

TROLLEYBUS

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December 2024



The Magazine of the British Trolleybus Society



*A tribute to Fred Ivey
AGM & Members' Day
Gdynia*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 761. December 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 3 January 2025 Mike Russell presents a review of preserved trams and trolleybuses in service and on special occasions, no doubt with worldwide coverage and to Mike's exacting photographic standards - not to be missed!

Friday 7 February 2025. Our annual visit from Reading Buses CEO Robert Williams, lifting the lid on what the future holds for our favourite bus operator.

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 18 December 2024 (at 14:30) British Trolleybus Tours - Michael Russell

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 December 2024 L.N.E.R. in Wales, looking at stock used and routes operated. Presenter Steve Edwards.

Monthly Prize Draw Winners

£50 John Black (Newport Pagnell)

£40 Brian Greenfield (Woodley)

£30 John Black (Newport Pagnell)

New Member

We welcome Roger James, Haywards Heath



Front cover: The preserved 1982 Saurer/Hess/BBC trolleybus Genève 666 is seen crossing Pont du Mont-Blanc and about to pass Lake Geneva's spectacular 140m Jet d'eau on 7 September.

[Arnold Voyteshonok]

Fred Ivey

The End of an Era by Tony Belton

Fred Ivey sadly passed away at the age of 98 on 24 September 2024

I first met Fred and his friend Denis Battams on Sunday 28 July 1957 at Hammersmith Grove, the terminus of trolleybus routes 660, 666 and 667 at Hammersmith Broadway where incidentally I saw my first Q1. I was introduced to them by Bob Chipperfield, another close friend of Fred's, who I had met three days earlier at Highgate trolleybus depot. I found Fred to be an extremely knowledgeable and determined person and the latter proved true when on 8 May 1962, the last day of London's trolleybuses, we had been chasing Diddler No.1 and 1521 on the special

afternoon run with the dignitaries on board. At the end of the trip No.1 arrived at Clarence Street in Kingston where the Fulwell staff were waiting to immediately attach the vehicle to a tow truck ready to take it back to Clapham Museum (CA) where it was housed. We got into a fellow enthusiast's car and followed it with a view to photographing it on route; however, due to heavy traffic we gradually saw the vehicles disappearing into the distance. Fred then got out of the car in the middle of nowhere and said, "I am determined to photograph No.1 arriving at Clapham Museum" and off he went! Lo and behold, when we saw him that evening, he told us he arrived



Above: Following the special trip with the dignitaries on board, Diddler No.1 has arrived at Clarence Street in Kingston. Its booms are being lowered for the very last time prior to its tow to Clapham Museum where it was housed. The people on the roof of the KINEMA in the background have a brilliant view of the ongoing proceedings. [Tony Belton]

at CA at exactly the same time as No.1. Nobody else would have attempted that!

I would also like to point out that whenever you see photographs of London 260 or Brighton 6340 you will always see that the vehicles look sparkling clean. This is down to Fred's hard work. Before any event he would spend a day or a night giving the vehicle a thorough clean from top to bottom.

Finally, the London Trolleybus Preservation Society and many preserved trolleybuses would not exist if it wasn't for Fred's generosity on 18 July 1962 when he gave me the money to save London Trolleybus 260 from the scrapyard. A few weeks afterwards we met Norman Wain and then Don Jones. Don, after seeing 260, wanted to preserve Cardiff 203, Copenhagen No.5 and other vehicles which he had in his mind. We then realised we

needed a group name plus more importantly a museum site; we spent many, many weeks searching farms, quarries, etc., in southeast England to try to find a suitable site. Things changed dramatically when on 21 March 1966 we towed London trolleybus 1521 with KJH 900, on behalf of the Historic Commercial Vehicle Club, to the East Anglia Transport Museum Society's site at Carlton Colville near Lowestoft. We immediately fell in love with the Museum and realised that this could be the answer to all our prayers. After many negotiations the EATMS kindly agreed for the "London Trolleybus Preservation Society" – our new name – to become part of their museum.

So, thank you Fred for the friendship, kindness and generosity that you showed to everybody over the years.







Page 224: We chased No.1 for some distance until we finally lost it due to stopping too many times for photoshoots plus the build-up of traffic in the afternoon peak. This location is in Bushey Road at Grand Drive.

[Tony Belton]

Page 225, upper: Fred arrived at Clapham at exactly the right time, just as No.1 was about to enter the Museum. He must have been elated!

[Fred Ivey]

Page 225, lower: When Fred took this view of 260 in early 1959 he could never have imagined how involved he would be with the vehicle in later years. London 260 is passing Stonebridge depot, its home since new, on a journey to Sudbury on route 662.

[Fred Ivey]

Above: I mentioned how Fred used to thoroughly clean 260 prior to any event. Proof here with a view of 260 on tour at Fisherman's Walk in Bournemouth on 23 June 1968 looking absolutely marvellous.

[Tony Belton]

Left: Finally, 1521 when we delivered it to Carlton Colville on 21 March 1966, the very first time we had visited the Museum. Just out of view on the left is Don Jones with Tony Belton and Norman Wain on the right.

[Fred Ivey]

BTS Annual Meeting and Members' Day

By Dave Chick

BTS Annual General Meeting

The Society's AGM was held at St John's Church Hall in West Byfleet on 26 October. The Chairman's Annual Report and the Treasurer's Financial Report were presented to the members in attendance, who were able to comment on both and ask questions.

In accordance with the Society's Constitution, I retired as Chairman by rotation and Graham Bilbé was the Committee member who retired by rotation. We had both expressed our willingness to stand for another term and there being no other nominees we were re-elected.

The Special Resolution to increase the Society's subscription rates was approved by members either in-person or using their postal vote, with one member voting against. The new rates will therefore take effect from 1 February 2025. The primary reason for the increase has been the above-inflation increases in postal charges. The resolution that Alan Butler be re-appointed as Independent Examiner until the 2026 AGM was also approved.

The meeting concluded with an open forum which members used for wide-ranging discussions, including the Society's future and a suggestion by Chris Williams that the 60th anniversary of the closure of Bournemouth's trolleybus system should be commemorated by holding a major event at Sandtoft. Although the anniversary will not be until April 2029, all present agreed that if an ambitious event is to be staged, planning should commence now. This idea

has been relayed to the Trolleybus Museum at Sandtoft's Events Manager.

Dave Chick

Chairman

Members' Day Visit to London Bus Museum

Although the turnout was surprisingly and disappointingly small, those who travelled on from the AGM to Brooklands were rewarded with a fascinating tour of the [London Bus Museum](#). Our guide was Owen Wright, the Museum's Workshop Manager, whose family history with London's buses stretches back as far as 1909! Owen's encyclopaedic knowledge of both the history of bus transport in the capital and of the Museum itself was a real treat. The icing on the cake was being taken in to the workshop and seeing some very historic vehicles under restoration. It was also interesting to learn of the challenges faced by the workshop team and some of the methods being used.

Trolleybuses are only seen here in photos or in model form, our own London Q1 No. 1812 having been the only trolleybus to have been displayed in the LBM, but there is much of interest and there is a good deal that we can learn from the Museum.

It was a privilege to be shown round by Owen. On behalf of the Society, I would like to thank him for sparing his time and imparting his knowledge. I would also like to thank our member David Mulvey for facilitating the tour and our Secretary, Paul Dicken, for arranging the entire day.
DGC

Monthly Prize Draw 2025

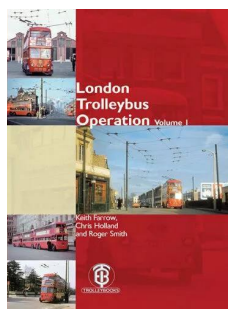
Bournemouth 99 will be 90 years old in 2025. For many years we have wanted to rectify the electrical problems and bodywork faults which have become apparent. It's estimated that we need to spend about £32,000 on 99 and we have £4,000 already available. Please support the Prize Draw and help to give 99 a happy 90th!

The entry form was distributed with the November edition of Trolleybus. Members may also download the form using this link: www.bit.ly/BTS-MPD Alternatively, email mpd@britishtrolley.org.uk

for a form by post. Prize Draw Organiser Andrew Barton is unable to receive emails so please use mpd@britishtrolley.org.uk for any questions

Book Review

London Trolleybus Operation Volume 1 by Keith Farrow, Chris Holland and Roger Smith.



A4 Hardback
297 x 210mm

312 pages, 230
illustrations, 384 maps
and 250 diagrams

ISBN
978-0-904235-34-0

Published by
Trolleybooks for
£45.00 + £3.74 p & p.

In the introduction to this work the authors say that their purpose is to describe how the London trolleybus system worked, including overhead layouts and the services which used them. Given the scale of their ambition, it is not surprising that the two-volume set is the result of many years' research.

It is comprehensive and the Trolleybooks advertisement describing it as "encyclopaedic" is accurate. However, the text is very readable and not at all dry. I like the way that it provides explanations and not just lists of facts. I particularly enjoyed the section on street furniture which forms part of Chapter 3 and the Appendix providing biographical details of the most

influential people in London's trolleybus history.

The book includes some new and previously unpublished research about the demonstration of a trolleybus over the Woolwich – Eltham route in February and May 1912. Not only was this the first time that a trolleybus ran on the public highway in London, but it is revealed that the vehicle used was the same trolleybus that was demonstrated in West Ham later in the year and which ultimately saw service in Keighley. This solves the mystery posed by the photograph taken at EH Bayley's in Newington Causeway showing the brand-new vehicle with an Estler trolleybase instead of the Stoll current collection equipment with which it was later fitted. I am surprised that the authors have not highlighted the importance of this discovery.

As well as being a mine of information, the design, wonderful selection of photographs, attractive maps and the use of some period advertisements make this book a feast for the eyes and a pleasure to own.

DGC

Buy your copy of London Trolleybus Operation from BTS Sales for £45 + £3.74 p&p. All profits go to trolleybus preservation.

[Trolleybooks page](#)

BTS Calendar 2025 - Last Few Copies Left!

The Society's calendar for 2025 presents a selection of photographs of UK trolleybuses with Roe bodywork. Chosen by Tony Belton from his large archive and with Tony's informative and interesting captions, it is a great souvenir of the Roe years and is an ideal Christmas present for transport enthusiasts.

Tony has very kindly paid the printing costs so that every penny of the proceeds of sales will go towards trolleybus preservation and restoration.

You can buy the calendar from BTS Sales, either from the sales stand or online

[British Trolleybus Society](#)

Or write to

BTS Sales 1 Mentmore Road,
Leighton Buzzard, LU7 2NY

It is most important to make any cheques payable to "British Trolleybus Society". The price has been held at £12 for the calendar plus £2 postage.

Gdynia's Trolleybuses

Notes and photos (all taken on 28 April 2024) by Gunter Mackinger

The important Polish harbour city of Gdynia near Gdansk on the Baltic sea with a population of about 245,000 last year celebrated 80 years of successful trolleybus operation. Starting with one line opening on 18 September 1943, the system developed to an extent of about 100 km, with 6 substations and a fleet of about 110 vehicles. Since 1998 the infrastructure has been renewed by the Czech professionals of ELEKTROLINE and

this allows a fast and smart service, including the interurban line to the historic beach resort at Sopot, which has about 35,000 inhabitants. During the summer season special line 326 is worked by historic trolleybuses on Sundays and holidays between May and October, with around ten journeys a day.

With its trolleybus service Gdynia has an efficient and pollution-free transport system with much potential for further development.



Above : Historic trolleybus 10121 (Jelcz/KPNA built 1994) in Morska.

Page 230, upper: PKT Jelcz tow-truck 39103 with poles for deicing, seen in the depot. Behind it is trolleybus 3053 (Mercedes/PKT/2012) one of only two Mercedes Citaro diesel buses which were converted into trolleybuses in 2012, the other being 3054.

Page 230, lower: The important trolleybus terminal at Gdynia Cisowa railway station. Articulated 3260 (Solaris/Medcom built 2020) on line 25 meets 3069 (Solaris/Medcom built 2010) on line 22, contrasting the MkIV body with the older Trollino design.

Page 231, upper: Relics of a private collection with former Warszawa trolleybuses T010 and T011 (originally St.Gallen 122 and 124, Saurer/Hess/BBC built 1957) with trailers P006 and P001 (former St.Gallen 333 and 337 built by Moser in 1970) in Polocna.

Page 231, lower; Articulated trolleybus 3266 (Solaris/Medcom built 2020) on line 181 at the terminus of the interurban service between Gdynia and Sopot in Sopot. Between 1946 and 1960 the only connection between Gdansk tramway system and the Gdynia trolleybus network was nearby.





MUSEUM & PRESERVATION NEWS

Edited by Jody White



The Trolleybus Museum at Sandtoft



The Trolleybus Museum at Sandtoft has received Newcastle 501 on a two-year loan from Beamish Museum. It was launched into service at Sandtoft on 19 October by the musician Ray Jackson, a former member of Lindisfarne. Ray was guest "conductor" on 501's first journey. [DG Chick]

At the Museum's Annual General Meeting on 3 November company members voted in favour of donating Bradford trolleybuses 845 and 847 to Keighley Bus Museum Trust, where they have been on loan for three years, during which time 847 has been cosmetically restored.

Bradford 844 was due to return to Keighley at the end of this year but a new loan agreement means that it will remain at Sandtoft for another five years.

The operating season ended on 2 November with a very well-attended Twilight event. The Museum will reopen on the weekend of **5 and 6 April 2025**, when it is expected that the Sandtoft District Railway will open. This will depend on the success of the monthly week-long working parties which are detailed below. Following the great success of the 1940s weekend this year there will be a three-day event over Easter 2025. The dates of next year's events have been published on the Museum's website.

[Open Days – The Trolleybus Museum at Sandtoft](#)

Working Weeks at Sandtoft

During the winter, a working week will be held every month with the intention of having the Railway ready for operation before April.

The dates scheduled are:

- 9 – 14 December
- 13 – 18 January
- 10 – 15 February
- 10 – 15 March

All help will be welcome, whether for individual days or entire weeks. It will help to plan the work if volunteers notify Project Manager Kieran Proctor in advance that they will be attending.

kproctor1204@gmail.com

To prepare for the 2025 season there will be general working parties on site on 15 & 16 February and 15 & 16 March.

Ipswich Transport Museum

Ipswich 44

Steady progress is being made on a number of fronts, with the next major task being to apply the new roof canvas which will occur during 2025, all being well.

Most of the current activity relates to repairs and refurbishment of the external waist band mouldings and panel joints, plus preparation work for painting the saloon and driving cab ceiling, the final sanding

work being completed in the last few weeks.

AEC Monarch Tower Wagon

Purchased in 1948 by Ipswich Corporation for overhead wire maintenance and latterly used as a towing vehicle and for changing



Ipswich Transport Museum's AEC Monarch Tower Wagon seen on display in October.

[Stephen Cobb]

the florescent light tubes in both Ipswich depots(!), this remained with ICT/IBT until it was sold to the Museum in 1986 for the grand sum of £3.00, its book value in the accounts!

Restored externally in the early 1990's, engine problems (mainly overheating) later sidelined its operation until the middle of 2024 when an attempt was made to put it back in an operational state. This was achieved, but some work is required to eliminate the overheating, which is still occurring.

Christmas Cracker

The last event of the 2024 Season at the Museum will be the "Christmas Cracker" event on 8 December (full details on the ITM Website and Facebook pages), after which we will be closed through to April 2025 for various vehicle moves and alterations to displays.

All the usual attractions are available at the "Cracker" event, plus Santa in his Grotto (aka Tram 33...), though the main building lights aren't on for this event due to strings of "seasonal" coloured lights being used instead.

Stephen Cobb

Long Shop Museum

Ipswich 26

At the beginning of October, the team reunited the chassis and the body Working



Ipswich 26 before the removal of the frames...

[Paul Chandler]

with lifting specialists from EDF based at the local power station, a rigging and lifting plan was developed.

Operation Trolleybus was put into action, and in just under an hour, it was all over! Using the workshop crane to support the front end and a telehandler at the rear, the lift was remarkably smooth and trouble free. With an 8-inch lift off the supporting beams, before removing them, the chassis slid easily underneath on skates. Some part worn tyres are now being fitted to the refurbished rims and we hope these will be finished soon.

Fabrication continues on the support frame for the front-end tinware, as both



...and afterwards.

[Paul Chandler]

frame and tinware are in poor condition with serious rust issues. Consequently, some new metal had to be added in places. The tinware at the front is also suffering from large areas of tin worm and is now smooth after removal of numerous dents and ripples. The framework and tinware have been offered up to the body to make patterns for the new metal additions.

The driver's door has now been fitted and work continues on the main windows, two refurbished frames now being re-

glazed whilst remaining frames are in construction.

We visited our friends at Ipswich Transport Museum to explore the different seating arrangements depending on bus or drawing. We are looking for replacement Mazac headlamp units – some similar or period ones. Please forward any help or contact details to:

paul.chandler@longshopmuseum.co.uk

Volunteers will be working on No. 26 over the winter months in readiness for next season's Easter opener.

Paul Chandler

News from Belgium

On 19 October, META, which is the dome body of all bus/tram preservation societies in Flanders, opened its cold reserve where many buses and trams which were used on the roads of northern Belgium await future restoration. In the huge hall, there is also a section with many spare parts for these vehicles. Amongst these, there is also "my" second trolleybus, trolleybus 10 from Gent, which is still roadworthy. It was put on display in front of the hall as shown in the photo. I also own Gent trolleybus 11.

André Corteil



Gent 10, outside the Cold Reserve in Flanders.

[André Corteil]



The busy scene at the Long Shop Museum reuniting Ipswich 26's chassis with the body on 1 October.
[Paul Chandler]

World News

Edited by Colin Page



Numbers in parentheses indicate the previous edition of Trolleybus containing news of that operator

ARMENIA Yerevan (748)

After many years of financial problems leading to under-investment in the system the city managed in 2023 to place 15 Yutong ZK6128BEVG trolleybuses in service, followed this year by 15 Zhongtong LCK6126E vehicles, the first ten of which were delivered on 12 October and were introduced into the fleet the following day. Another four came soon after and the last by the end of October. All were expected to be in service by mid-November.

They will enable the withdrawal of the last of the Czech-built trolleybuses, three Škoda 14 Trs still being in use at the end of the October. No 06 (previously 08) was in use as a towing vehicle while the second (original) 14 Tr, also numbered 06, was believed to be in use. The third no. 62 carried a modified front, based on a Berliet 100 trolleybus and was also still in use.

Of the older Russian LiAZ 5280 and 52803 trolleybuses from 2008, about half have been repainted (while respecting their original liveries) and received body and interior repairs, significantly benefitting the image of trolleybus transport in the city.

CZECH REPUBLIC General

In October Škoda Electric were manufacturing trolleybuses for several operators. More details will be reported as deliveries are made.

Two 26 Tr NU machines were finished and tested for Plzeň, with allocated fleet nos. 611 and 612.

Brno Transport Company expects the delivery of 20 more 32 Tr trolleybuses, which will double the fleet of this type. The delivery programme is divided into two stages with delivery of the first ten expected by 31 December 2024.

Production was underway of 27 Tr NU models for Ostrava and 33 Tr models for České Budějovice.

CZECH REPUBLIC České Budějovice (752)

By 23 October the first Škoda 33 Tr SOR 18-metre body had been delivered to Plzeň for fitting with electrical equipment. The first 14 of the order for 35 are expected to be delivered in the first half of 2025 with the rest due in 2026.

CZECH REPUBLIC Jihlava (757)

All six Škoda 24 Tr trolleybuses left the depot on 15 October 2024 and were delivered to Ivano-Frankivsk, Ukraine, as a humanitarian donation on 20 October. Only three are expected to be put into operation, with the others serving as component donors.

By late 2021, only nos. 65 and 67 had remained in operation. No. 67 finished on 14 October and then no. 65 ended the operation of Jihlava's 24 Trs on 24 October 2021 without any ceremony after 16 years.

The City considered keeping no. 62 as an historical vehicle. It was unusual by having an Agora/Citybus body. In 2019 it was repaired after a traffic accident. No. 66, which had its traction motor repaired in 2018 and had a low mileage, was also considered. The city's ambition to have its own historic trolleybus has faded again.

CZECH REPUBLIC Teplice (760)

In addition to the vehicles listed last month, the rest of the trolleybus fleet currently

comprises:

- 212-213 Škoda/Iveco 25 Tr (2008)
- 214-220 Škoda/Solaris 28 Tr (2009-2015)
- 221 Škoda/SOR 33 Tr (2019)

These fleet numbers were not changed when operations reverted to municipal ownership on 1 January 2024.

- 105 is a Škoda 9Tr trolleybus from 1980 which is maintained as a museum vehicle and sees use on a museum line on certain days.

The current network has 9 routes numbered 101 to 109.

CZECH REPUBLIC Zlín–Otrokovice

The Zlín–Otrokovice Transport Company, s.r.o. (DSZO) has cancelled a public contract for the purchase of new battery trolleybuses for a second time. The first, calling for 25 trolleybuses of 12m and 18 m lengths was announced by DSZO in 2023. However, its conditions were challenged by Cegelec a.s. (before takeover by the Škoda Group), and the Office for the Protection of Competition (UOHS) agreed with it. DSZO appealed, but without waiting for the written decision, itself cancelled the tender in January 2024, announcing a new tender in February which closed on 22 April. The conditions were challenged again, when Turkish manufacturer Bozankaya, which is trying to enter the Czech market, filed ten conditions which they argued invalidated the tender, ranging from legal to technical matters.

In principle the UOHS agreed but rather than define the illegality of each point focussed on the so-called economy rule and decided that the tender should be cancelled. DSZO appealed, but let the process run to its end. On 10 October the Chairman of UOHS declined this counter-appeal. DSZO will have to try for a third time if they wish to proceed.

DSZO have further complicated matters by inserting a clause into the (second) tender documents which effectively allows it to disqualify offers

received from companies based in countries which are not allowed to participate in the tender process, including Turkey, where Bozankaya has its registered office.

ESTONIA Tallinn (757, 760)

Trolleybus operation quietly ended on 31 October, with 2009 Solaris 12T/Cegelec No. 339 believed to be the trolleybus which closed operations. The TLT website announced that the system will reopen in the first half of 2026 with a new fleet of trolleybuses and after extensive infrastructure renewal.

The routes at closure were: -

- Line No. 1 Mustamäe - Mustamäe – Kaubamaja via E.Vilde tee,
- Line No. 3 Mustamäe – Kaubamaja via Akadeemia tee
- Line No. 4 Keskuse - Balti jaam via Keskuse tn,
- Line No. 5 Mustamäe - Balti jaam via E.Vilde tee.

The following day, motorbuses took over operations on identical routes and schedules but with route numbers 81, 83, 84 and 85 respectively. Within days work had started to dismantle the overhead in the centre.

The existing fleet was not fitted with traction batteries, which will be required for off-wire running on the new system. A rigid 12T Solaris trolleybus and an articulated 18T type were fitted with traction batteries for trial purposes some while ago and may be retained for the new operation.

The interruption of operations means the need to retrain staff. According to media reports, about two thirds of approximately 110 trolleybus drivers have used this option, while the other drivers have decided to leave TLT, which may bring complications in the future.

FRANCE Nancy (760)

Installation of the new equipment and infrastructure with associated roadworks was sufficiently completed on the revitalised trolleybus route 1 in early October to enable testing of the route and

the HESS LightTram 25 DC trolleybuses to begin on 16 October 2024. The first vehicle (registration WW607OA) set off at a slow speed, followed by WW592OA. A third trolleybus joined them later in the day. They have performed well on the very steep incline to Brabois even when laden at 98% of the allowed maximum weight. Planned opening for public service is in early 2025.

One of the trolleybuses was exhibited at the European Mobility Expo 2024 in Strasbourg from 1 to 3 October.

GERMANY Eberswalde

In the city council meeting on 17 October, the building decision for the expansion of Saarstraße between Max-Lull-Straße and Straße Ostender Höhen, which had been passed in April, had to be withdrawn. This including provision for a bus turning point on the Straße Ostender Höhen.

Trolleybus line 862 would have been extended off-wire in mid-2026 from the current terminus at Ostend to the turning circle, a length of about 1 km, but this has now had to be postponed. The 'new' terminus at Kreiswerke is the location of the administration building of the Barnim District Utilities. A transformer station and a toilet container are planned to be installed. Two intermediate stops would also be provided.

The road expansion plan was withdrawn because the planning of the roadway width, the pavement width and the safety spaces between the road and the sidewalks deviate from legal requirements. After a discussion with the residents, who have formed an interest group against the construction, there is no expert opinion that justifies the deviations as permissible.

HUNGARY Budapest (753)

From 17 August 2024, trolleybus line 75 was extended off-wire by almost 3 km from the Puskás Ferenc Stadium to a new terminus in Kárpolina tér. It is served by alternate trolleybuses running through from Jaszai Mari tér. To distinguish between the original and new termini the

trolleybuses travelling just to Puskás Ferenc Stadium have been given the line designation 75A.

HUNGARY Szeged (759)

The four SOR 12m trolleybuses ordered in June 2022 (fleet numbers T400 to T403) were scheduled to enter service on 10 October 2024 after being presented to the public on the 8th on Széchenyi Square, in front of the City Hall. Following speeches by the Managing Director of SZKT and the Deputy Mayor for Urban Development, those present were able to view the vehicles and take a short test ride. The vehicles have 34 seats and can carry a total of 77 passengers.

The final costs have been published as 577 million forints being contributed by the EU under its Green Bus program and the city of Szeged contributing 232 million forints, equivalent to a total price of around 2 million euros.

ITALY Genova

Completion is imminent of the first of the 112 battery-powered articulated trolleybuses ordered by Azienda Mobilità e Trasporti S.p.A. Genova. These are Solaris Trollino 18 IV articulated vehicles, with electrical equipment provided by Škoda. They are being numbered from 2201 and will be tested in Plzeň before delivery.

ROMANIA, Timișoara (753)

It was announced on 5 September 2024 that the tender for the 33 trolleybuses was being awarded to the Turkish supplier Bozankaya. Eight will be 12m rigids and 25 will be 18m articulated configurations. All will be fitted with traction batteries to allow off-wire running. The first will be delivered in April 2025 with delivery completion by the autumn. They will replace most of the 40 Irisbus Citelis/Škoda 24 Tr trolleybuses delivered in 2008.

With thanks to:

Československý Dopravák, Plzenské trolejbusy, Škoda Group, Trolley:motion



Above: The first SOR vehicle for České Budějovice's order for Škoda 33 Trs is seen being delivered to Plzeň in October. [Škoda Group]

Below: Szeged's four new SOR trolleybuses are seen in front of the City Hall on 8 October. [Szeged.hu]





Genève

Preserved 1982 Saurer Genève 666 which is seen on the front cover operated between Rive and Jonction as part of the Geneva Historical Trams Festival on 3 November. Congratulations to member Jordan Mickaël Gondeau who was trained to drive 666 on 7 September and says that it is a real pleasure to drive! Both photographs taken by Jordan. Above, In Rue Bovy-Lysberg during the special operation on 3 November, and below, later the same day passing through Place de Bel-Air.

