 15 km from the City of Thunder Bay Airport.

Hours of Operation:

2 July 2023 until 27 August 2023.

Open Thursday – Sunday,

2 September 2023 until 24 September 2023. Open Saturday – Sunday Time:

12:00 p.m. to 4:30 p.m.

Vancouver

Vancouver's 75th trolley bus anniversary coming up in August!

I was informed by Rob Chew that the Transit Museum Society is in collaboration with Translink to celebrate this momentous event. They are hoping to use their 1954 CCF Brill T-48A, once it has completed and passed a commercial vehicle inspection.

More about this news, and the Transit Museum Society, in a later issue of TROLLEYBUS.

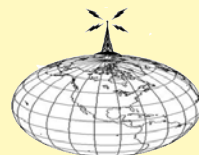


Vancouver 2416, the 1954 Canadian Car-Brill T48A which it is hoped will take part in the operator's 75th anniversary celebrations. It is seen decorated for the 70th anniversary in company with a 1964 General Motors TDH-4519.

[Rob Chew]

World News

Edited by Bruce Lake



ARMENIA Yerevan

The 15 new Yutong ZK6128BEVG trolleybuses all entered service on 8 July after a ceremonial presentation. They are numbered 035 to 049. All the Škoda 14 Tr and Berliet ER100 trolleybuses were withdrawn from passenger service, but No.08 has become a driver training vehicle.

This is only the second contract outside China for Yutong trolleybuses, the first being for Mexico City. It is expected that another 15 trolleybuses of the same type will be ordered in the near future.

BRAZIL São Paulo

Domestic manufacturer ELETRA's first In-Motion Charging trolleybus prototype is to be used on the ABD corridor on a trial basis before the end of the summer. The 21 metre articulated vehicle is also to be tested on the SP Trans network.

The city's second system, EMTU, plans to build a new branch approximately 11 km long from the existing BRT corridor from São Bernardo do Campo to the southern Sacomã Terminus in the greater São Paulo area. For this, the purchase of approximately 80 In-Motion Charging trolleybuses, which will be manufactured locally by ELETRA, is planned. The overhead line will only be built in one direction, to São Bernardo do Campo, and the return journey will be battery-powered.

New trolleybuses are expected to replace METRA's

older vehicles, probably from the end of 2024.

CHINA Jinan

Delivery of 84 Zhongtang rigid trolleybuses has begun. All have traction batteries for up to 20km off-wire journeys. They are part of a planned extensive system expansion which will see the arrival of several hundred new rigid and articulated trolleybuses for the conversion of several diesel-operated BRT lines to battery trolleybus operation, involving at least 45 km of new overhead.

CZECH REPUBLIC Ústí nad Labem

A total of 33 battery-equipped Škoda 27 Tr trolleybuses are now on order. They will be fitted with two motors because of the hilly operating territory. When delivered it is expected that all the remaining 15 Tr and 15 TrM vehicles will be withdrawn. Currently there are 16 in service, although there are more in stock but not operational. It is also probable that a single 22 Tr will be withdrawn.

The purchase contract was signed in October 2022 and the order was divided into three parts. The first order was placed in December and was for a single vehicle, but it was immediately followed by another order for 11 trolleybuses. Only five days later, the contract for the delivery of a further nine vehicles was confirmed. The option for the remaining 12 trolleybuses is now being exercised and they are to be delivered within 400 days of the effective date of the contract.

ITALY Genoa

For the major expansion of the trolleybus system supplemented by battery-electric buses using "opportunity charging", the city is seeking the supply of trolleybuses and electric buses with a "tram-look" design, i.e. curves that clearly distinguish the vehicles from conventional buses. The trolleybuses are to have a maximum length of 18.75 m. The use of double-articulated trolleybuses had been considered and a Linz Van Hool Equi.City was tested in 2019.

POLAND Industry

Solaris Bus & Coach has produced a new Trollino 12 demonstrator. It has Medcom electrical equipment with a 160 kW motor supplied by the Austrian manufacturer TSA and traction batteries with a capacity of 58 kWh. LTO cells are used. Mecom is the Polish company which Solaris uses for all its electric bus projects and many of its trolleybuses. On 6 June it was transported to Gdynia, where it underwent test drives on the trolleybus network without passengers on the same day, continuing the next day. It is painted in an all-over white livery.

RUSSIA Murmansk

Regional politicians have approved the purchase of 30 new trolleybuses, which are expected to be delivered during the autumn. This is an unusually large order for this operator, which has just over 100 trolleybuses in service. The new vehicles will see the removal of most of the

vehicles greater than ten years old. Murmansk and St. Petersburg are the only Russian cities that have placed new trolleybus into service every year since the beginning of this century.

SLOVAKIA Prešov

Of the five Škoda 25 Trs purchased in 2006 – 2008 only No. 709 is operational, although it is kept as a reserve and has not seen service since January. No 704 has been sold to Khmelnytsky, Ukraine, and departed on 14 June after a long delay following the failure of the rear axle, which was repaired by employees of the future operator on DPMP's premises. The other three 25 Trs have been out of service for some time.

Two of the operator's seven Škoda 24 Trs, 703 and 705, which were purchased over the same period as the articulated version, were sold

to Ternopil, Ukraine, in September 2022.

SWEDEN Landskrona

Three battery-equipped Solaris Trollino trolleybuses with Škoda Electric electrical equipment will replace the oldest Trollinos, 6991-6993, which have Ganz equipment and were purchased when the system opened in 2003. They are expected to enter service in December 2024, when Nobina Sverige's contract expires and Keolis Sverige begins a ten-year contract to operate local services,

TURKEY Şanlıurfa

The trolleybus system finally opened in late April and the city's mayor announced that the service will be free to use for the first twelve months. Delays have been caused by the change of specification of the trolleybuses, which were to have been double-articulated but now have a single articulation, and supply

chain problems because of the Russian war on Ukraine. Şanlıurfa was also badly affected by the major earthquake in February and some of the route, Balıklıgöl line 63, is still affected.

As in Turkey's other trolleybus system, in Malatya, the vehicles are referred to as "trambuses".

UKRAINE Khmelnytsky

Ex-Prešov Škoda 25 Tr No 704 arrived in June, joining ex- Plzeň 24 Tr No. 502.

UKRAINE Ternopil

Ex-Prešov Škoda 24 Trs No 703 and 705 were purchased in 2022.

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

Below: Landskrona 6994, named "Elvis", is the newest of the system's five trolleybuses, having been delivered in 2013. The three oldest vehicles will be replaced next year. It is seen in Eriksgratan on 14 June.

[Tim Hall]



Rear Cover

Upper: Lyon Hess No. 2010 on line C13 is seen on Av. Lacassagne on 25 June.

[D G Chick]

Lower: Lyon's large fleet of Cristalis will be replaced by new trolleybuses. Cristalis ETB 12 No. 1823 turns from Rue de la République to Place des Cordeliers on 21 June.

[D G Chick]

