

TROLLEYBUS

Vol. 62 No. 749

December 2023



The Magazine of the British Trolleybus Society



*The 2024 Monthly Prize Draw
Memories of 1963
Prague Trolleybus System Expansion*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 749. December 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 5 January TBA

London Meetings

Held at The Model Railway Club, 4 Calshot Street, London N1 9DA (nearest Underground station: King's Cross).

Note: A change is being made to the meeting start time on certain months. The January, February and March meetings will all commence at 14.30. Details of the start time will appear every month.

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 13 December Michael Russell presents 'Trolleybuses in Romania - Then and Now'

Wednesday 17 January Alan Murray: Czech Republic and Dayton. Start time 14.30.

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 December. Subject to be arranged.

MONTHLY PRIZE DRAW

The winners in the October Draw were:

£50 Dave Chick, Purley on Thames
£35 Chris Williams, Southampton
£25 Brian Greenfield, Woodley



Front Cover: This month sees the 60th anniversary of the closure of Doncaster's trolleybus system. The only survivor is No. 375, seen here at a DO&LRS event on 4 June. On the left is Doncaster 94, which has a 1947 Leyland Titan PD2/1 chassis and a Roe body which was formerly carried by trolleybus No. 393. Tony Belton pays tribute to the system in this edition.

[D G Chick]

The BTS Monthly Prize Draw 2024



Help Glasgow TB78 – Join the Prize Draw!

The Society wants to put TB78 back into service at Sandtoft in 2024. Our members can help to fund the work needed by joining the Monthly Prize Draw, all of the profits from which will be going to the Glasgow TB78 fund.

TB78 entered service in March 1958 as part of a batch of 90 BUT9613T trolleybuses with 71-seat Crossley bodywork. It is the only Glasgow double-deck trolleybus in preservation.

TB78 has been out of service for three years. In that time the platform has been rebuilt and replacement air vent covers for both saloons have been manufactured using 3D printing and are currently being fitted.

Work Needed

The lower deck ceiling is to be stripped of its flaking paint, prepared and repainted, surfaces in the cab and around the staircase area are to be prepared and

repainted, whilst a number of the green leather-covered seats (including the driver's) need to be re-trimmed. The rear suspension is also scheduled to be overhauled.

It is planned that TB78 will be back in service during the 2024 operating season using funds provided by the 2024 Monthly Prize Draw.

Details of how to enter are to be found on the form that was enclosed with the November edition of Trolleybus and is also available to be downloaded from the Members' Area of the BTS website www.britishtrolley.org.uk

If you have any queries, please email Andrew Barton at MPD@britishtrolley.org.uk

The closing date for entries is 15 December. Every month you stand a chance of winning a prize.

The big winner will be TB78!
Please help.

Herman Wilmer

The Chairman of the Netherlands Stichting Trolleymaterieel Arnhem (STA), died unexpectedly on 22 October. Herman regularly supplied news from the STA (Arnhem Trolleybus and Trolleybus Equipment Foundation) for Jody White to use in Museum and Preservation news and two of his photographs were published in our October edition.



Bert Companjen, Secretary of STA and Chairman of NTV, writes:

To our dismay, our always optimistic and very friendly chairman passed away in his hometown of The Hague on Sunday evening, 22 October, at the age of 76 after a very short illness.

From an early age, Herman had been fascinated by all forms of public transport and everything related to it, so it was logical that he found work in this sector.

As a boy from Arnhem, the trolleybus was always of great interest to him. In the 1970s, when the continued existence of this type of bus was not entirely certain even in our beautiful city, he and a number of like-minded friends did their utmost to save and even revive this environmentally-friendly form of public transport. Partly

thanks to him, trolleybuses still run in Arnhem and they will probably continue to do so for a long time, with the beautiful network of overhead wires and its many substations. Hopefully (and that was Herman's great wish!), in a few years' time, trolleybuses 2.0 (IMC) will transport increasingly larger numbers of travellers everywhere in the region. In 2007 Herman

was asked to advise the local government and transport company Connexion in this area of public transport.

In 2014, Herman became involved in consultations with the Veteran Buses Foundation SVA (Trolley-Arnhem Working Group) and the Dutch Trolleybus Association NTV. This resulted in the establishment of the STA in 2018. The SVA then transferred their former Arnhem trolleybuses to the new STA. Herman remained determined to find new storage options and especially in co-organising all kinds of activities to continue to draw attention to the trolleybuses.

Only two days before he died, Herman was involved in the first steps of organising the celebration of 75 years of trolleybuses in Arnhem in September 2024.

We will greatly miss his incredibly positive commitment, his great knowledge and willpower in all attempts to preserve the historic trolleybus fleet of the Municipality of Arnhem for posterity and to safeguard the future of the trolleybus in public transport. A fine person was suddenly taken from life.

Herman, thanks for everything!

Memories of 1963 : Closure of Doncaster's system

Article and photographs by Tony Belton

We conclude the series with the closure of the Doncaster trolleybus system.

This issue commemorates the 60th anniversary of the closure of the Doncaster Corporation trolleybus system which took place on 14 December 1963. Trolleybuses were first introduced to Doncaster in 1928 and during its thirty-five years a total of 102 vehicles were acquired, the final twenty-five being second-hand purchases. In the later

days of the system as trolleybuses failed, they were replaced by motorbuses on a vehicle for vehicle basis - as an example, on the last day of the system only 375 remained serviceable.

Top of the charts on 14 December 1963
was "I Want to Hold Your hand" by
The Beatles.



Above: Regarding 375: here is a photo of the front lower panel of the said vehicle taken in St Sepulchre Gate at the City terminus. 375 is a Karrier W of 1945, originally with a Park Royal utility body but rebodied by Roe in 1955. The trolleybus is preserved by the Doncaster Omnibus and Light Railway Society and is housed at the Trolleybus Museum at Sandtoft.

Page 226, upper: In this view number 372 has circumnavigated the roundabout at the Race Course terminus and is starting its journey back to the City. The actual Race Course can be seen in the background of the photo.

Page 226, lower. 373, heading for Race Course, has departed the City terminus and is photographed at the Clock Corner turning right from St Sepulchre Gate into High Street. Doncaster double-decker 164, a 1960 AEC Regent V with Roe body, follows closely behind.

Page 227, upper: Arriving at the City terminus, 374 on the Beckett Road route turns right into St Sepulchre Gate from Printing Office Street.







Page 227 lower: Earlier I mentioned second hand purchases by Doncaster. Illustrated is 354, a Sunbeam W of 1947 which was originally number 18 in the Mexborough & Swinton fleet, where it carried a Brush single-deck body. The chassis was purchased by Doncaster in 1957 and given a Roe double-deck body, entering service in 1958. 354 is travelling inbound from Beckett Road on the long one-way turning loop around the town centre. It is leaving Silver Street and crossing the Main A1 trunk road to enter Cleveland Street on route to St Sepulchre Gate.

Above: 388, originally Southend Corporation 134, a 1946 Sunbeam W with a Park Royal utility body, was purchased by Doncaster in 1954. It ran for three years with its Park Royal body before being rebodied by Roe in 1957. 388 on the Wheatley Hills route preceded by sister vehicle 387 are travelling inbound on the long one-way turning loop around the town centre. It is leaving Silver Street and crossing the Main A1 trunk road to enter Cleveland Street on route to St Sepulchre Gate.

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.

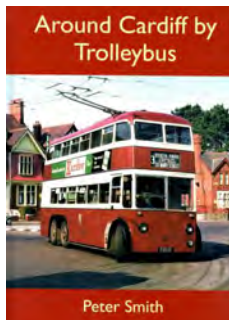
Tony has again kindly donated the cost of printing and so every penny from the sale is profit which goes towards trolleybus preservation.

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) Order online at [British Trolleybus Society](https://www.britishtrolleybusociety.co.uk/).



Book Review

Around Cardiff by Trolleybus by Peter Smith



Hardback A4
297 x 210mm

168 pages, 194
monochrome (22 full-
page) and 67 colour
(10 full-page)
photographs

ISBN
978-1-910654-51-4
Published by Adam

Gordon Price £35

This book is a superb companion to Peter Smith's definitive history of Cardiff's trolleybus system. Every trolleybus service is introduced with a list of roads served, a diagrammatic map and a brief history. This is followed by a photographic tour of the route. Timetable frequencies are also

included. A small number of photos of the trams are included with views of trolleybuses at the same locations. Other aspects of trolleybus operation are also seen, including overhead line work in progress.

Having covered all the routes, Peter turns his attention to the decorated trolleybuses which were always a local feature at Christmas. A fleet list is also provided.

The photographs are superb and are well selected to give a real flavour of the trolleybus era. My father came from Cardiff and I knew the system from an early age until the closure in January 1970. This work brought back many happy memories of travelling round the city while visiting my grandparents.

A very welcome addition to my bookshelf.

DGC



Above: One of the images from "Around Cardiff by Trolleybus". Cardiff 268 waiting to depart for Gabalfa from the Pier Head in November 1962, with 240 heading for the Pier Head. Both trolleybuses have flags attached to their booms to celebrate a Shopping Festival being held by the local Chamber of Trade.

[Tony Belton]

BTS AGM and Members' Day

The Society's AGM went ahead despite the best efforts of Storm Babet, which prevented some members from attending and delayed some others.

The meeting's business went smoothly. The Committee's motion to increase membership fees with effect from 1 February 2024 was

for all he has done for the Society. Andrew will continue to run the Monthly Prize Draw and will also still provide valuable support at the Society's Reading meetings.

After conclusion of business we were delighted to welcome Dennis Talbot, Chairman of the Museum of Transport, Greater Manchester, who gave us a fascinating presentation about local transport history and the museum. My laptop didn't present Dennis's slides in the order he expected them, but he remained unflappable!

After this Dennis led us to the Museum of Transport in Boyle Street where our party spent a very enjoyable afternoon looking at the wide range of historic vehicles on display, including Ashton 80 and Manchester 1250, respectively two-axle and three-axle Crossley trolleybuses.

Our visit coincided with the Museum's Twilight event, providing opportunities to ride on historic local buses which ran to the Heaton Park Tramway, where Blackpool 623, a 1937 Brush car, and Stockport 5, which dates from 1901, were in service.

Thanks are due to Paul Dicken for organising the event and to Dennis Talbot for all his help in making it a very successful day.



Dennis Talbot's presentation included a section on South Lancashire trolleybuses.
[D G Chick]

passed, with only one vote against.

This was Andrew Barton's last AGM as Secretary, although he will remain a committee member. Tributes were paid to Andrew's very long service as Secretary and he was thanked



Above: This striking mural at the Manchester museum has at its heart one of Stockport's three trolleybuses, which, uniquely for the UK, used the Lloyd-Kohler system of current collection.

MUSEUM & PRESERVATION NEWS

Edited by Jody White



Trolleybus Preservation in Suffolk

I received a most welcome e-mail from BTS member Simon Guppy, regarding a trip he took to Suffolk on 8 October, where he visited both the Ipswich Transport

the chassis of number 16 (DX 5617) is mounted on the back of a lorry for display. Number 9 (DX 5610), while not at the museum at present, is being stored in a secure unit, also in Ipswich.

While visiting the Long Shop Museum at Leiston, Suffolk, Simon was able to view Ipswich No. 26 (DX 5629) in the workshop, from the public viewing gallery. At present, the other extant Ipswich trolleybus 105 (PV 8270) is on long-term loan to East Anglia Transport Museum.



Ipswich 46 is another RS&J product, the company having built the chassis and the body in 1933.
[Simon Guppy]

Museum and the Long Shop Museum.

While there, he spoke to the Chairman at Ipswich and was able to confirm the status of all extant Ipswich vehicles. I thought perhaps all TROLLEYBUS readers would be interested in Simon's findings.

While at the Ipswich Transport Museum, he viewed 2 (DX 3988), 46 (PV 817), and 126 (ADX 196), all on public display, and was taken to the workshop, where he visited number 44 (DX 8871). Meanwhile,



The chassis of Ipswich 16, built locally by Ransomes, Sims and Jefferies in 1926, which originally carried a R, S&J body, is displayed on the back of a lorry.
[Simon Guppy]

The Suffolk Museums

East Anglia Transport Museum

It has been very busy at the museum! Newcastle 628 is progressing very nicely.

We have replaced the offside rear spring and pivot pin along with the bushes. The rear bulkhead panels have been cut and fitted to the vehicle, meaning all of the stress panelling is now complete. The saloon floor framework has been renewed and the wooden slats have now been fitted. The new tongue and groove platform has been fitted as well. New wheel arches have been fabricated in-house and fitted.

Our attention is now turning towards fabricating the staircase. Presently, we

have one side cut and bolted to the vehicle, along with three steps. Once the staircase



Connor Drage busy at work on the long bench seat support panels above Newcastle 628's rear wheel arch.
[Connor Drage]



628's rear wheel arches.
[Connor Drage]



628's rebuilt rear platform and entrance to the lower saloon.
[Connor Drage]

is completed, the next job is to fabricate a new battery box under the stairs and start to fit up the interior. We are hoping to re-lino the vehicle once the majority of the work is completed.

Belfast 246 has re-entered service following a brake accumulator overhaul followed by a nitrogen recharge.

Trolleybus weekend was a great success and saw 14 trolleybuses in service during that time.

Our time is now going to be spent carrying out safety inspections and repairs on the four trolleybuses selected for 'Ride the Lights' duties throughout December. If any BTS members get a chance to visit us for 'Ride the Lights' on the first three weekends of December, I fully recommend it!

Connor Drage

Ipswich Transport Museum

Ipswich 44 Work is progressing slowly but steadily. One of the wooden waist rails on the rear offside corner was found to have rot due to water ingress as a result of the late 1940s accident damage that was never repaired properly. The rotten section has been removed and a new section of wood to replace this is being prepared for fitting.

Following removal of the cream paint from the passenger saloon roof, considerable rubbing down of the woodwork is taking place to prepare the surface for new paint. The woodwork around the windows is also being rubbed down and cleaned of paint as this originally appears to have been dark stained wood rather than the brown paint that it carried later on in its operational life.

All internal handrails have been removed as the original Doverite covering had cracked or fallen off over the years. This explains the temporary vertical wooden supports visible in one of the photos as some support is provided to the roof by the vertical handrails. The rails are being cleaned down at present and will be recovered in a suitable manner in the coming weeks.

As an aside, the original headboard used on the last trolleybus journey in Ipswich back on 23 August 1963 took a trip up to the Trolleybus Weekend at the East Anglia Transport Museum at the end of

September, where it was temporarily affixed to the front of our Karrier No.105, which was operating there on the Sunday. Unfortunately, the slip-board clips weren't re-applied to the vehicle when it was restored some 10-15 years ago, so Blu tack had to suffice for the photos!



Ipswich 105 at the East Anglia Transport Museum, displaying the "Last Trolleybus" headboard.
[Stephen Cobb]

The board did travel on 105 for several trips around the EATM circuit (either in an upstairs front window or behind one of the lower saloon longitudinal seats), so that was the first time it had travelled on an Ipswich vehicle under power for just over 60 years and one month!

Stephen Cobb

Long Shop Museum

The Garrett Trolleybus No. 26 Restoration Project

Work on the offside frame is now complete and volunteers have moved on to the front bodywork.

After a lot of measuring and discussion, a plan was formulated on how much of the original structure could be saved and how much of the rotten and unsound frame had to be removed. Unfortunately, about 80%

was deemed too far gone to be salvageable, and after making certain the remaining structures were rigid and square, the careful cutting and removal took place leaving a large gaping hole where the front had been.

New wood has been cut and shaped and will be fitted very soon. The metal structures on the front will initially be cleaned of rust and assessed for structural integrity and reused, if possible. Otherwise, new pieces will have to be fabricated.

Work on the chassis continues. The four rear brake shoes have now been relined with current asbestos-free material and are due for return to the Museum soon. The rear hubs are ready for the brake shoes to be fitted, which will complete work on the back axle. The missing top part of the chassis hoop over the back axle has been safely welded and the integrity of the chassis returned. We are still hopeful of locating the missing parts of the underslung differential, drive shaft and 50Hp motor. Four second-hand wheels and tyres have been purchased and collected from Kent and are now awaiting cleaning and painting.

Once the Museum closes for the season, work will start to reunite the body and chassis, freeing up a lot more space in the workshop. Not only will this give more room for volunteers to work, but also allow better viewing of work progress to Museum visitors, either from the new viewing gallery or from the workshop floor during event days.

Finally, we are pleased to announce we now have a Just Giving page which can be found by following the link on the Long Shop Museum website, scanning the QR code or typing <https://www.justgiving.com/campaign/onehundredand26> into your browser. Thank you for donations to help us continue with this important project.

We look forward to receiving visitors again around Easter time 2024 when we can showcase our progress with No.26 back on her wheels again.

Thanks to Paul Chandler for updating us!

Major restoration work is being carried out on two Ipswich trolleybuses, both of which are nearing their centenaries.

On this page, no. 44 was built in 1930, with chassis and body by Ransomes, Sims

and Jefferies. It is being restored by volunteers at Ipswich Transport Museum.

Photographs by Stephen Cobb.



Left: The nearside of Ipswich 44 at Ipswich Transport Museum.



Right: The offside rear corner.



Left: No. 44's interior.

On this page, no. 26 has a Garrett O chassis and bodywork by Strachan & Brown. It is being restored by volunteers at

the Long Shop Museum, Leiston, where its chassis was built in 1926. Photographs by Paul Chandler.

*Right:
Ipswich 26's
front scuttle
at the Long
Shop
Museum.*



*Lower left: A new upright for the front of the
Garrett.*

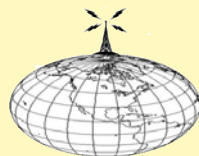


Lower right: Rebuilding the front end.



World News

Edited by Bruce Lake



BULGARIA Ruse

In 2019 twelve Škoda 21 TrACI trolleybuses were acquired from Plzeň, Czech Republic. Not all entered service and the last was withdrawn on 18 October. Ruse was the only Bulgarian undertaking to operate the type. It is reported that the vehicles' short life with the operator was because of difficulty in procuring spare parts, lack of documentation, ignorance of the electrical equipment and the generally poor condition of the bodies. The 21 Trs arrived by barge together with five ex-Lausanne NAW/Lauber/BBC-SAAS 91T trolleybuses. Trolleybus services are now operated only by second-hand trolleybuses from Switzerland dating from 1986-90. However, the fleet is to be renewed and twelve SOR TNS12 vehicles with electrical equipment from Rail Electronics CZ are on order, the first of which was delivered on 10 November with fleet number 58011.

CZECH REPUBLIC Brno

Work has started on restoring the Škoda 9 Tr trolleybus which was acquired from the Ukrainian city of Rivne and transported to Brno on 7 May 2019. DPMB has a growing collection of historic vehicles which are intended for regular operation as part of diversifying the offer and commemorating the history of public transport. Currently the operator has 17 of its own historic trams, trolleybuses and buses.

The last 9 Tr to operate in Brno was No. 3144 on 30

November 1996. Eleven of the type were sold to Ukraine, eight to Rivne and three to Ternopil. The vehicle which returned from Rivne is former Brno 3136, which was built in 1980 and withdrawn in 1995. In Rivne the vehicle's original thyristor control was dismantled and replaced with an older resistance design, including the original pneumatic power steering. Over the last four years, spare parts have been procured from various sources and it will again feature thyristor control.

Additionally, both axles require repairs and the interior and exterior are to be restored to Brno condition. Completion is expected in 2025.

CZECH REPUBLIC Opava

Solaris Trollinos 92, 93, 95 and 97 have been acquired for further service in Chernivtsi, Ukraine. Similar vehicle No. 91, which was originally sold in 2021 for a proposed round-the-world tour, has been, has been sold on to Chişinău Moldova.

CZECH REPUBLIC Ostrava

The last of the 18 Škoda 36 Trs has been delivered. An order for four Škoda 27 Trs, with an option for an additional two, was confirmed in July. They are due to be delivered by the end of 2024. Another tender for ten 12m trolleybuses has been announced. Praha SOR TNS18 No. 108 arrived here on 23 October for testing.

CZECH REPUBLIC Plzeň

Three Škoda 26 Trs were to be delivered by the end of November.

CZECH REPUBLIC Praha

Test running without passengers of the SOR TNS18 trolleybuses started officially on 22 September using No. 112. For type certification it is necessary to run 10,000 km, after which test service with passengers is permitted by the Railway Authority. (Trolleybus lines and vehicles are considered "track-bound systems" in the Czech and Slovak Republics.) After running for some 15,000 km approval was given for testing with passengers and No. 112 entered service on 26 October.

On 23 October No. 108 was transported to Ostrava, where Ostrava DP has been contracted by SOR to perform selected type tests.

Construction of a sixteenth trolleybus line has been approved by the city council, as described on page 239

CZECH REPUBLIC Teplice

Urban transport here was provided by the municipal operator until the mid-1990s when the company was privatised. Services are currently provided by Arriva but will be taken over by the new municipal operator "Městská doprava Teplice" (Public transport Teplice) on 1 January 2024. Škoda Group has been contracted to provide maintenance for the 34 trolleybuses and 7 buses. A statement from the Group said "Our commitment goes beyond preventive

maintenance and repairs - we will also conduct advanced diagnostics for optimal performance."

CZECH REPUBLIC Ústí nad Labem

Testing of the first of the 33 new Škoda 27 Trs (No. 638) commenced in Plzeň on 30 October. Delivery of the batch will commence before the end of this year and will be completed in 2024.

ITALY Genoa

Construction of the four so-called axes of power (assi di forza) to improve the city's public transport commenced on 12 October. Three of these will be trolleybus-operated. In total, 112 trolleybuses and 27 electric buses with ultra-fast charging will be purchased. The construction work is expected to be completed in 2026.

FRANCE Saint-Étienne

Most of the work has been carried out for the return of trolleybuses to line 6 (now M6). The renewed line is in the southern part of the current M6 bus line running from the city centre to the local university campus. Over the past year, a total of 254 new poles have been erected along the Cours Fourriel/Edmont Maraut Square/Edmont Maraut Roundabout – Métare section of the Cours Fourriel/Edmont Maraut Roundabout, replacing the old concrete poles along the 3km route, most of which have since been removed. On the first 1.5km, i.e. on Cours Fauriel Street, the overhead had been installed by the summer and wires are currently being hung in the southern part of the route, although work will not be finished until next year. The metropolitan administration and

carrier STAS are also planning to extend the M6 line through the centre to the main railway station with effect from January 2026 and then, in 2028, further to the northern edge of the centre, creating an 8.7 km long route IUT (Métare) – centre – Châteaureux station – Cité du Design – Roch. The introduction of trolleybuses on the M4 Bellevue – Châteaureux bus line is also being considered. Luc François, Vice-President of the Saint-Étienne Metropolitan Area, explained that, "These trolleybuses cost twice as much as conventional diesel vehicles. However, the operating costs are significantly lower: This is a saving of €30,000 per year per vehicle."

ITALY Verona

In July the European Investment Bank confirmed the allocation of a loan of €62 million for the implementation of the Verona trolleybus network. This will fully secure the entire financing of the project, which is worth almost €150 million and is expected to be completed by November 2025. The rest of the money will be provided by the state. A total of 39 articulated Hess trolleybuses will be operated and it is expected that the system will open at the beginning of 2026. Over the summer, intensive work was carried out in the

area of the road through the city centre, and several construction sites opened in other parts of the city. This included the relocation of networks, installation of sewers, construction of stop bays and bicycle lanes and paving or asphaltting of roads and pavements.

The installation of power cables and the installation of traction poles in Viale del Commercio began from 1 July. From autumn 2023, the construction work was extended mainly to the south. Next March, work should be completed in the city centre in the area of Città di Mimes Street. Work will also commence on the central sections, which will mainly be unwired. The installation of the overhead line on the Verona network will probably not take place until the end of 2024.

MOLDOVA Chişinău

The operator has acquired its 16th Solaris Trollino. It is the former Opava 91, that was originally purchased by a group that intended to use it for a round-the-world tour, but the plan did not come to fruition.

ROMANIA Mediaş

A tender for the delivery of five 12m trolleybuses has been announced.

RUSSIA Bryansk

Fleet renewal is continuing with the delivery of 33 new trolleybuses, bringing the total



Novosibirsk's first 9 Gorozhanins were presented at the end of January.

[asknews.info]

of new trolleybuses purchased in just 2 years to 100.

RUSSIA Novosibirsk

A tender has been announced for 80 short trolleybuses with extended autonomous operation. They will be leased. Delivery of the 120 trolleybuses ordered last year is expected before the end of 2023.

SLOVAKIA Bratislava

The first of eleven SOR TNS12 arrived 31 October as part of a major investment in expanding trolleybus operation, which also includes 23 articulated 18m 27 Trs and 16 double-articulated 24m 38 Trs.

The last Škoda 15 TrM operated in service on 5 November. As well as closing 33 years of 15 Tr service this also ended the era of high-floor trolleybus operation in the city. Only five 15 TrMs remained operational (6634–6638) and they operated at fifteen-minute intervals on special line 212 over the historical route Červený most – TIPOS arena from 10.00 – 16.00. A DPB stand sold souvenirs including limited edition T-shirts and posters at the Červený most terminus. Free brochures and commemorative travel tickets were also available. Since 2016, 15 TrM No. 8146 (formerly 6624) has been used for driver training. No. 6617 was transferred to

the DPB collection of historic vehicles in January 2015 but it is currently non-operational.

SLOVAKIA Prešov

Prešov City Council has unanimously approved a citizen's proposal to register Škoda 14 TrM trolleybus No. 123 in the city's register of monuments. This vehicle was built in 2001 and was the last of the city's 44 14 Trs to be delivered. No. 123 last operated in regular service on 23 April 2021 but was retained to apply antifreeze to the overhead when freezing conditions were forecast. It was also used for nostalgic rides, albeit without the official status of a historic vehicle.

SWITZERLAND Neuchâtel

No. 175, one of the Hess trolleybuses currently being delivered for this network and for the reopening of the La Chaux-de-Fonds system, attracted a lot of attention when it was displayed at this year's BUSWORLD trade fair

in Brussels. By 9 November, Nos 162, 163, 165 and 167 had entered service and others may also have been received.

SWITZERLAND Winterthur

As part of the expansion of trolleybus operation, six new Hess articulated trolleybuses will arrive by the end of 2024 and another four by the end of 2025.

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The new Hess trolleybuses as exemplified by the vehicle shown on the rear page this month will replace Neuchâtel's last high-floor trolleybuses, such as NAW/Hess/ABB GT No. 114, built in 1991. It is seen in Avenue Soguel, Corcelles-Cormondrèche on 9 November.
[Jordan Gondeau]

Prague Trolleybus System Expansion

16th new trolleybus service announced

Prague City Council announced on 6 November that bus line No. 134, Podolská vodárna – Dvorce, will be converted to trolleybus operation in 2027–2028 at an estimated cost of CZK 338 million (approximately £12 million). The investment plan has been approved and operator DPP will now start project preparation. It is planned to interconnect lines 134 and 176.

Overhead will be installed in the sections Podolská vodárna – Pankrác – Poliklinika Budějovická – Dobeška (approximately 14.5 km). Recharging facilities will be built at Dvorce. DPP will also examine using the capacity of the Podolí and Braník tram substations and the creation of a new Ryšánka substation to serve the trolleybus line and in future also the southern part of the tram circuit in Jeremenkova Street.

Maximum effort will be made to combine the use of poles for lighting and overhead.

Overview of Progress

All 15 SOR TNS 18 articulated trolleybuses are expected to enter passenger service on line 58 before the end of this year.

Trolleybus operation of bus line No. 119 Nádraží Veleslavín – Prague Airport is expected to commence in March 2024. Testing of the double-articulated Škoda 38 Tr trolleybuses is ongoing in Plzeň.

DPP is preparing the design of the electrification of other bus lines including lines in the left-bank part of Prague (131, 137, 176 and 191), as well as lines 112, 201 and suburban line 375. These projects should cover part of the need to renew the bus fleet with emission-free vehicles between 2025 and 2027.

To ensure the continuous renewal of the DPP bus fleet with zero-emission vehicles after 2027, the Council has also approved the preparation of the next stage of electrification projects for lines Nos. 112, 136, 142, 150, 174 and 184.





TransN now has four new Hess trolleybuses in service in Neuchâtel. No. 167 is seen operating on line 102 on 9 November in Rue de Port-Roulant (upper) and a little later in Rue de l'Évole (lower). The front panel beneath the windscreen has been slightly redesigned.

[Jordan Gondeau]

