

TROLLEYBUS

Vol. 63 No. 755

June 2024



The Magazine of the British Trolleybus Society



*Huddersfield 541
Keighley 5
Prešov
San Remo bows out*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 755. June 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

Friday 5 July As usual, the July meeting will be a tour, starting from the Reading North bus station. Two heritage buses will be used and because of their age, unfortunately they are not wheelchair accessible. Please note that there will be no parking available at Oddfellows' Hall on this occasion.

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.

Wednesday 19 June Carl Isgar: European Exploration in the Eighties. Start 1900 – doors open 18.30.

Wednesday 17 July The Michael Cleary collection. A selection of photos taken by Michael of British trolleybuses and trolleybus systems throughout the world. Start 1900 – doors open 18.30.

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 12 June Subject to be arranged.

Wednesday 10 July Subject to be arranged.

MONTHLY PRIZE DRAW

The winners drawn at the March Reading meeting were:

£50 Keith Manning, Knaresborough, North Yorkshire
£40 Roger Clark, Abingdon, Oxfordshire
£30 Shaun Bradbury, Reading, Berkshire



Cover photo:

Prešov SOR TNS 12 No. 801 is seen during testing before gaining type approval. [DPMP, a.s. - Juraj Handzuš]

British Trolleybus Society Annual General Meeting and Members' Day 26 October

The Members' Day event this year will be a visit to the London Bus Museum at Brooklands, which has been completely revamped since our visit in 2015.

The AGM will be held nearby beforehand. Further details will be published soon.

Vehicle Progress

News from Graham Bilbé and Francis Whitehead

Glasgow TB78 One of TB78's seat cushions was taken to Northants Leather Chemicals Limited at Northampton where experiments confirmed a treatment process to rejuvenate TB78's seating. By the time this is published it was expected that the required chemicals and liquids, etc. will have been obtained so that work can start.

A start has been made on mechanically rubbing down the lower deck ceiling and the resulting surface appears to be suitable for repainting. The paintwork that has been revealed shows that the correct colour is light cream, not white.

London 1812 Some work was carried out in the week before Easter and 1812 was tested, but had to be withdrawn again temporarily, having lost its first five power notches. It started from rest quite reasonably, but resuming power when

rolling gave a rather sharp jolt. Investigation found a couple of contactors slightly sticky and on a pit inspection found that a small section of the expanded mesh resistors had burned through. They can get quite hot! We are not sure if these are original or substitutes fitted in Spain. For the time being the damaged section has been bridged and following a further test run on Easter Tuesday 1812 was deemed fit for service again.

Reading 113 was also worked on during the pre-Easter week in an attempt to resolve the leaking brake actuator valve. Unfortunately, we achieved only partial success. To remove the valve is a complex procedure involving removing the air tank as the brake valve is attached directly to the front. Further efforts to resolve this will be made on Graham's next visit to Sandtoft.

South Shields 204

Replacement rear wheel oil seals have been obtained and will be fitted as soon as possible so that No. 204 can return to service.

Donations

Thanks to Branimir Pantaleev for a donation to the Bournemouth 301 restoration fund.

Thanks also to members who have added a donation when renewing their membership.

Trolley:motion Joins UITP

Trolley:motion, the organisation which was founded in 2004 to promote the construction, maintenance and expansion of electric city bus systems and to provide information and education about sustainable urban mobility solutions, in particular trolleybus systems, has become a member of UITP.

UITP (Union Internationale des Transports Publics) is the International

Association of Public Transport. Established in 1885, it is the only worldwide network to bring together all public transport stakeholders and all sustainable transport modes. Trolley:motion says that it looks forward to working with UITP to promote trolleybus systems as the backbone for carbon-neutral bus systems worldwide.

Huddersfield 541 60 Years Ago

Article and photographs by Tony Belton

Huddersfield 541 was towed from Huddersfield Longroyd Bridge depot to Plumtree sixty years ago, on 21 June 1964. Huddersfield 541 was the town's first post-war trolleybus, new in 1947. Fifty-two of these MS2 type vehicles were delivered between then and 1949 all with Park Royal bodies featuring the distinctive three window arrangement on the front upper saloon.

I was approached by the National Trolleybus Association to tow their newest acquisition Huddersfield 541 from Huddersfield to Plumtree in Nottinghamshire where it was to be stored. This I readily

agreed to, not realising the long drawn out hills we would have to climb which turned out to be a struggle for KJH 900. On three occasions we just ground to a halt and had to be rescued by farmers each time. The big problem was finding a phone, a farmer or a garage in the first place! We eventually arrived at Plumtree after a twelve-hour journey, following which we had to get 900 back to Reading and from there to our respective homes.

No1 in the charts on 21 June 1964 was
The Rolling Stones with
It's All Over Now



Above: Huddersfield 541 in Longroyd Bridge depot having the towing equipment fitted to its front axle. 591 with a very smart second-hand East Lancs body is parked behind.

Page 105, upper: Also in Longroyd Bridge depot but now with 541 attached to KJH 900, with the depot staff taking an interest in the situation.

Page 105, lower: 541 waiting at the exit of Longroyd Bridge depot, its home for seventeen years. Three modern buses are parked on the right-hand side.

Page 107: As mentioned before, the long hills we had to climb were too much for 900 and three times we just ground to a halt. This was one of the occasions whilst we were waiting patiently for a rescue vehicle to arrive.

Page 107: At long last we arrived at Plumtree and reversed 541 alongside Nottingham 466 which was preserved by the Nottingham Trolleybus Group. 541 spent less than a year at Plumtree.





Above: The tow has just begun with 900 and 541 turning right departing Longroyd Bridge depot.

Below: Shortly after departing Huddersfield on 21 June 1964, we decided to stop to make sure everything was OK with KJH 900 and Huddersfield 541. Overtaking 541 is a 1964 Leyland belonging to County Motors of Lepton, fleet number 105 registration AVH 635B.





Keighley 5

Photographs by Tom Douce

Keighley Bus Museum Trust staged its first open day since purchasing its 'home', on 5 May. The event celebrated the centenary of the world's oldest surviving double-deck trolleybus, Keighley Straker Clough/Brush No. 5.

Tom Douce reports that not surprisingly, No. 5 attracted a lot of attention. Tom says, "It is fair to say that it is the tallest trolleybus that I have seen. Its impressive restoration is a credit to all those involved."



Prešov Expands Trolleybus Operation

Prešov in Eastern Slovakia is making progress with the expansion of its trolleybus fleet, with six Škoda 27 Trs entering service on 2 May and a SOR TNS 12 undergoing testing prior to four vehicles of that type being approved for service. The 27 Trs are articulated and the TNS 12s are rigid.

The trolleybus system opened on 13 May 1962 and today comprises seven lines, numbered 1, 2, 4, 5, 7, 8 and 38. Local public transport is also provided by four motor bus services, numbered 29, 32, 32A and 39.

The Škoda 27 Trs are Prešov's first trolleybuses to be equipped with traction batteries, allowing them to travel for up to 12 kilometres without being connected to the overhead. Their use will be prioritised on lines 29, 32, 32A and 39, although they may also be used on existing trolleybus services.

By mid-May the four SOR TNS 12 trolleybuses, which are also equipped with

traction batteries, were still undergoing the homologation process, i.e. approval for service on trolleybus lines, which is a legal requirement for new vehicle types and is provided by the manufacturer and the operator under the supervision of the Slovak Ministry of Transport.

The first stage of homologation required that the vehicle be driven for 1250km without passengers, of which at least 15% had to be in traction battery mode. That stage was completed in late April and in May the second stage commenced, with the requirement to cover 1250km with a simulated load. Once this testing has been completed satisfactorily the Ministry of Transport will authorise the final stage of testing, carrying passengers.

We are grateful to the operator Dopravný podnik mesta Prešov, a.s. (DPMP) for permission to publish these photographs.





Page 109: Two of the new 27 Trs are seen on 2 May with St Nicholas co-cathedral in the background. This was the first time that service 39 had been operated by a trolleybus.

[DPMP, a.s. - Juraj Handzuš]

Above: Seen at at Sídlisko III terminus on 12 Sep 2008 are Škoda 15 Tr No. 99, built in 1992, Škoda 25 Tr 708 (which was brand new at the time) and Karosa bus 331 on service 39, which is one of the services prioritised for 27 Tr allocation.

[DG Chick]

Below: Prešov SOR TNS 12 No. 801 in battery mode during the homologation process.

[DPMP, a.s. - Juraj Handzuš]





*An interior view of No. 801 during the second stage of homologation, with a simulated load.
[DPMP, a.s. - Juraj Handzuš]*

Industry: Manufacturer Developments

Škoda Group acquires Cegelec a.s.

Škoda Group announced on 14 May that it has acquired 100% of the shares of Cegelec a.s. from French company VINCI Energies. This acquisition will allow Škoda Group to expand its portfolio with additional components for various public transport vehicles and an interesting range of services. Furthermore, Škoda Group will gain a highly experienced team of employees.

The company Cegelec a.s. will continue its business activities within Škoda Group under the new name Electric Components a.s.

Cegelec a.s. has been engaged in the development and production of electrical equipment with its main focus being the supply of electrical equipment for trams, trolleybuses, metro and suburban railways.

San Remo: A Sad End for a Much-loved System

Photographs taken by Gunter Mackinger in 2008.

Despite plans to renew the trolleybus fleet and infrastructure and in the face of protests from experts and the general public, trolleybus operation officially ceased in February, although there had actually been no operation on any of the routes for some time.

The picturesque line along the Ligurian coast originally connected Sanremo with Taggia in the east and Ventimiglia in the west. Lines T and V linked all these points, with line U reinforcing the section in Sanremo and the immediate surroundings. Trolleybus operation has been underfunded for a long time with little spent on the renewal of the vehicle fleet and maintenance of the infrastructure.

The system opened on 21 April 1942 and was limited to the San Remo urban area until branches were built to Taggia in 1948 and Ventimiglia in 1951. By the end of the century the original infrastructure was still in use but in 2001 there was a 700 m long relocation of the trolleybus line, on the Taggia route including a new loop. After it was completed trolleybus operation was restored on 20 December 2001, but it lasted only until March 2002, when trolleybuses were again replaced by diesel buses, with the justification of continuing reconstruction work on the roads. The temporary situation was soon declared permanent and the newly-built overhead line was later removed.

In 1991 the local operator Riviera Transporti (RT) acquired a fleet of new Bredabus 4001.12 vehicles but they were the last new trolleybuses apart from a pair of Solaris Trollinos with Cegelec equipment which arrived in 2007.

The system continued to die a slow death with the interurban Line V to Ventimiglia last operating in electric mode in 2019 and by the time trolleybuses last ran on the urban service U in August 2021, only two trolleybuses remained in service.

This was the year that Riviera Transporti's mounting debts pushed the company into insolvency. However, its creditors agreed a restructuring plan which included the sale of the depot and unnecessary vehicles. Among these were the Solaris Trollino 12 AC trolleybuses, which were no longer mobile. Despite the fact that the transport company from Szeged, Hungary, among others, showed interest in the trolleybuses, the sale did not take place.

Removal of the overhead line commenced on 27 February and it is expected that all the overhead will have been removed by February 2025.

This account has been compiled from reports by Gunter Mackinger and other sources, including a detailed examination of the troubled history of trolleybus operation in San Remo published by Československý Dopravák.

Page 113, upper: Trolleybus 1701 (Breda/Siccar/AEG – 1991) passing Pont Gian Domenico Cassini with the old City of Ventimiglia in background on line V on its way to San Remo.

Page 113, lower: Menarini/TIBB trolleybus 1601 (built 1988) is seen passing the trolleybus depot on line U on its way to Brezza.

Page 114, upper: Trolleybus 1602 is another 1988 Menarini/TIBB, seen on State Street No. 1. On the left is the trackbed of the former FS Genova – Ventimiglia line which was rebuilt and now works in tunnels.

Page 114, lower: With the sea in the background, trolleybus 1601 (Menarini/TIBB – 1988) is working on line U.





MUSEUM & PRESERVATION NEWS

Edited by Jody White



Sandtoft's Next Events

Saturday 15 – Sunday 16 June Father's Day Weekend with a display of vintage cars (Saturday only)

Saturday 29 – Sunday 30 June Models Weekend Static models and working displays for all ages

Saturday 13 – Sunday 14 July Weekend Open Days featuring a display of classic Atkinson lorries

Cardiff & South Wales Trolleybus Project

This month's report from Welsh trolleybus restoration may be limited, but on occasion the number of volunteers has been reduced and we have been involved in some complex jobs, so I hope readers will enjoy our update.

Our decker 262 has had the most input but 243 has also received attention. A donation of seven tyres was received, of which four were for 243 and two for the decker plus a spare. The wheels and tyres, due to being split rims, were taken off site and within a week returned and are awaiting fit to vehicles.

The 262 beading fit has progressed to



Cardiff 262.

[Keith Walker]

the final fit of the horizontal half round beading beneath the upper deck windows. It was decided to fit the front in two parts, with a short section on either side. This will

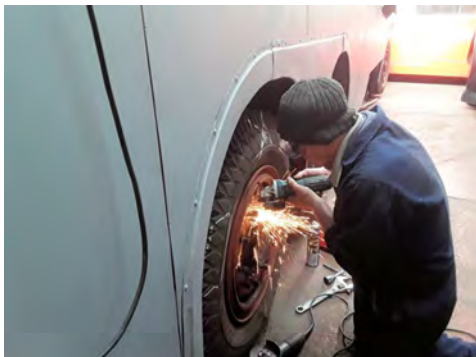
act as a datum for both near and offside runs.

We now move on to the work on 243,



Cardiff 243's aluminium hub cover being unmovable, three of the six studs had to be drilled out. [Keith Walker]

"the doodlebug", and what would appear straightforward wasn't to be. It was decided that with the wheels off we would remove the brake drums to inspect the brake shoe assembly and shoe condition. Of the four rear drums, we experienced a problem with one wheel nut on the offside rear, as its corners had been rounded and it was immovable. The only option was very



With the corners of the wheelnut rounded the nut was carefully ground away. [Keith Walker]



With the hub cover and the brake drum off and the hub seal having collapsed, a large coating of grease was applied, covering the brake shoes and assembly. [Keith Walker]

carefully to cut the nut off, using an angle grinder. For a change, all went well and soon the wheel and drum were off and further good news, that all the rear sets of shoes were in very good condition and the assemblies are presently being cleaned carefully.

Now we moved onto the front wheel drum removals, with the front offside being easily removed; so we moved on to the nearside and the first problem. As this was to be an in-depth inspection, the first item off would be the aluminium hub cover; but the last occasion this had received attention we believe was prior to withdrawal by Cardiff Corporation Transport pre 1965, and due to the cap not receiving washers, the six securing nuts has caused the aluminium on three holes being crushed into the stud threads on the hub boss. The only way was to drill these studs out and the cover was then removed. Once this had been overcome the brake shoes were drenched in grease as the metal hub seal had collapsed. Though we had some interesting advice about retrieving the linings, both sets of brake shoes were down to the rivets and have received new linings, but the good news (yes there is some) is that both front drums are in really good condition. As this report closes, work is ongoing on the hub and brake shoes assemblies.

If any reader is interested in our work and is in the Barry area, you are welcome

to come and see us on a Tuesday or Saturday, at the Bus Depot, Broad Street, Barry.

Keith Walker

Long Shop Museum

There is no further progress to report on Ipswich Garrett No.26 at present. The Museum was undergoing some major building restoration work over the closed season, restricting access for our volunteers. This has unfortunately overrun, following the discovery of a small amount of buried legacy asbestos lagged pipework, crossing the path of the new site drainage system. Consequently, staff and volunteers are now denied site access whilst this is safely removed.

The team keeps together, though, with weekly meetings for coffee and bacon rolls at a local hostelry, planning the jobs for when they can return to site. Our major focus is to reunite the body with the chassis. As part of their community engagement programme, EDF personnel from Sizewell B Power Station are providing technical advice and a lifting plan to allow us to perform this task in a safe and compliant manner. This is a major milestone in the restoration programme.

The Museum will now start the 2024 season and the Museum's 40th anniversary year in mid-June with our delayed Steam-Up Day combined with Suffolk Day celebrations and Gala weekend activities. We are very much looking forward to seeing our supporters and visitors again.

Paul Chandler

BELGIUM Gent 10 and 11

Trolleybus 11 Along with other vehicles, Trolleybus 11 had been housed at Hermes-Transdev depot, which was part of an economic development zone called Arnhem's Buiten.

All the STA vehicles, including Trolleybus 11, were moved on 2 March to a new location at Cruquiusweg, less than five minutes away from their former home at Hermes-Transdev depot.

A few repairs have been carried out on Trolleybus 11 and it is now ready for new rides in 2024. Two are already planned on 15 May and another one on 25 May. Both are private tours.

Trolleybus 10, which is also in operable condition, is still stored in Weelde in Belgium. Due to lack of funding, the

restoration project is on standby, and we'll see how it evolves in the coming months.
André Corteil



Above, Trolleybus 10 in Weelde.

[André Corteil]

Below: Trolleybus 11 with other buses in the new hall.

[Dennis De Lange]



Crich Tramway Village

Model Tram, Bus and Railway Exhibition at Crich

Saturday 17 and Sunday 18 August
10.00 to 17.00 on both days

The National Tramway Museum, Crich
Tramway Village, Crich, Derbyshire,
DE4 5DP

World News

Edited by Bruce Lake



CZECH REPUBLIC Jihlava

The local news website reports that the expansion of the trolleybus system will result in the intersection at Citypark becoming the most complex in the Czech Republic and possibly in the world. No plan of the revised junction has been published but the head of the public transport company is quoted as saying that it will be possible to turn in every direction when completed, which suggests that a new Grand Union junction will be created at a time when the use of battery traction is tending to result in junctions becoming less complex.

The intersection is being prepared by designer Jakub Kern, who commented "I don't think there is such a big intersection in the country that would have so many directions for trolleybus traffic. There will be twelve directions. Sixteen crossings and sixteen switches will hang in the air, which is unique in such a small space. The crosses will have an atypical structure."

Jihlava has never operated articulated trolleybuses, although they had been considered in the late 1980s, so the purchase of Ústí nad Labem Škoda 15 Tr No. 572 has come as a surprise. It was originally delivered to České Budějovice in 1992 as its No. 38. After withdrawal it was sold to Ústí. It will be used for "retro" operation.

CZECH REPUBLIC Pardubice

DPMP has placed an order for eight Škoda 32 Trs. They will expand the city's trolleybus fleet to 70 by the middle of 2025. (In 2018 the trolleybus fleet strength stood at 55). The trolleybuses will have air conditioning, comfortable seats, and USB charging ports. Traction batteries will provide flexibility energy will be saved through regenerative braking.

CZECH REPUBLIC Plzeň

After almost a year operating in conventional trolleybus mode, Škoda 25 Tr no. 523 returned to service in April with an auxiliary diesel drive. This followed an engine malfunction and long waiting times for the delivery of spare parts.

CZECH REPUBLIC Praha

The third trolleybus line will connect the Na Knížecí terminal in Smíchov with the terminus at Waltrovka. The route is currently served by bus service 137 and will become trolleybus line 52. Work will commence this year and trolleybus operation will commence next year.

A trolleybus service ran on almost the same route from 1939 to 1969. The line was abandoned for the first time on 31 March 1969 but the replacement buses were unable to cope with the steep gradient and trolleybuses returned nine days later. Some DP employees thought that this proof of the advantages of trolleybus operation in hilly

Prague would delay or prevent the closure of the system, but within a few weeks Karosa delivered modified ŠM 11 buses and the line closed on 31 May 1969.

On 7 May 2024, the Prague Public Transport Company (DPP) announced a tender for the construction of 4.4 km of single-track overhead line (i.e. 2.2 km in each direction) between the stops Santoška and U Waltrovky, where the gradient is steepest (reaching up to 7%). 104 traction poles will be installed which will mainly be used also for street lighting. Approximately 80% of the route will be wired. A new substation will be built in Peroutkova Street. Seven charging lines are to be built in the Na Knížecí terminal, powered by the Radlická tram substation, which should also be used by trolleybuses of line 56 in the future (currently bus service 191).

The tender also includes the construction of 37 charging stations in the area of the Repy garages. This will also cover the need for other trolleybus lines that are planned to be electrified on the left bank of the Vltava River (in addition to the above-mentioned, these are lines No. 131 and 176). A contract for the supply of up to 70 12m trolleybuses had not been signed by 7 May, although the Office for the Protection of Competition (ÚOHS) had agreed with DPP

in the selection of Turkish company Bozankaya.

GERMANY Eberswalde

The first of the two new Solaris Trollino 18s made its maiden journey on 18 April, carrying a party of official guests including the Mayor, District Administrator and the BBG Managing Director. They will be used for unwired sections on line 910, both to Südend and beyond the "Kleiner Stern" in Finow and continuing through the neighbouring community. They have been given registration numbers BAR-OG 964 and BAR-OG 965 and fleet numbers 064 and 065. The vehicles had been delivered in January, around 12 months late because of problems with the supply of electrical components following the Covid pandemic.

HUNGARY Budapest

An Open Day is to be held at BKV Budapest's trolleybus depot between 10:00 and 16:00hrs on Saturday 14 September.

Vehicle demonstrations will be among the many attractions.

NETHERLANDS Arnhem

Following a period of testing, driver training and ironing out teething troubles, the Solaris Metrostyle trolleybuses 5275 – 5284 entered service on 12 May.

This has seen motor bus service 352 to Wageningen converted to electric operation. The return journey is 35km, of which only 11.4km has overhead wiring. In addition to In-Motion-Charging via the overhead there are fast-charging stations.

The vehicles are Arnhem's first Solaris trolleybuses and the first to have Medcom equipment.

POLAND Tychy

The operator has announced a tender for the supply of 20 new 12m trolleybuses. The current fleet strength is 28 and some of the new vehicles will replace motor buses.

The drive should be provided by one asynchronous motor with an output of at least 160 kW, the batteries should have a capacity of at least 42 kWh, while they should allow a range of at least 15 km on a single charge (after 36 months of operation, the range may drop to 13 km).

The closing date for bids is 10 June and the successful supplier will have 14 months to complete delivery.

ROMANIA București

By mid-May about 70 of the 100 Solaris Trollinos on order had been delivered and many of the Ikarus 415T trolleybuses had been withdrawn.

SLOVAKIA Prešov

The six new Škoda 27 Trs entered service on 2 May. They are equipped with traction batteries which allow operation for up to 12km away from the overhead. They are intended to be used as a priority on motor bus lines 29, 32, 32A and 39, but they may also be used on other services. The four SOR TNS 12 trolleybuses, which are also equipped with traction batteries, were still undergoing the homologation process, i.e. approval for service on trolleybus lines which is provided by the manufacturer and the operator under the supervision of the Slovak Ministry of Transport.

UKRAINE Kremenchuk

Twenty battery-equipped 12m trolleybuses are to be purchased through an EIB loan of €7.6

million under the "Urban Public Transport of Ukraine II" project. The traction batteries are to be capable of allowing journeys of at least 20 km in battery mode. Bids for the tender are expected by April 25, 2024. Delivery of the vehicles should begin no later than 20 weeks after the date of crediting the advance payment and be completed within 44 weeks.

USA Philadelphia

Operator SEPTA has announced its Zero Emission Bus (ZEB) Master Plan for fully transitioning to zero emission buses by 2040. This will include the purchase of 38 new trolleybuses to replace an equivalent number of trolleybuses in 2025 – 2027.

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



Above: Elsewhere in this edition Tony Belton looks back 60 years to Huddersfield 541's earliest days in preservation. These days 541 is a regular performer at Sandtoft and is seen on 31 March during the 1940s weekend. [DG Chick]

Below: In this edition we also pay tribute to the San Remo trolleybus system. This 2008 view into Riviera Trasporti's trolleybus depot shows a line-up including the preserved Fiat/Cansa/CGE No. 29, which dates from 1957 (third from left). Also seen are three of the 1991 Breda/Sicar/AEGs: 1709, 1706 and 1704. [Gunter Mackinger]

