

# TROLLEYBUS

Vol. 63 No. 751

February 2024



**The Magazine of the British Trolleybus Society**



*Bournemouth 212 Tour  
Four Daves Go To San Francisco  
Boston  
The Transit Museum Society*

# TROLLEYBUS

The magazine of the  
British Trolleybus Society

No. 751. February 2024

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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.

Meetings Organiser Graham Bilbé, 12 Belle Avenue, Reading RG6 7BL. Email [grahamebilbe@btinternet.com](mailto:grahamebilbe@btinternet.com)

**Friday 1 March** Dave Hall and Dave Chick will cover the history of the San Francisco cable cars, PCC street cars. Metro and trolleybuses as well as "Four Daves Go To San Francisco", a story of their amazing holiday in 2023 which includes the Muni Heritage Transport Weekend.

### London Meetings

Held at The Model Railway Club, 4 Calshot Street, London N1 9DA (nearest Underground station: King's Cross). See meeting details for start time. Organised by the NTA. BTS members welcome.

Meetings Organiser John Parkin, 59 Beechwood Court, West Street Lane, Carshalton SM5 2QA. Email [trolleybus654@aol.com](mailto:trolleybus654@aol.com)

**Wednesday 21 February** Martin Jenkins - British Trolleybus Systems abandoned between 1951-1962 in colour. Start 14.30 – doors open 14.00.

**Wednesday 20 March** Roger Manley: Ciné films of Reading, Bournemouth, Teesside, Walsall, Bradford and Cardiff. Start 14.30 – doors open 14.00.

### 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](mailto:michael.richardes64@btinternet.com)

**Wednesday 14 February.** Subject to be arranged.

### MONTHLY PRIZE DRAW

The January Draw was to take place at the February meeting and the winners will be announced next month.

*Only two trolleybus systems so far have celebrated their centenary, the first being Shanghai in 2014. On 14 October 2023 Philadelphia became the second, and on that cold and wet morning it somehow seemed appropriate that the first trolleybus member Tom Douce saw that day was the only one whose fleet number ended in double zero. 800 is seen at the Arrott Transportation Center, shortly about to move forward to pick up passengers. The wiring is located on the offside of the carriageway here, so boarding passengers have to cross the roadway to do so. Tom's article about the occasion will be published soon.*  
[Tom Douce]

# Bournemouth 212 Tour Participants



## Bournemouth Tour Participants

As part of last year's "Memories" article about a tour using Bournemouth 212 on 7 July 1963 (edition 743), Tony Belton included a group photo taken at Mallard Road. He identified Paul Cresswell (second from left) and Mike Dare (far right) but asked if anyone could name others. John Shearman has reminded me that he wrote to me at the time. I waited for other responses but none came, so very belatedly here are John's comments.

*I have the misfortune of recognising myself in that group photo. I am the averagely tall chap, wearing glasses, fairly high-necked sweater and tie, mid-way along, with my head a third-way up the fourth bay (counting the panelled front staircase as the first bay).*

*I am remiss in not recognising anyone else at all apart from Mike Dare by the cab door. However, my diary tells me that I chatted with Bob Rowe and CW Lucas (his first names not stated) so they must both be in the photo. Possibly Mr. Lucas is the third from the left, wearing a cap, as I vaguely recall his being of an older generation than*

*any other tour participant. I do know that he was a local resident of Bournemouth, near Pokesdown.*

*The tour route at page 115 does not include the Malvern Road branch, but as one of Tony's photos proves, and as my diary record confirms, most fortunately that obscure short route was covered during the tour.*

*My diary tells me that the price of the tour was 4/- each. My RTS/BTS membership number was then, and still is, 167.*  
John Shearman

The photograph is reproduced here. In edition 743 it was reproduced full-page, but by viewing the online version of this edition on the BTS website you can expand the page to better see the participants.

I think that John is right about Mr Lucas. Just left of centre is John Burrows (with a bag slung over his right shoulder), and I think that Bob Rowe is sixth from right.

Any others?  
DGC

# Four Daves Go To San Francisco, Part One,

## By Dave Hall

In late 2022, BTS Secretary, Paul Dicken, suggested to three of his former schoolfriends, BTS Chairman Dave Chick, another trolleybus enthusiast friend, David Barney and me, that we should have a week in San Francisco in the late summer of 2023. There were only three Daves but Paul was made an honorary Dave for the holiday! A date was hard to find but we left on 18 September from Heathrow airport on a ten-hour flight.

The following day, armed with a Muni weekly pass which covered the trolleybus, Metro, heritage streetcars, cable cars and motorbuses for a very reasonable cost of \$41 (about £32), we reached the city centre, alighting the Metro at Embarcadero, the hub of the transport network. We spent two days riding cable cars and the PCC heritage streetcars and played tourists enjoying an open-top bus ride around the city visiting the most famous tourist sites.

Thursday morning saw us take a ride on a cable car to visit the museum, a fascinating place which lays out the history of the cable cars and how it all works. The sight of the huge wheels that pull the cables on the three routes around the city was amazing. At the cable car barn nearby (which is what we would call a depot), we were standing at the entrance looking in when a depot hand invited us in for a fascinating tour around the workshops. It was not until the afternoon that we finally got our first trolleybus ride.

The San Francisco trolleybus system opened on 6 October 1935 and presently comprises 15 lines, operated by the San Francisco Municipal Railway, commonly known as the Muni. The Muni trolleybus system is complementary to the city-owned Muni bus services, Muni Metro and Muni cable car system and the rail-bound regional Caltrain and Bay Area Rapid Transit systems. In addition, it shares some of its overhead wires with the 'F' line Market and Wharves heritage streetcar line.

The trolleybus fleet consists of 93 New Flyer XT60 60' articulated low-floor trolleybuses. Fleet numbers 7201 to 7260 entered service between 2015 and 2016 and 7261 to 7293 between 2017 and 2018. There are also 185 New Flyer XT40 40' conventional low floor trolleybuses with fleet numbers 5701

to 5885 which entered service between 2017 and 2019. All are in the Muni livery of grey and red.

From the cable car museum, we walked into Chinatown and boarded articulated trolleybus 7230 on route 30 and travelled to North Point terminus, a short working of the Crissy Field route. After taking a few photos we boarded No. 7279 and travelled through to the other end of route 30 at Caltrain depot, where San Francisco's main railway station is located. The last part of the journey was covered by battery traction as there was no overhead wiring on our side of the road. Battery traction is used frequently in various places around the city.

We engaged in conversation the trolleybus driver who was about to depart the Caltrain terminus on route 45 with trolleybus 5851. He explained that he would start on battery traction and would re-pole under the inverted V metal plates on the wiring around the corner. We hastily made our way to the re-wiring point where I took a video of the process. On arrival, the driver pressed a button in the cab and the booms began to rise, being guided onto the overhead wiring by the metal plates.

Unfortunately for the driver the booms were not properly on the wiring and the inevitable occurred when it moved forward - a dewirement! Interestingly, on dewirement, all modern San Francisco trolleybus booms retract automatically. The driver then walked to the rear, shrugging his shoulders and smiling at us, using the retrievers to put the booms back up. All caught on video! We eventually boarded trolleybus 5874 on service 45 to Union terminus, returning on 5851, victim of the earlier dewirement.

We spent Friday morning travelling to Fisherman's Wharf on the cable car and looking around the area, thoroughly enjoying the sight of over 100 sealions basking in the sun. The next trolleybus ride planned was route 1 between Embarcadero and the end of 33rd Avenue. We picked this route as it is very hilly climbing north out of Chinatown, something the trolleybuses coped with ease. We travelled on 5762 to Embarcadero and then 5878 to 33rd Avenue - a long journey out to the terminus.

To be concluded next month. Read all about the Muni Heritage Transport Weekend!



Above: The four Daves are seen on cable car 50 at the western end of California Street. (L – R): Dave Chick, David Barney, (honorary Dave) Paul Dicken and Dave Hall). The 150th anniversary of cable car operation was celebrated in 2023. [Dave Hall]

Below: New Flyer 5704 in Market Street.

[Dave Hall]





Above: Our first trolleybus ride was on New Flyer 7279, which is seen on arrival at North Point terminus (short working). [Dave Hall]

Below: Not far from North Point, New Flyer 7253 is seen passing the former Ghirardelli Chocolate Factory. [D G Chick]





*Above, 5851 is repped after coming to grief near the Caltrain terminus.*

*[D G Chick]*

*Below: On driver-training duties, 5731 is seen in Market Street.*

*[D G Chick]*



# Boston

## Words and photographs by Tony Belton

America lost another trolleybus system in 2023: The Silver Line in Boston closed on 30 June following the closure of the two remaining Harvard routes, numbers 71 and 73, on 12 March 2022.

The views in this article were taken in July 2005 when the Flyer E800s were being replaced by Neoplan AN-440LF trolleybuses. Also, the new Silver Line had just started being served by articulated dual-mode Neoplan trolleybuses.



*Flyer 4029 on route 73 to Waverley Sq. is at the exit of the Harvard Subway East Portal.*



*A centre door had been fitted to the offside of the vehicles to allow loading/unloading of passengers to take place at the Harvard Station stop which does not have nearside access. Flyer 4045, on route 73 to Waverley Sq. illustrates the point.*



*Above Flyer E800 4037 on route 71 to Watertown Sq. is on Mt. Auburn St at the junction with Aberdeen Avenue, with 4030 going in the opposite direction.*

*Below: Neoplan AN-440LF 4111 on route 73 to Waverley Sq. closely followed by 4120 on route 71 to Watertown Sq. is at the same location as the previous view. 73 to Waverley Sq. illustrates the point*





*Above: The delivery of the Silver Line articulated dual-mode Neoplan trolleybuses was delayed, so a number of the new Neoplan AN-440LF were wrapped, rather than painted, in the Silver Line livery to temporarily assist in the running of the SL services. Neoplan AN-440LF 4117 is illustrated.*

*Below: Silver Line articulated dual-mode Neoplan trolleybus number 1108 will shortly enter the new tunnel on its way to South Station. You can certainly see the difference between the newly painted 1108 as opposed to the wrapped 4117 above!*



*Above: Silver Line articulated dual-mode Neoplan trolleybus number 1127 is about to do test running on the Harvard routes. This unique experience, for me, gave me the opportunity of getting both liveries together on the Harvard lines.*

*Below: I spent far too long trying to get a photograph of number 1127 alongside a Harvard trolleybus. This view was the result of my efforts: Flyer 4030 on route 71 to Watertown Sq. closely passing the rear of 1127.*



# Transit Museum Society

## Preserving the public transport history of British Columbia, Canada

By Jody White, with photographs by Rob Chew

The Transit Museum Society (TMS) is a volunteer organisation established in 1986 and has a partnership with TransLink and the Canadian Transit Heritage Foundation. It has a dedicated group of volunteers who maintain a collection of sixteen heritage buses, along with an archival library. According to Rob Chew, one of the directors at TMS, the society is based in Langley, but does not have a physical museum. However, the two Brill trolleybuses are stored within the city of

Langley, while others are homed throughout the Fraser Valley. These vehicles were previously in use by public and private operating companies between 1937 and 2021.

The group actively participates at community events and parades as a rolling museum and as you may already know, collaborated with Translink to celebrate Vancouver's 75th trolleybus anniversary in August 2023.

| Current Fleet                                      |                                                      |
|----------------------------------------------------|------------------------------------------------------|
| <b>Trolleybuses</b>                                |                                                      |
| 1947 Canadian Car-Brill T44 Vancouver 2040         | 1959 General Motors TDH-4512 "Old Look"              |
| 1954 Canadian Car-Brill T48A Vancouver 2416        | 1964 General Motors TDH-4519 "New Look"              |
| <b>Buses</b>                                       |                                                      |
| 1937 Hayes PCT-32 "Teardrop"                       | 1976 Flyer E800 "Triesel" converted                  |
| 1947 Twin Coach 41S                                | 1982 General Motors T6H-5307N "New Look Hillclimber" |
| 1957 General Motors TDH-4512 "Old Look"            | 1982 Flyer D901A                                     |
| 1957 Canadian Car-Brill CD52A (BC Electric livery) | 1983 Flyer E902                                      |
| 1957 Canadian Car-Brill CD52A (BC Hydro livery)    | 1990 Motor Coach Industries TC40-102N "Classic"      |
|                                                    | 1991 New Flyer D40                                   |
|                                                    | 1996 New Flyer D40LF                                 |

More information is available on The Transit Museum Society website where, for instance, readers are informed about the society's newsletter named 'The Transfer'. While the current issues are available to the public for viewing, past archived issues are available for members only. In addition, the society maintains a collection of documents, some online, others viewable by members in their library, or by special appointment to the public. Moreover, the website includes a Vehicle Database and an archived history of the BCER.

Yearly membership to TMS is \$25 Canadian, with a membership application available on the website. In addition to helping the society financially, members also have special benefits. These include access to the Langley facility, members-only events, booking privileges and

discounts for Society tours and excursions, newsletter, and Society meetings. Donations and volunteers are also most gratefully welcome! Information from Rob Chew, The Transit Museum Society website, and

[https://en.wikipedia.org/wiki/Transit\\_Museum\\_Society](https://en.wikipedia.org/wiki/Transit_Museum_Society)



Page 33, upper: Vancouver 2040 on a photo stop at the University of British Columbia's University Loop during an excursion on 2 October 2011.

Page 33, lower: Angus McIntyre is seen being interviewed by CBC News at Marpole Loop during a 70th anniversary fan trip in August 2018 using 2416.

Page 34, upper: Vancouver New Flyer E40LFR 2177 meets 2416 at Kootenay Loop during the same celebration.

Page 34, lower: Also in August 2018, 2416 waits in Denman Street in Vancouver's West End.





# MUSEUM & PRESERVATION NEWS

Edited by Jody White



## Thanks to all from Jody White

I would like to thank everyone who contributed to this column during the past year. Our readers are always interested in your very informative news. And I, of course, am also most grateful for your help! Here's to another year of making memories, achieving goals, and embracing new challenges. Happy New Year!

Keep sending me your updates and photos!

Jody White

## The Cardiff & South Wales Trolleybus Project

The Project send their best wishes to all our followers, that 2024 will be healthy, happy and peaceful.

Even with reduced numbers over Christmas, work has carried on regardless. The ongoing theme has been external painting of both 243 and 262 with grey etched primer. With 262 being a decker, the only area still to paint is its roof; but being fourteen feet off the floor, volunteers are hard to find. So presently the roof has been prepared for primer. Its lower deck ceiling has received a first coat of white gloss, but with the weather turning colder, further coats will probably be in springtime.

While moving on to the next lower deck task, and after doing a tidy up, a problem was exposed with the inner offside panels (a curious mix of steel and aluminium), which had suffered from fire damage. First, the three rearmost steel panels were sanded back and a coat of Hammerite primer applied. Upon examination, however, the forward aluminium panels were found to be damaged. One was found reusable, while the other was heat distorted and a new sheet was cut. The next stage was a bit difficult, due to its rectangular raised radius feature, but with great dexterity, a chisel and a large hammer, it is ready to take its place.

With 243 being a saloon, life at floor or ladder level is much easier. After etch priming the nearside and front beneath window level, we started on the offside, beginning the removal of the front wheel arch panel. Until now, it had been thought a new one would have to be manufactured, but luckily, with a bit of bench work it was refitted, surface abraded, then etch primed. Gradually the offside panels beneath the windows were cleaned up and etch primed, and so onto the roof. Working just nine feet off the ground can still be daunting; but by mid-December, the nearside half of the roof had been rubbed down and etch primed. Currently, we are nearing completion of the rubbing down on the opposite side.

Keith Walker

Photos by Keith Walker



*262's fire distorted aluminium panel, upper and its hand-made replacement with ornate radiused impression, lower.*



*Upper left: 243's front wheel arch panel removed for bench work.*



*Upper right: 243's front wheel arch panel refitted and etch primed.*



*Lower left: The offside roof of 243 prepared for painting.*



*Lower right. Nearside roof of 243 painted with etch primer.*

# World News

Edited by Bruce Lake



## **CZECH REPUBLIC Jihlava**

Six new SOR TNS 12 battery trolleybuses arrived by the end of 2023, six months later than expected. Originally the new trolleybuses were to be provided by the consortium of Tram For Envi and Bogdan Motors. The Ukrainian company was to supply the bodies but because of the war this was taken over by SOR, with Cegelec supplying the electrical equipment.

There have been difficulties fine-tuning the software for the new trolleybuses. The supplier provided an employee from 15 October to identify and rectify the faults, leading to earlier resolution than would otherwise have been the case. A competition is underway for the supply of another twelve trolleybuses. Six will replace older vehicles, which may be donated to Ukrainian operators.

People over 75 years of age will have free public transport in Jihlava from this year. Until now they have been able to buy an annual ticket for Kc 365 (about £13).

## **CZECH REPUBLIC Píseň**

Two fleet additions are Škoda 26 Trs numbered 609 and 610, which both entered service on 22 December.

A transport festival is to be held on Saturday 15 June to mark the 125th anniversary of the electric tramway but also featuring trolleybuses, with the expectation that it will include rides on historic vehicles.

## **CZECH REPUBLIC Praha**

The first Škoda 38 Tr, No. 401, completed test operation of running 5,950 km without passengers, between

Palmovka and Čakovice. On 21 December it commenced an additional 15,000 km of testing on line 58 but with passengers.

## **CZECH REPUBLIC Zlín**

SOR Libchavy was contracted to supply four new trolleybuses before the end of

## **GERMANY Solingen**

After 5 January the 685/686 service has been temporarily converted to diesel bus operation. Trolleybus operation will resume when battery trolleybuses are available.

## **HUNGARY Szeged**



*București is receiving Solaris Trollinos in this striking new livery. No. 5403 was photographed on 16 December.*

*[Primaria Municipiului București]*

2023 but failed to do so because a supplier was unable to deliver a necessary component. Because SOR was unable to deliver within the contracted time operator DSZO lost EU funding and so has cancelled the contract and will be suing SOR.

## **GERMANY Eberswalde**

Two new Solaris Trollino 18 trolleybuses were delivered on 19 December. They will increase the fleet strength and are scheduled to enter service on Line 910 in late February 2024. They join the existing fleet of 12 Trollino 18s dating from 2010 – 2012.

Five years after the end of operation of Ikarus 280T trolleybuses the type is to be seen in service again here because the local operator SZKT (Szeged Közlekedési Társaság) has leased six trolleybuses of this type from Budapest to cover for increased breakdowns of the operator's Škoda 15 Trs, which are more than thirty years old.

Budapest trolleybuses 215, 223, 224, 226, 245 and 268 were transported on a road trailer from the Hungarian capital between 26 October and 21 November. All are a similar age to the 15 Trs! On

the basis of test runs of the vehicles, it was decided that they will be deployed exclusively on lines 9 and 19.

#### **JAPAN Daikanbo - Murodo**

Japan's last trolleybus system will cease operations on 1 December. The company said the decision was due to a limited supply of spare parts for the trolleybuses, which run through the 3.7km Tateyama Tunnel.

The eight high-floor trolleybuses currently in use were delivered by Mitsubishi Fuso/Osaka Sharyo in 1996 for the system opening. Their state of preservation is said to be still extraordinarily good.

#### **KAZAKHSTAN Almaty**

The first of the new Yutong Solo trolleybuses entered service on 19 November, by which time more than half of the batch of 100 ordered had been delivered. They are numbered from 7001. A further 100 new trolleybuses are to be put out to tender this year to completely replace the Neoplan Kazakhstan Young Man Type JNP6120GDZ.

#### **ROMANIA București**

Solaris Bus & Coach is expected to deliver 100 Solaris Trollino 12s with Medcom equipment between March and October 2024 at the latest. They are equipped with traction batteries capable of operation for up to 20km away from the overhead line. Solaris provides a 5-year warranty on the vehicles as a whole, or up to 300,000 km (whichever comes first). In addition to the air-conditioning of the passenger saloon, the equipment also includes WiFi connection for passengers, USB chargers, a camera system, etc.

The new trolleybuses will replace the entire remaining fleet of Ikarus 415.80 trolleybuses from 1997 to 2002, fewer than eighty of which remain.

It is reportedly planned to withdraw some Astra Citelis

PS01T1 trolleybuses, which were created on the platform of Iveco Citelis vehicles using electrical equipment of the Romanian manufacturer Astra. There are still 98 of these trolleybuses from 2006 to 2008 in operation. The Trollinos will operate from all four of the operator's trolleybus depots (Bujoreni, Berceni, București Noi and Vatra Luminoasă)

#### **SLOVAKIA Prešov**

The first of six Škoda 27 Trs was expected to be delivered in December with the rest following soon after. The first SOR TNS 12 battery trolleybus arrived on 23 November.



*Ústí nad Labem Škoda 27 Tr 638 is seen on its "christening day", 11 December. See January World News. [DP Ústí nad Labem]*

#### **SWITZERLAND Luzern**

In November a tender was published for the supply of battery-equipped trolleybuses for the period 2025 to 2030. Up to 46 articulated trolleybuses and up to 7 double-articulated trolleybuses are to be delivered. The articles will be used on VBL lines 12, 30 and 8/19 and will replace the diesel buses currently in use. Some will replace trolleybuses 201-208, which will be 20 years old at the end of 2024. Also falling into this procurement period will be the replacement of Nos. 209 and 210 (built in 2006) as well as the series 211-226 (built in

2009) and the double-articulated trolleybuses 231-233 (built in 2006). This year, the Luzern public transport company will celebrate its 125th anniversary, tramway operations having commenced on 8 December 1899. Trolleybus 410 has been specially decorated for the anniversary year and it will run on lines 1, 2 and 8.

#### **SWITZERLAND Neuchâtel**

With more of the new HESS LighTrams entering service the NAW/Hess/AEG high floor articulated trolleybuses are no longer in regular service.

#### **UKRAINE Chernihiv**

The Municipal Trolleybus

Transport Company is seeking the supply of seven new trolleybuses, four to be equipped with batteries and four without. The tenders were raised in November 2023 and require delivery by 31 March 2024. Local manufacturer Etalon was the successful bidder.

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

## Genova, Italy. Photos taken by Martin Eady on 18 October 2023.

At present the sole trolleybus route is the very busy line 20. The fleet comprises 17 Van Hool AG300Ts built in 2008, but major expansion of

the trolleybus system is planned and 112 Solaris Trollinos are on order.

Captions are on page 40





Page 39, upper: Genova 117 at Sampierdarena. Note that the overhead is over the pavement under the low bridge, and the protective cover.

Page 39, lower: Genova 2110 emerges from Garibaldi tunnel.

Above: Genova 2117 and one other Van Hool stand at Foce terminus.

Below: Genova 2110 at Piazza de Ferrari.

