

TROLLEYBUS

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October 2023



The Magazine of the British Trolleybus Society



*The BTS AGM
Memories of 1963
A Greek Odyssey*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 747. October 2023

Editor: Dave Chick

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

Production Editor:

Peter Braybrooke

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

Preservation News Editor:

Jody White

20 Cunningham Crescent,
Chatham, Kent ME5 0ES
museumnews@britishtrolley.org.uk

World News Editor: Bruce Lake

11 Greenfinch Grove, Netherton,
Huddersfield HD4 7LH
worldnews@britishtrolley.org.uk

Distribution: Derek Pearson

25 Caldbeck Drive, Woodley,
Berkshire RG5 4LA
distribution@britishtrolley.org.uk

Subscriptions and

Membership: Andrew Barton

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

Website:

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

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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 3 November Dave Hall presents a digital slide show looking back at vehicles operated and various liveries by Reading Corporation/Reading Buses from 1968 to 2018

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 18 October Jeff Tucker - Eastern Europe. (This is the March meeting postponed due to the Tube strike).

Wednesday 15 November "Remembering Reading's Trolleybuses" Dave Hall presents pictures and digitised cine looking at the life of the system over the years.

Bradford Meetings

Saturday 11 November. A meeting is to be held at Keighley Bus Museum starting at 14.30. More details will be published next month.

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 11 October. Geoff Cryer. Great Little Trains of England. From narrow to standard gauge, concentrating on the smaller operations, by size & volume.

MONTHLY PRIZE DRAW

August Draw

£50 Chris Williams, Southampton

£35 Shaun Bradbury, Reading

£25 Keith Manning, Knaresborough

September Draw

£50 Chris Williams, Southampton

£35 Ian Brown, Luton

£25 Anthony High, Worcester Park

Athens Van Hool 7045 outside of the ancient Panathinaikou Stadium on route 4 from Ano Kipseli to the metro station at Aghios Ioannis on 15 March.
[Ian Stubbs]



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. Tea and coffee are served from 10.30am and the AGM will start at 11.00.

Following the AGM there will be a presentation by Dennis Talbot, Chairman of the Museum of Transport in Boyle Street. We will then travel by heritage bus to the Museum. There is a café at the Museum for lunch or you may prefer to bring your own.

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 first 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. The Museum will remain open until 20.00. Guests are welcome to join us for the day.

Booking

Via Dave Hall:

- email: wiltshireman@aol.com
- address: 9 Hanover Court, Fieldfare, Swindon, SN3 5BG.

BTS President Visits Sandtoft

We were very pleased to welcome BTS president Nicholas Owen when he visited the Trolleybus Museum at Sandtoft on 25 August. It was his first time at Sandtoft for many years and he was very impressed with all the attractions and the work in progress building the Sandtoft District Railway.

*Nicholas Owen
(standing on the left)
had a ride on
Wellington 82 during
his visit to Sandtoft.*

D G Chick



Memories of 1963 : Part 1 Nottingham

Article and photographs by Tony Belton

October's contribution to the series starts with a National Trolleybus Association (NTA) tour of Nottingham followed by the closure of the Crossflatts route in Bradford.

The NTA tour of Nottingham took place on 20 October using BUT 9641T number 514 at a cost of nine shillings.

No. 1 in the charts was "Do you love me" by Brian Poole and the Tremeloes



Memories of 1963 : Part 2 Bradford

Article and photographs by Tony Belton

Eleven days later on 31 October came the closure of the wonderful Crossflatts route in Bradford. The route, numbered 24, originally went from Bradford Moor to Crossflatts but due to the redevelopment of Forster Square it was truncated from

Bradford Moor to Forster Square starting on 18 November 1962. This must have been a real inconvenience for all the regular through passengers.

No. 1 in the charts was "You'll never walk alone" by Gerry and the Pacemakers



Nottingham, page 184, upper: Nottingham 514 on the NTA tour posing on the reverser at Carlton, Hooton Road terminus on 20 October. Hooton Road was the only reverser on the Nottingham system.

Nottingham, page 184, lower: This view of 514 was taken on Market Street, on a section of wire that was disused, consequently a lot of flashing/sparking from the trolleyheads on the overhead took place when it was used on rare occasions such as on a tour.

Bradford, above: A very smart-looking 701, carrying a good load, is on its journey to Crossflatts. It's just approaching Forster Square Station before the redevelopment had started.

Page 186, upper: Bradford 765, ex Notts & Derby, passes Forster Square Station before the redevelopment had started. The vehicle on route 24 to Crossflatts is also carrying a good load.

Page 186, lower: As already mentioned, from 18 November 1962 all through services were cut back to a temporary turning circle at the bottom of Cheapside which was on the edge of Forster Square. In this view 846 on route 24 is waiting for its departure time to Crossflatts parked in its new tatty surroundings.

Page 187, upper: 841 on route 26 to the short working at Bingley passes through the very busy Saltaire junction where route 40 via Thackley terminated and Saltaire depot was situated.

Page 187, lower: 847, the last of Bradford's trolleybuses to be delivered, is turning at Bingley short working. The East Lancs bodywork on these final deliveries to Bradford were very modern for their age.





Upper: Bradford 841 on route 26 to the short working at Bingley passes through the very busy Saltaire junction where route 40 via Thackley terminated and Saltaire depot was situated.

Lower: Bradford 847, the last of Bradford's trolleybuses to be delivered, is turning at Bingley short working. The East Lancs bodywork on these final deliveries to Bradford were very modern for their age.





Page 188, upper: This view shows 833 passing through the Bingley short working whilst on its way to Crossflatts. Notice the neat overhead as was the standard for Bradford at the time.

Page 188, lower. Bradford 844 is on the stand at Crossflatts waiting to commence its final trip of the day on 31 August 1963. During the journey the speed, acceleration and riding qualities of the vehicle were fantastic

Above: Whilst on the subject of Bingley we must remember the hills above Bingley where Bingley Auto Spares was situated and where many trolleybuses from various systems were scrapped. In this view Bradford 628 is waiting for its turn to be dismantled during the "Big Freeze" of 1963

Below: I came across this superb photo on the internet some time ago; it shows Tram 71 on route 24 at Crossflatts terminus. It was taken by W. A. Camwell in 1938.

[W A Camwell/National Tramway Museum]

A Greek Odyssey Part 1 : Athinai 2023

Article and photographs by Ian Stubbs

Looking to combine some warmer temperatures with trolleybus riding I decided to book a few days in Athens in March. I travelled from Manchester mid-afternoon on 12 March and then took the airport bus to reach my hotel near to the city centre. I had made a previous visit in 1981 when the trolleybus fleet was made up of the Russian-built ZIUs and some Italian Fiats and Alfa Romeos. I knew that since then the network had expanded and that also a tramway and a metro had been built. I would have three days to explore before returning home on the Thursday.

On Monday morning, whilst having breakfast, I could see trolleybuses passing the hotel. I decided to head to the metro station, a few minutes' walk away, to buy a five-day travel pass. This was very reasonably priced at €8.20. This metro station, Aghios Ioannis, is also the terminus of trolleybus route 4. I travelled by metro to Syntagma, the main city square facing the parliament buildings, which is also the terminus of the tramway. Plenty of trolleybuses were in evidence, but I decided to take the tram to the coast where it links with the tram line which follows the coast from Voulas to Piraeus. This tramway had been built to serve some of the venues when Athens hosted the Olympic Games in 2004. On completion of my tram rides I arrived in Piraeus to start my trolleybus journeys.

The official advice was that masks should still be worn on public transport but this was widely ignored. What was noticeable was that the area next to the driver and front seat was sealed off with a plastic sheet and the front doors never used.

The first route I travelled on was No.17 which begins in a terminal loop around the centre before heading north-west climbing to Coast Georgios, which has views out over the Saronic Gulf. Most of the route is in narrow one-way streets and so you do not encounter oncoming trolleybuses or have the opportunity to photograph them passing.

Once back at the harbour my next journey would be on route 20 which runs from Drapetsona eastwards to Neon Faliro, where it terminates outside a depot. Firstly, travelling westbound, the two-way wiring heads inland before entering a long terminal loop to reach its destination. On arrival, the stop was blocked by a trolleybus which was receiving attention from mechanics before it was able to depart. This terminus is high up and overlooking the coast with a good view of the extensive harbour of Piraeus. I returned to the centre on the next

departure and continued east to Neon Faliro. This part of the journey follows the coast road for most of the way until it enters the terminal loop, the final stop being adjacent to a tram station. A number of vehicles in the depot looked to be out of service as many were without their trolley-heads. There was more wiring in evidence in Piraeus but I did not see any trolleybuses using it.

All of the trolleybuses which I saw in Piraeus were the oldest in the fleet, being numbered in the 6000 series, were Neoplan N6014s which had been delivered from 1999 to 2003. These vehicles had the sweeping curved shroud on the roof to contain the trolley gear. As I could not see any evidence of trolleybuses running through to Athens, I made my return by tram.

The next two days would be spent exploring as much of the Athens trolleybus system as time would allow. It was difficult to find out where the trolleybuses would be heading as I could not find a route map and also the Greek alphabet used on the destination blinds was undecipherable to me! It was just a case of get on and see where it went. The day started with a ride on route 4 from near the hotel to Syntagma where I boarded an 11 which I found to be travelling east climbing to its terminus at Nea Elvetia. The last part of this journey was through one-way streets. Returning part of the way I found the junction with route 2 on which I travelled to the Kessariani terminus, all on one-way wiring. From here I travelled the whole route across the city to Ano Kipseli, involving some steep inclines and more single track wiring. Ano Kipseli was also the northern terminus for route 4 which I used to return to Syntagma. The rigid trolleybuses were a mixture of 7000 series Van Hool A330Ts delivered between 1999 and 2003, and 8000 series Neoplan N6216s of 2003-4.

The next journey, after lunch, was on a number 12 which again travelled north-west to Peristeri. Leaving the one-way system in the centre, this journey was on wide roads with only gentle inclines and so allowed for faster running. Near to the metro station at Agios Antonios, I noticed junction wiring so returned to this place a little later. Here I took a 24 which I believe to be one of the newer routes constructed as a feeder for the metro. This route travelled in a long loop before joining wide roads leading to the terminus at Petropouli. Another route, 25, follows the same loop before heading further east to Olympias, but I did not have time to make that journey before returning to the city centre on a route 12.





Page 191, upper: A rear view of Van Hool 7071 on route 4 having just passed the parliament building at Syntagma.

Page 191, lower: At Piraeus harbour terminus, two Neoplan N6014s with 6035 about to depart on route 17. The vehicle behind has just arrived and will take a short layover.

Above: Neoplan 6069 is receiving attention at the Drapetsona terminus of route 20, with the harbour of Piraeus in the background.

BTS Calendar 2024

"On the Move" is a selection of photographs of preserved vehicles being moved around the country in the early days of preservation. Tony Belton has picked out a wonderful selection of images (one for each month plus the cover) from his extensive collection and he tells the fascinating story of each one in his inimitable style. There is plenty of space to write in your appointments.

Tony has again kindly donated the cost of printing and so every penny from the sale is profit which goes towards trolleybus preservation.

They make great Christmas presents, so buy lots! £14 including postage and packing by post from BTS Sales 1 Mentmore Road, Leighton Buzzard LU7 2NY (please make cheques payable to British Trolleybus Society) or from the Trolleyshop at Sandtoft. Order online at BritishTrolleybusSociety.com.



MUSEUM & PRESERVATION NEWS

Edited by Jody White



Cardiff & South Wales Trolleybus Project

Here in South Wales, trolleybus restoration during the summer months has been steady despite holidays. The window slider installation has been completed, so internal hardwood window surrounds are being addressed. Without a pit, cleaning decades of grease and dirt accumulation from the underside of vehicles is a difficult process. To date we have concentrated on both vehicles' front axle areas. At the beginning of June, we uncovered a corroded plate on the offside of 262's chassis, which has been successfully cut out and a new section welded in. Fortunately, on site there is a portable steam cleaner, but we have to wait until late October to use it. Even so, it should speed up the cleaning process.

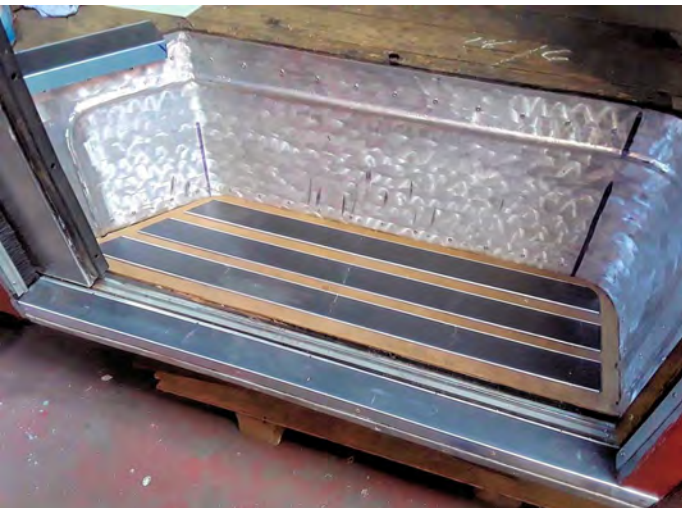
Another marathon task has been final fitting of all external panels on 262, where the temporary panel pins are removed and after drilling and counter sinking, brass screws are fitted. However, this has led to the discovery of areas with unsatisfactory timber framing. The first problem arose at

the front sliding door where the step was unsupported and it was proving difficult for the door to close smoothly. After the panelling at the rear of the door was removed, a repair was assessed and completed.

It was decided that we should concentrate on completing outstanding jobs. The front face of the step when delivered had a large ornate kickplate which apart from having two bends to fit the step profile, also had a radius pressing at its top edge. To produce the pressing, we routed out a groove in a section of hardwood to the shape, then carefully fashioned the groove. Eventually, the kickplate was rivetted to the step riser, followed by fitting lino to the step. In an effort to utilise an item from 262 (and save money) a section of lino from the upper deck was cleaned up, cut to shape, then attached with contact adhesive.

Our next puzzle is applying the treadplate to it, but there is nothing spare in our stock, and an alternative had to be sourced. Previously on the rear stairs we had used modern stair nosing of the type used in office blocks. A section was ordered online and on receipt we trimmed off the aluminium edge to leave the side with the thin rubber inlay. Then, after cutting and shaping, the three strips were drilled and screwed through the lino into the step and to complete the process, small rubber inserts were pressed to cover the screws.

Next, the forward door area, where we have the original courtesy light assembly fitting through



Above: Cardiff 262's front step.

[Keith Walker]

the partition at the rear side of the doorway. After cleaning up the aluminium casing and



Above: The emergency light on Cardiff 262.

[Keith Walker]

overhauling the light fitting, the light was temporarily run off a battery charger.

We can safely say that we have reached the stage 'pre-fire', which has been achieved in just twenty-nine months; a credit to those who spend on average two days a week at Barry.

Keith Walker

Congratulations to Keith and the C&SWTP gang, from everyone here at
TROLLEYBUS!

The Trolleybus Museum at Sandtoft Open All Week

The Museum's third full week of opening was held prior to the August Bank Holiday. The weather was very good and the total of 422 visitors over the five days slightly exceeded the combined total of the previous two full weeks of opening!

This was a great success in terms of visitor numbers, income, and reputation-building. A much higher proportion of children visit during these weeks, which are deliberately staged during school holidays.

On most days Wellington 82 was on standby and was put into service whenever requested by wheelchair users.

Open All Week in October

The Museum's final full week of opening in 2023 will be during the school half-term, 23 – 27 October.

We want to make sure that we can again offer visitors a great day out and we will be very grateful for all offers of help, even if you can only manage part of the day. Please look out for Stewart David's email to Sandtoft members appealing for volunteers nearer the time.

Open Days

Sunday 15 October Isle of Axholme Running Day

Monday 23 – Friday 27 October Weekday Opening

Saturday 28 and Sunday 29 October Weekend Trolleydays

commemorating Doncaster's last trolleybus, which ran in December 1963.

Saturday 18 November Twilight Trolleys, with atmospheric trolleybus operation after dusk.

Netherlands Stichting Trolleymaterieel Arnhem (STA)

The first trolleybus ran in Arnhem in 1949. More than 70 years later, the network still exists and the trolleybuses are a low-noise and environmentally-friendly form of public transport.

Over time, new trolleybuses have been added and old ones have been removed. Fortunately, some of them have been preserved. Six trolleys, one of which is used as a parts supplier, and a diesel bus are now owned by the STA.

Two former city buses of the Arnhem Municipal Transport Company remain the property of the Veteran Autobussen

Foundation which consults with the STA for maintenance.

The aim of the STA is to preserve



*Above: On 29 May Arnhem 0158 made the first public tours.
[Herman Wilmer]*

historic equipment for posterity and make and keep it roadworthy. Providing rides with the museum trolleybuses is also one of the STA's sources of income.

The STA is still looking for a good storage facility to accommodate the Arnhem Museum trolleybuses that offer opportunities for maintenance and possibly an exhibition space.

The STA is run by volunteers, which we never have enough of. However, the maintenance and storage of the museum buses costs a lot of money every year, which can be raised through donations, among other things. Would you also like to become a donor?

From the STA August newsletter sent by Herman Wilmer:

The year 2023 was all about searching for and finding a new home for the STA fleet. The contract for the parking facility at Meijnerswijk expired on 21 July. It was clear from the outset that it would not be an easy task.

A project developer tipped off the STA board that a former transformer hall on the former KEMA (i.e. the Inspection Service of Electrical Materials Arnhem) site, now known as Arnheims Buiten, may be used by the blue fleet for six months. On 19, 20 and 21 July, the trolleys, the Volvo bus and the overhead installation car left the shed one by one. The trolleys 128, 5177 and 5180 were towed, but 0158, 5227 and ex Gent 11 were able to move under their own power.

During the two and half year stay in the large Meijnerswijkhal, many advances have been made in the field of trolley recovery and we acquired Berkhof



*Above: This Dodge arrived in Arnhem with the Canadian army in 1944. It later became a tower wagon for the local trolleybus network, fulfilling that role until 1977. It is seen on 20 July, about to be transported on a low-loader. It is to be made roadworthy and will regain its former red and white livery.
[Herman Wilmer]*

trolleybus 5227. The STA board is very grateful to the management of Kondor Wessels Projects for the good relationship during these years.

World News

Edited by Bruce Lake



ARGENTINA Rosario

On 4 August Trolza trolleybus 27 burned out completely, following which the rest of the type have been taken out of service. Since they were delivered in 2016/17 they have proven to be unreliable. Following the successful conversion of a diesel bus to become pre-production car 33, cars 34 and 35 are now also in operation and another two are being converted. It is planned to put a total of 19 such cars into service.

ARMENIA Yerevan

Since the new Yutong trolleybuses entered service, allowing a more frequent service to be provided, the number of passengers using the trolleybuses has increased significantly. The previous shortage of operating staff also does not apply at present. As a result the Škoda 14 Trs have not been completely eliminated. However, it is intended that further new trolleybuses will be purchased, although no orders have yet been placed, and there is a lack of spare parts for the Škodas.

BRAZIL São Paulo

The planned procurement of 40 new trolleybuses for the urban network this year has been postponed until the period from 2024 to 2028, with the option of continuing to use some of the current fleet until 2031. The discussion about the future of trolleybus operation is still ongoing. It is not yet clear whether one of the duo buses will be preserved. For the time being, 1120 has not gone for scrap. Of the two-axle Neoplan

trolleybuses which had been used in the Cambridge district, No. 4104, is going to the Seashore Trolley Museum while No. 4110 will be preserved by the Illinois Railway Museum. All of the other 26 Neoplans have been disposed of as scrap.

BULGARIA Ruse

Czech company SOR Libchavy will supply 15 new TNS 12 trolleybuses by the end of this year. The system opened in 1988 but the original fleet was replaced using second-hand trolleybuses from several different countries. Several were older than the original vehicles.

BULGARIA Sliven

SOR Libchavy is currently supplying six new TNS 12 trolleybuses in a new blue and orange livery. The first arrived on 24 August and all should have been delivered by 15 September. The vehicles do not have traction batteries. Trolleybuses have not been running since August 2022 and the new arrivals will not permit full operation to resume. In June it was announced that six of the Škoda 14 Trs were to undergo major repairs and will be kept in reserve. To ensure the reliability of trolleybus and electric bus operation, substations in the city have been reconstructed and part of the overhead line has been repaired.

CANADA Vancouver

The Solaris Trollino 12 mentioned last month arrived on 30 July and has since completed numerous test

drives. In the medium term, it is planned to procure battery-equipped trolleybuses to replace the existing fleet, but also to expand the route network to routes away from the existing overhead network.

CZECH REPUBLIC Brno

Delivery of the first batch of Škoda 32 Trs (3311 - 3320) was completed on 25 August and all ten had entered service by 29 August. Another batch of ten is on order. Further Škoda 21 Trs have been withdrawn, leaving 37 of the type in service.

CZECH REPUBLIC Jihlava

The city plans significantly to expand trolleybus operation, converting motor bus lines in the southwestern part of the city. An environmental impact assessment is being conducted for the scheme, known as the Southwest Trolleybus Tangent. It would see more than four kilometres of new trolleybus line in a part of the city where there is currently no trolleybus infrastructure. Some existing lines are to be modernised and the plan envisages a new substation in U Cvičiště. Construction could begin as early as August 2024 and is expected to take about 18 months, so it may be ready in December 2025.

CZECH REPUBLIC Praha

The first test drive of one of the SOR TNS 18 trolleybuses was carried out on 30 August using No. 112. The trolleybus travelled from the Klíčov garage to Letňany using its batteries and then did two journeys between the Letňany terminal and the loop in



Čakovice using the overhead, then for half a lap it used the traction battery mode. A visitor in August noted that the charging station has been constructed at Václav Havel Airport and most of the overhead for the airport line is in position. Trial operation is due to begin during the first quarter of 2024.

A building permit is being sought for the electrification of bus line 176, which will become trolleybus service 53 from Karlovo náměstí to Strahov.

There will be 4km of overhead line between Strahov and Janáček Embankment, covering 86 percent of the route. 229 traction poles will be erected. There will be battery operation between Janáček Embankment and Karlovo náměstí, and there will be a charging station at the terminus. Trolleybuses with a length of 12 meters are planned.

The line is to be fed from two substations. A new substation will be built in Strahov, and the existing Hřebenka tram substation will be used, which will be extended by a trolleybus section.

Construction should take place in 2024 and 2025.

CZECH REPUBLIC Ústí nad Labem

The first of the new Škoda 27 Trs arrived at the Plzeň works on 11 September. Unusually it already bore its fleet number, 638. These trolleybuses will be equipped with two motors. The operator is offering Škoda 22 Trs Nos. 602 and 603 for sale. Photos in the offer document show them as having been stripped internally and without electrical equipment.

No. 601 was refurbished and is now part of the historic fleet.

CZECH REPUBLIC Zlín–Otrokovice

A total of 25 battery-equipped trolleybuses are to be ordered

to replace many of the Škoda 24 Trs and 25 Trs. Some motor buses will also be replaced as part of the plan to increase the percentage of electric operation.

Stage 1 requires six 12m and six articulated vehicles Stage 2 provides for another six 12m and three artic, with four 12m trolleybuses to come in Stage 3.

GERMANY Industry

Kiepe Electric has been sold to Heramba GmbH, which has registered offices in Berlin and Atlanta. The company was founded by Theodor Kiepe in 1906, initially to repair arc lamps. After the Second World War the company repaired war-damaged tramway electrical equipment and in 1950 embarked on the production of completely new electrical equipment for trolleybuses, which was probably the most important milestone in the company's history. Since the decline in electric public transport in the 1960s the company has changed hands several times. Kiepe has six subsidiaries worldwide and employs around 580 people. Its sales last year amounted to around €110 million.

HUNGARY Szeged

Three Ikarus 280T articulated trolleybuses have been hired from Budapest to cover for a shortage of rolling stock until new SORs are delivered next year. The hired vehicles date from the late 1980s and are older than Szeged's own 280Ts, which are allocated to the historic vehicle fleet.

ITALY Avellino

The trolleybus service, which finally opened on 3 April after many years' delay, was suspended on 7 July because of road works. Service was scheduled to resume on 10 September.

ITALY Pescara

Following a public hearing in Rome in July, the Council of

State has issued a judgement in favour of Pescara city council and against opponents of the trolleybus system.

The final ruling enables the city to continue the training and licensing of trolleybus drivers, which should be completed in November. The first of the Van Hool trolleybuses were received last year and the most optimistic scenario is that the system could carry its first passengers in December. The 8 km interurban route between Pescara and Montesilvano is wired for 6km.

SLOVAKIA Bratislava

The first of 23 Škoda 27 Tr (No. 6719) arrived on 15 August. For the planned use on line 61 connecting the main railway station with the airport, there is a luggage shelf located in both sections of the trolleybus. Until now the only trolleybuses with auxiliary power sources have been the 15 Škoda 30 Trs and the six (now mostly immobile) 25 Trs. All these use a diesel generator. The new vehicles will be designated type 27 TRA. The new articulated vehicles will be joined by 11 SOR TNS 12 trolleybuses of 12m length. Testing of the double-articulated, 24-meter Škoda-Solaris trolleybuses is continuing in Plzeň, mainly during the hours of darkness. The first of the production batch left the Škoda works on 1 September and was presented to journalists in Bratislava on 4 September. It will then go through the appropriate approval procedures. Internally these are referred to as the 38 Tr. Testing of the SORs has also started in Plzeň.

SWITZERLAND Lausanne

Line 1 (Lausanne, Blécherette – Lausanne, Maladière) was extended to the EPFL campus from 21 August. At the beginning of the year 14 new Hess battery-equipped

trolleybuses were purchased to enable this extension without significant overhead construction. The trolleybuses run for almost eight km (round trip) without using the overhead line.

The second series of SwissTrolleys (866-892, built in 2012/13) is currently being rebuilt, in the course of which

they will also receive camera rear-view mirrors like the most recently delivered LighTrams.

USA Boston

Trolleybus service ended on the Silver Lines on 30 June. This followed the end of conventional trolleybus operation in the Cambridge district last year.

With thanks to: Busportal, Dave Chick, Československý Dopravák, Plzenské Trolejbusy, sustainable-bus.com, Škoda Group, Jan Spousta, Trolleybus Trollino, Urban Transport Magazine, z dopravy.cz

Page 197, upper: A new SOR TNS 12 trolleybus for Jihlava is seen on test in Hradec Králové, with a local Škoda 30 Tr behind it. [SOR Libchavy]

Page 197, lower: The Solaris Trollino demonstrator is seen in Vancouver on W. 41st Ave, about to turn into Granville Street, and join route 10 (Downtown-Granville St-Marine Drive Station), possibly bound for the Vancouver Transit Centre, on 21 August. [Tom Douce]

Below: A new Sinara-6254 type trolleybus has been on trial in Chelyabinsk, Russia. [Sinara Group]

Rear Cover

Upper: Praha 112 is seen at Letňany for the first test drive of one of the SOR TNS 18 trolleybuses on 30 August. [Škoda Group]

Lower: Jihlava No. 11 poses for an official photograph outside the station, with No. 14 in the background. It is a Škoda 32 Tr, based on a SOR TNS 12 [DPMJ]



