



Journal of the National Trolleybus Association

Trolleybus Magazine



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The Editor is always pleased to consider articles and photographs for publication and is able to offer guidance to authors on the suitability of any article they have in mind. News items are also welcome and should be sent to the News Editor but contributors are asked to ensure that their reports are accurate and written without ambiguity.

There is always a need for images (prints, slides, digital; colour or black & white), which should be accompanied by suitable captions and the name and address of the photographer. Submitted images may be published on the NTA website unless the photographer expressly forbids this. Images, whether used or not, will only be returned if a stamped addressed envelope is provided initially. Every care is taken of all material submitted but the NTA cannot be held responsible for any loss or damage howsoever caused.

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For the benefit of contributors and advertisers, the press and publication dates for Trolleybus Magazine are shown below. Whenever possible please do not wait until the last moment before submitting items as parts of the magazine are typeset before the press dates. Items received after the press dates will be held back for the following issues.

Issue	Press Date	Publication Date
Jan-February	1st November	1st January
March-April	1st January	1st March
May-June	1st March	1st May
July-August	1st May	1st July
Sept-October	1st July	1st September
Nov-December	1st September	1st November

Trolleybus Magazine



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On the Cover. A lovely line-up at Sandtoft of the three preserved Huddersfield trolleybuses taken on 13th July 2003, the thirty-fifth anniversary of the closure in 1968. On the left 541, a Karrier MS2 with Park Royal body, the very first post-war trolleybus delivered in 1947, contrasts with 631, a 1959-built Sunbeam S7 with East Lancs. body, the first of the final batch of trolleybuses. On the far right stands 619, a BUT 9641T with East Lancs. body, one of the penultimate batch of trolleybuses delivered in 1956. Although apparently complete, there is still a great deal of work to be done inside and underneath, before 541 will run again. (B Lake)

Below. It is forty years since the closure of the Walsall trolleybus system in October 1970. In this view taken on 25th April 1970, 861, one of the Sunbeam F4As with lightweight Willowbrook bodies delivered in 1955 is seen at Bloxwich on a service 32 working from Lower Farm Estate. By this time the West Midlands PTE had taken over operations and the Walsall branding had been removed; the trolleybuses never received the new PTE logo. (Carl F. Isgar)



Moving with the Times

Carl F Isgar

Readers will have noted some changes to the appearance of *Trolleybus Magazine* over the last four issues commencing with *TM* 289.

That issue introduced two columns throughout, revised banners for articles and regular features, and all data concerning the TMC, Directors, subscriptions and publication dates moved to the inside front cover, thus freeing up an extra page.

From *TM* 290 onwards the magazine has had a revised front cover, however this was always intended to be an interim solution as we have been working on a totally new design, now introduced with this issue. This

has been created by Ashley Bruce who, as well as being a TMC director, is an extremely gifted graphic designer. Amongst his designs was the cover and page layouts of the *Trolleybooks* Nottingham book that has received critical acclaim.

However, the changes go beyond the cover of *TM*. Your editor is aware that there is a desire amongst readers for larger pictures and, with a change of publishing software, we are now in a position to satisfy readers in that respect.

We hope that you find the new design of the magazine to your liking but, as ever, would be pleased to receive any comments, critical or otherwise.

Huddersfield 541

Robin Symons

Huddersfield 541, the flagship of the Trolleybus Museum Company's preserved vehicle collection, was expected to re-enter service at The Trolleybus Museum at Sandtoft during the six-wheeler event on 29th August 2010. This follows a sixteen-year restoration, costing £52,300 to date, and this sum does not include time spent by many volunteers, who have worked on 541 over the years, at their own expense.

However, the work by volunteers has been but a tiny contribution compared with the herculean efforts of Brian Maguire, who steadily worked his way through the bodywork, replacing and restoring everything from the basic framework, to the varnished trim panels. That we could employ Brian was down to one member – David Beach – a well-known Huddersfield enthusiast. He provided substantial funds to pay for Brian's initial labour costs, whilst the Trolleybus Museum Company paid for the materials used. Without David's pump-priming funds, this project may never have got underway, certainly not at such an early time, as it did, in 1994. However, once some momentum had been established, the TMC was able to continue the restoration slowly, particularly thanks to its charitable status (enabling tax on donations to be reclaimed) and from funds generated through sales and its involvement with the very successful "Trolleybooks" enterprise.

Whilst Brian Maguire's practical contribution to the restoration was huge,

there were others, who also took on significant tasks, without which 541 would have been suitable only as a static exhibit. Steve Harrison, a Sandtoft Board member, and a lifetime Huddersfield enthusiast was responsible for rewiring the vehicle and was ably assisted by Bruce Lake in completing and de-bugging this work. Ian Metcalfe, undertook the task of overhauling the mechanical components, particularly the brakes, which were largely seized, and Len Goldbart, a retired upholsterer, made a superb job of re-upholstering all of the seat backs and cushions, at his home in Dorset. Replica destination blinds have kindly been provided by Stephen Lockwood.

A remarkable story attaches to the seat restoration, as moquette was purchased from Tony Peart, following the re-upholstering of his Doncaster motorbus at Sandtoft. This was purchased unseen, on a recommendation from Brian Maguire that it was suitable. Not only was it suitable, but it proved to be the exact pattern, used by Huddersfield, for the panels in the seat backs and cushions, in the lower saloon. The upper saloon seats and the edges of the lower saloon ones were originally covered in leather but, as a practical compromise, vinyl was used in the restoration.

541 is our flagship vehicle, because it was the first trolleybus to be preserved by the National Trolleybus Association and because it was, most significantly, the first preserved trolleybus to be used for an enthusiast tour at a system, with which it had

We have the Huddersfield Examiner newspaper to thank for this remarkable view of the brand new 541, on test, on trade plates, at St George's Square, on 25th June 1947. (Huddersfield Examiner)



never previously been associated. It is also a fine representative of the early post-war, maximum-capacity, three-axle trolleybus, commonly found on busy routes, throughout the country

Huddersfield 541 was the first post-war trolleybus purchased by the operator and had a Sunbeam MS2 chassis manufactured in Wolverhampton. However, it was badged as a Karrier, as were most of Huddersfield's pre-war fleet, many of which were also built at the Sunbeam factory. This was because Humber Ltd, part of the Rootes group, had taken-over Karrier in 1934 and transferred Karrier production from Huddersfield to Wolverhampton, as it also owned the Sunbeam factory. During the war, Sunbeam was selected to produce two-axle, utility, trolleybuses (type "W"), but these were badged either as Karrier, or Sunbeam, according to the preference of the operator. This practice continued for a short time after the war, when three-axled Sunbeam MS2 chassis were badged as Karriers for both the Huddersfield and South Lancs operations. This practice ceased for orders after July 1946, when Sunbeam was sold to Brockhouse & Co and the Rootes group retained the Karrier name and continued to use it, for many years, for light commercial

vehicles. In October 1948, Sunbeam was sold again, to Guy Motors, also of Wolverhampton, who within a year stopped the production of their own trolleybus chassis. Interestingly, although clearly an MS2 chassis, the manufacturer's chassis plate in the cab records 541 as type "W" – perhaps understandably, as this was the very first Karrier MS2, after many years of producing only the "W" chassis.

Huddersfield ordered a batch of 28 vehicles in September 1945 and these were delivered in two groups : 541-548 in 1947; and 549-568 in 1948. These were to replace Huddersfield's earliest vehicles, which were reaching the end of their planned life and would almost certainly have suffered from the low maintenance standards enforced on vehicle operators by the effects of the Second World War. By this time, the pre-war fleet had been renumbered from 1-140 to 401-540 and, thus, 541 took the next available fleet number. The electrical equipment was provided by Metropolitan Vickers, with powerful 210BY1 motors of 125 hp. Park Royal, which had bodied the majority of the pre-war fleet, was again selected to produce the rather square-looking bodies, which seated forty in the upper saloon and thirty in the lower. 541 weighed in at just over 9 tons

15 cwt unladen. The bodywork incorporated Huddersfield's standard, but unusual, three-window layout at the front of the upper deck. The trolley gantry was set back one bay compared with the norm (and was, therefore, almost in the middle of the vehicle. This was probably to minimise the grease splashes frequently found on the rear domes of trolleybuses equipped with trolley wheels for current collection, although 541 was, from new, fitted with trolley heads, which incorporated carbon insert sliders.

When it entered service, on 12th July 1947, 541's bodywork included a number of features, which were subsequently removed during its service in Huddersfield and which have not been incorporated into the restoration. These included semaphore front and illuminated rear direction indicators; two nearside blind boxes; chromed rear bumpers; and a "HUDDERSFIELD CORPORATION" fleet name, on the cream band, below the lower-deck windows. It is possible that many of these features were removed, when 541 was overhauled, in March 1960. The fleet name was moved to the lower deck panels, in a style slightly reminiscent of London Transport, in that the "H" and last "D" of Huddersfield were larger than the other characters, with a line under the intermediate letters.

541 served Huddersfield for sixteen and a half years, being withdrawn on 6th February

1964. Its last duty was to be the last trolleybus to Crosland Hill, when route 60 was converted to motorbus operation. Four months later, it was generously donated to the National Trolleybus Association, at a brief ceremony, at Longroyd Bridge depot, by the Huddersfield Passenger Transport Department of the local Council. Immediately afterwards, it was towed to open storage, at the disused Plumtree railway station, near Nottingham.

Two years later and following protracted negotiations about insurance cover, 541 was to make an historic journey in Wolverhampton. On 22nd May 1966, it became the first preserved trolleybus to operate an enthusiast tour on a "foreign" system. The management of the Wolverhampton undertaking had been keen to co-operate in this venture, which, in the ensuing five years, opened the door to many tours of "foreign" systems, by preserved trolleybuses. In July 1968, 541 was to return to Huddersfield, to tour the remaining routes, before the final closure, on 13th July 1968. It was the only preserved trolleybus to operate under Huddersfield's wiring and, on tour, was the last vehicle to use the Salendine Nook reverser.

Over the years, 541 has been stored at many different sites, most of them not undercover, until a space was found for it, in the main depot, at Sandtoft. It was towed



Huddersfield Corporation's official photograph of 541, their post-war pride and joy.

(TMC Collection)



As mentioned in the text, 541 had the honour of being the very first trolleybus to operate an enthusiast tour on a "foreign" system. In this view it is seen near Fighting Cocks, Wolverhampton, on that historic first tour that took place on 22nd May 1966. (TMC Collection)



A progress picture taken during the restoration of 541. At this time a few windows and panels still remain to be replaced to complete the external restoration, before Brian turns his attention to the interior. (B Maguire)



This picture illustrates the extensive nature of much of the restoration of 541. A major rebuild of the front nearside cab structure shows the intricate shaping and joinery required in the restoration of a wooden-framed vehicle. (B Maguire)

there, from storage at Crowthorne in Berkshire, on 9th October 1985. A particular interest in the vehicle was then taken by members of the West Yorkshire Transport Circle (which later merged with the British Trolleybus Society) several of whom have been mentioned above. 541 certainly suffered from the years of outside storage and its restoration was a formidable task, as illustrated by some of the photographs accompanying this article.



During the restoration, Brian Maguire's carpentry skills were sorely needed, as can be seen in this view of the rotten front offside of the driver's cab, after dismantling.

(B Maguire)



On 22nd May 1966, 541 is seen outside Cleveland Road depot, Wolverhampton on the occasion of the first tour of a "foreign" system by a preserved trolleybus. (R Symons)



Some 44 years later and, at last, restoration work is substantially complete. 541 poses for a press publicity photograph on 12th June 2010 with only months to go before its re-launch back into service at Sandtoft. (A. Gallon)

For the information reported here we are grateful to Tony Belton, Dirk Budach, Wayne Duncan, André Corteil, Contactor, the BCMG Newsletter, the Rotherham Trolley Newsheet and Sandtoft Scene. The numbers in parentheses indicate the last issue in which news was published. Members attending events at UK museums are encouraged to send pictures (digital or prints) to the Editor for publication.

Associació d'Amics del Ferrocarril de Barcelona, Spain (-). Former Barcelona 610 is now in the care of this organisation. A BUT 9651T dating from 1956 and originally fitted with a double-deck body, it was rebodied as a single-decker in 1964 for further service until closure of the Barcelona system in 1968. Subsequently, it saw service in Valencia, and then in Pontevedra until closure of that system in 1989. It still carries its Pontevedra livery, with fleet number 102.

Black Country Museum (291). The bi-annual Trolleybus Rally planned for 5th – 20th June was cancelled at short notice. Bradford 735 and Teesside T291 are both

stored awaiting further restoration work. Belfast 246, Bournemouth 297, Derby 237, Walsall 862 and Wolverhampton 433 are all available for service.

Cardiff and South Wales Trolleybus Project (292). Work continues on the nearside wheel arch of 243 and a general tidying up of 262. The project was the subject of a local TV programme in March that resulted in welcome publicity for the group, its vehicles and preservation objectives.

East Anglia Transport Museum (292). The annual Trolleybus Weekend is due to take place on 11th and 12th September.

Foxton Museum, New Zealand (289). Wellington 107 made its last run on the Foxton museum system on May 30th, following which it was then taken away for scrapping. It is understood that the vehicle was scrapped because it had deteriorated to a point over the years through non operation where it was not worth restoring and also because there are other trolleybuses of the



Although we report regularly on the activities of the Cardiff and South Wales Trolleybus Project, we have not managed to provide a picture of one of the project's vehicles. Our photographer paid a visit to their premises on 30th April 2010 and captured this view of 243; as can be seen, good progress is being made on bringing this unique vehicle back to operating condition.

(M. J. Russell)



As reported in this issue, Wellington 107 made its last run on the Foxton museum system on May 30th, following which it was then taken away for scrapping. It is seen here on its final outing. (W. Duncan)



Before the closure of the Gent trolleybus system in June 2009, two vehicles were repainted for the occasion. Here we see 7411 on the left in the course of being repainted in De Lijn livery; as reported on page 106, this vehicle is now resident in Liege. On the right is 7408 restored to the original MIVG blue and white livery, this vehicle has been retained in Gent. In a future issue we hope to include an article on the post-closure exploits of the Gent trolleybuses. (F. Coussens)



Cardiff 203 returned to service at Sandtoft on 30th May 2010 following its extensive restoration. It is seen here good weather resplendent in its streamlined livery making a trip round the circuit shortly after the formal re-launch ceremony.
(M. J. Russell)

same model in preservation in New Zealand. It had been acquired by Ian Little in 1987 for preservation and served as a smoker's room behind the Post Office Hotel in Foxton next to the Foxton depot yard in a loan arrangement when smoking was banned in December 2003. It was retrieved from behind the hotel in April 2007 and put back into operational order where it did a couple of runs on the Foxton system before being stored in the open on a property near the Foxton racecourse. It was still there at the time of Ian Little's death and was retrieved from there by Wayne Little upon him taking over stewardship of the operation of the museum.

Gent, Belgium (-). Of the three trolleybuses retained when the system closed in June 2009, 7408 has been retained in Gent itself by META (Mobiliteits Erfgoed Tram en Autobus), 7410 that was to have been acquired by TBFP (Trolleybus & Bus de France Provence) was not in fact acquired by them and has been transferred to storage in Lochristi. 7411 has been acquired by a Belgian enthusiast and now resides in Liege where it makes trips under diesel mode about once a month.

Rotherham Trolleybus Group (290). Work on 73 continues with attention to the interior of the vehicle. The next major task will be

the overhaul of the rear bogie and to this end the rear wheels have been removed and the rear suspension and springs dismantled. 37 requires some mechanical and electrical work and this will be carried out later this year; this means that, in the interim, the vehicle will not take part in Sandtoft trolleybus events.

The Trolleybus Museum at Sandtoft (292). Edmonton 189 was launched into service on 17th April following its long journey from Canada and the resolution of some challenging electrical problems. Cardiff 203 returned to service on 30th May following its extensive restoration. Work on Johannesburg 589 continues and is likely to be accelerated as a result of a substantial donation. Possible future acquisitions include Wellington 82 and a Škoda 9Tr from the Crimea. Negotiations have taken place with the Tramway Museum Society of Ireland for the long term loan of London 1348, an all-Leyland K class vehicle, one of 300 such vehicles delivered to London Transport between September 1938 and June 1939. 1348 arrived at Dublin Docks on the evening of Tuesday 29th June 2010, was loaded on to the P&O Freighter "Norbar" on 1st July, and arrived at Liverpool's Gladstone Dock later the same day. The vehicle was then towed to Ossett, Wakefield for the night and

the following morning continued its journey to Sandtoft where it is to be restored.

TMC Collection (279). As reported elsewhere in this issue, Huddersfield 541 was expected to return to service at Sandtoft on Sunday 29th August following its extensive restoration.

The other Cardiff trolleybus undergoing restoration by the Cardiff and South Wales Trolleybus Project is 262. This view taken on 30th April 2010 shows the extensive nature of the work to the upper deck, which has been reported regularly in these pages.
(M. J. Russell)



British Survivors in Spain

Tim Stubbs and Mike Russell

Despite it now being over 30 years since the withdrawal of the last ex-British trolleybus to operate in Spain several examples of these vehicles still survive. A recent visit to the country identified some of these, and photographic records were made.

First up was the ex-Rotherham Daimler single decker dating from 1949 and with an East Lancashire Coachbuilders body. Operating in Rotherham as no. 84 (later no. 2) until 1960, it went to Spain with six other Rotherham Daimlers and this particular example operated with Tranvía de San Sebastian a Tolosa as their No. 9. Now owned by an enthusiast / collector, it is in secure covered storage. The bus had been rescued in 1976 from a scrapyard where some damage had occurred. Restoration is partly complete.

In the same ownership is ex-London Q1 No.1836. This bus operated in Spain for Tranvías de Zaragoza (TZ) as their No. 72. Bought straight from service, the vehicle is in dry storage, although not as yet restored.

The next visit was to a smallholding adjacent to the old Barcelona road on the outskirts of Zaragoza. There rests another London Q1, ex-Zaragoza number 74, formerly London 1838. The vehicle has presumably been there, in use as a store shed, since soon after withdrawal. Whilst it still retains trolleybooms and trolleyheads, quite a few parts are missing and the condition of the vehicle could only be described as poor. The identity of the present owner is unknown.

Another ex-London Q1, No. 1839, ex-Zaragoza No 75 was seen plinthed in the yard at the new Tuzsa bus depot of the

Zaragoza undertaking. The bus appears more-or-less complete but has been in open air storage for many years. A two-axle tram set is similarly displayed as an honourable survivor, for TZ remained for many years a staunch advocate of electric traction long after many other Spanish tram and trolleybus systems had been closed.

Next, a visit was made to the Basque Railway Museum at Azpeitia, between Bilbo (Bilbao) and Donostia (San Sebastian), where a further restored ex-London Q1 was seen. To maintain the museum's regional flavour, this has been repainted as San Sebastian no. 73, but that operator's real no. 73 (ex-London 1870) was broken up in the

late 1960s and the vehicle masquerading as such is none other than a further ex-Zaragoza vehicle, in this case no. 73, ex-London 1837.

All the vehicles seen retain their normal UK driving position, but with passenger doors altered to the right-hand side of the bus (the Spanish nearside). All are arranged with two door positions, rear entrance and front exit. In the case of the Q1s, the staircase has been repositioned to mid-way along the vehicle, on the left-hand side. The conversions appear to be remarkably uniform and were carried out to a high standard. Seated conductor positions are provided just inside the rear entrance, and there is a large standing area at the rear.



Seen in the yard at the new bus Tuzsa bus depot of the Zaragoza undertaking is London Q1 1838, ex-Zaragoza 75. The vehicle has been set on a plinth so is in the open air but it appears to be complete. (T.Stubbs)



Here is Rotherham Daimler 84 (later 2), that operated with Tranvia de San Sebastian a Tolosa as their No. 9. It is kept in covered storage and restoration is partially complete.
(M. J. Russell)



At the Basque Railway Museum at Azpeitia, between Bilbo (Bilbao) and Donostia (San Sebastian), another restored ex-London Q1 was seen. Although it appears to be San Sebastian no. 73, the operator's real no. 73 (ex-London 1870) was broken up in the late 1960s and the vehicle masquerading as such is another ex-Zaragoza vehicle, in this case no. 73, ex-London 1837.
(M. J. Russell)

Reports should be sent to Peter Haseldine, 5 Ardmore Lane, Buckhurst Hill, Essex, IG9 5RY, or via e-mail to trolleybus.news@btinternet.com.

The numbers in parentheses indicate the last edition in which notes appeared in Trolleynews on that system. We are grateful to the following for reports in this issue: *D. Budach, D. Cheung, A. Cortell, P. Gregoris, M. Harák, K. Klimov, J. Lehmann, S.J. Morgan, A. Morrison, A. Mortimer, P. van Onzen, A. Peachey, T. Stubbs, A. Wood, J. Zebedeo*. Also: Blickpunkt Strassenbahn, Stadtverkehr, Tram, Trolleybus.

ARGENTINA, Córdoba (292). It was reported that a BKM-333 demonstrator was expected in June for a four-month trial.

ARGENTINA, Mendoza (292). Repainting and renumbering of the thirty additional Flyer trolleybuses was completed in May, and at least 40 of the now 60 repainted Flyers had entered service by June. Trolleybuses 31-60 are former Vancouver 2870/41/767/72/943/16/798/858/799/947/834/11/9/741/93/897/93/761/803/780/74/63/852/919/867/08/912/853/71/22. As with 01-30, these have been painted in the same five different liveries, with approximately an equal number in each. The remaining 20 Flyers are expected to be used only for spare parts.

ARGENTINA, Rosario (289). After a series of delays, the long-planned restoration of the solitary preserved Alfa Romeo/Fiat/CGE trolleybus finally got under way on 26th May, after the municipal operator SEMTUR agreed to allocate its own staff to the project. The 1961 trolleybus, owned since 1998 by the Asociación Rosarina Amigos del Riel, carried number 11 at the time of its withdrawal around 1983, but is to be restored to its original fleet number, 39.

BELGIUM, Gent (290). Despite closure of the system in June 2009, the overhead remains in place, except for 900 m in the city centre. It continues to be used occasionally for testing by Van Hool, and by META (Mobiliteits Erfgoed Tram en Autobus, the preservation arm of De Lijn) for testing preserved Gent trolleybus 7408, which is kept in Gent.

BULGARIA, Plovdiv (290). The 28 ex-Edmonton trolleybuses had not arrived in Plovdiv by May. A dispute over the payment of import dues had resulted in their

confiscation by the state authorities, and their future was not known.

BULGARIA, Ruse (290). A visitor in May found 20 ex-Milano 2-axle Socimi trolleybuses. Now numbered 901/3/4/6-14/6-23, they were formerly Milano 901/7/?/?/904/?/?/?/912/46/65/59/10/3/6/?/911/7/?/915.

CANADA, Montréal (-). Over 30 years ago, in TM 112, we reported that the Québec provincial government, following the opening of a new hydro-electric scheme, had suggested that trolleybus operation might be appropriate for that state. Now, according to *The Gazette* newspaper, the city transport authority, Société de Transport de Montréal (STM), is considering re-introducing trolleybuses, and has plans to evaluate trolleybus technology in 2011. It is not known whether this is connected with the trolleybus studies being undertaken since last year by neighbouring Laval. Previously, trolleybuses operated in Montréal 1937-1966.

CANADA, Vancouver (292). Installation of a short length of new wiring on Marine Drive has enabled trolleybuses westbound on route 10 (Granville) to pass Marpole Loop (the route's terminus until last September) without needing to enter it, which manoeuvre had required trolleybuses to describe a complete circle. The change took effect from 10th May. Due to major reconstruction of the section of Robson Street between Howe Street and Hornby Street, the diversion of route 5 that originated for the Olympics was extended is now not due to end until December. Trolleybuses follow otherwise-unused wiring on Thurlow, Smithe and Burrard streets to Hastings Street, instead of Robson and Seymour streets, and use Burrard to reach Robson when westbound. Restoration of the wiring on the Granville Mall was undertaken in the spring, and the mall, the public-transport-only section of Granville Street, created in 1974, was on schedule for re-opening on 6th September. During the period from December 2009 until April 2010, the scheduled peak trolleybus requirement was 210/191 (p.m./a.m. peak period), of which 53/56 were articulated. In May 2010, the number of articulated vehicles scheduled was reduced to 51 in each peak, due mainly to a frequency reduction on route 8, and the number of two-axle trolleybuses scheduled was temporarily reduced for the summer, to 155/132, as the route 9 journeys extending to the University of British

Vancouver received its first-ever articulated trolleybus (apart from demonstrators on loan) in January 2007, and by the end of 2009 the number had grown to 74. Numbered 2501-74, they are New Flyer model E60LFR. Here 2547 is turning onto Victoria Drive from Harrison Street on 31st May 2010, to begin a trip to Downtown (the city centre) on route 20. All Vancouver trolleybuses now carry bicycle racks on the front.

(S. J. Morgan)



Teplice 214 is a three-axle Škoda 28Tr Solaris delivered in late 2009 and is seen here at Dubská near Keramiki working a service on route 5 on 26th May 2010. (M. J. Russell)



Ústí nad Labem 545, a Škoda 15Tr, is just leaving the terminus at Střekov, a route that opened in late 2007 and took trolleybuses across the river Labe for the first time. (M. J. Russell)





On 7th April 2010, Arnhem's remaining two operating Volvo trolleybuses, 5177 and 5180, were noted working consecutive journeys on line 1 and were captured together by the photographer at Oosterbeek terminus. Interestingly only 5177 had received the new BRENG vinyls.

(P. van Onzen)

Columbia at peaks are curtailed to Alma Street during that period.

CHILE, Valparaíso (292). The windscreen of ex-Genève 99 was rebuilt, around mid-2009, as a two-part one with radiused corners.

CHINA, Taiyuan (228). Since our last report, the routes have been renumbered 101-5. The fleet, of approximately 120 2-axle trolleybuses, has been largely modernised in recent years with many low-floor vehicles.

CZECH REPUBLIC, Opava (279). Delivery of six Škoda 26Tr Solaris was expected during the summer.

FRANCE, Limoges (290). Withdrawn ER100 422/5/6 have been sold to a dealer in Romania. One was seen passing through the Czech Republic in April.

FRANCE, Lyon (289). In June, the first of the eleven new Cristalis 18 articulated trolleybuses, required for the extension of route C1 to open in late summer, had been received. They are numbered upwards from 2918.

GERMANY, Leipzig (282). The proposal to re-introduce trolleybuses has been dropped, mainly on cost grounds.

ITALY, Avellino (286). The first traction poles were planted in March.

ITALY, Bologna (291). The eleven Solaris Trollino 18 trolleybuses on order will have Cegelec electrical equipment. The first vehicles were undergoing testing in Ostrava in late April. All 49 of the Irisbus Civis trolleybuses had been received by April. Work is under way to expand Due Madonne depot, but in the meantime about half of the Civis vehicles are scattered among different

storage places due to lack of space at ATC depots. On 11th June, Menarini two-axle trolleybus 7 was observed in service on route 13, the power level of which was raised to 750V last autumn, although the two-axle vehicles have not been modified for the higher voltage and thus normally now run only on circular routes 32/3, which is still fed at 600V.

ITALY, Milano (291). Additional two-axle Socimi trolleybuses now sent to Ruse are 910-3/5-7/21/5/40/6/52/6/9/65/70. Most have been renumbered in Ruse.

ITALY, Modena (289). A day ticket, currently priced at EUR 2.00, is available, but only from self-service machines on board the vehicles.

ITALY, Rimini (291). Following renewal of the overhead under the low railway bridge, and the replacement of the wooden troughing by synthetic material, the five Van Hool AG300T trolleybuses entered service on 3rd June, thereby restoring trolleybus service to the system after a suspension of almost nine months. The short section to Piazzale Gramsci remains unwired, and is worked in diesel mode.

ITALY, Roma (291). Further to TM 279/86, the first phase of the new network in southern Roma will be equipped with overhead wiring on all sections except the 250 metres from EUR-Fermi metro station to Largo Pella.

MEXICO, Ciudad de México (292). Further to TM 291, Flyer E800 trolleybuses 3216/26/36 returned to passenger service around April. They are normally allocated to route K, but thus far have been rather unreliable. Unlike 3235, in use only for parts transport,

these three were fitted with a full set of passenger seats in February/March, to make them suitable for normal service. Previously, in 1997, almost all of their seats had been removed and replaced by wheelchair-securement equipment, providing spaces for at least 12 wheelchairs. In April, trolleybuses travelling from Tetepilco depot to Chapultepec, to take up service on route S, began using 5 km of long-disused wiring running northwards along Calle Dr. Vértiz, instead of following Eje Central.

NETHERLANDS, Arnhem (292). The terminus of line 5 at Presikhaaf is to be extended further along Middachtensingel some 150 metres to a new turning circle at Cannenburglaan. At the same time, the return loop along Kinderkamp will be removed so that Middachtensingel is served in both

directions. Work on the extension to Schuytgraaf resumed in March and it is anticipated that the new route will be opened in the autumn.

POLAND, Gdynia (291). An order was placed in June with Solaris for 25 air-conditioned Trollino 12 trolleybuses. The first five are due in late October, and the last vehicles in the third quarter of 2011.

ROMANIA, Ploiești (290). Of the 24 ex-Lausanne Neoplan N6121 trolleybuses acquired via a dealer, the first two arrived on 31st March and a further eight during April. The first five received are known to be 805/15/9/23/6. However, a local newspaper publicised the fires experienced by these vehicles when almost new in Lausanne and, under pressure from the public and city

Rīga 19596, a Škoda 24Tr new in 2009, is turning from Dambīa lēla into Ganību Dambis depot no. 1, having come off route 3 after am peak on 1st June 2010.

(A. Wood)



Rīga 27069, an AKSM 333 new in 2001, is coming out of service on route 23 in Mūkusalas lēla, on depot only wiring, returning to Jelgavas depot no.2 after the am peak on 2nd June 2010, with 28303, a Škoda 24Tr new in 2008, behind also coming out of service.

(A. Wood)



council, the undertaking decided on 30th April to suspend further deliveries pending an investigation. None of the additional 14 vehicles had been delivered by late June.

RUSSIA, Armavir (281). A MAZ-Ethon-103T arrived in May.

RUSSIA, Barnaul (288). New BKM-201 previously unrecorded are 4128/9/31-4.

RUSSIA, Kaliningrad (291). A visitor in June found only three routes in operation: 2, Avtosenter Toyota - Ul. Krasnaya; 5, Pos. A. Kosmodemyanskovo - Ul. Gaydara; 7, Avtosenter Toyota - Ul. Gaydara. Route 5, Pos. A. Kosmodemyanskovo - Ul. Gramovoy, was expected to resume trolleybus operation shortly. No operation was noted on the lengthy sections of wiring to Dachnaya, Zavod Yantar, and Pos.

Borisovo. Ul. Krasnaya terminus is located along Prospekt Sovetskiiy beyond Ul. Marshala Borzova. Ul. Gaydara terminus is located at the junction of that street with Ul. Gorkovo, a short way beyond the former Ul. Gorkovo tram terminus. This trolleybus route, replacing the Ul. Gorkovo tram route, opened in 2007. Additional new ZIU-682G-016.04 are 173-81.

RUSSIA, Khabarovsk (288). The chassis and body of a Siberian Trolleybus ST-6217 were received at the end of 2009. After being fitted with electrical equipment by the undertaking, the vehicle entered service in June, numbered 273.

RUSSIA, Moskva (292). The BKM-333 delivered in 2009, 7680, has been withdrawn. However, in May, five similar vehicles were delivered, 7681-5.



Kaliningrad 148, a BTZ 5271R new in 2008, is seen working on route 7 in Leninsky Prospekt heading towards Avtocentre Toyota on 5th June 2010.

(A. Wood)



Kaliningrad 153, a VZTM 5280 new in 2006, is seen working on route 7 in Moskovsky Prospekt heading towards Ul. Gaydara on 5th June 2010.

(A. Wood)

Neuchâtel 131 was delivered last September well in advance of the rest of the order for twenty Swisstrolleys (type BGT-N2C) and on 10th June 2010 it was stabled at Evole depot. It is expected that with the completion of the Lausanne order for identical vehicles, the Neuchâtel ones will now be built. (R T E Box)



RUSSIA, Novokuznetsk (282). Recent arrivals have been ten ZIU-682G-016.03, 005/9/12/23/32/7/45/6/51/60, and three BTZ-52761, 002/13/28.

RUSSIA, Rostov-na-Donu (288). Additional BKM-321 to note are 322/3/8-31.

RUSSIA, Perm (288). The first BKM-321 in the fleet is 263.

RUSSIA, Samara (278). The first BKM-321 is appropriately numbered 3211.

RUSSIA, Smolensk (280). The first new vehicle for some while is 043, a BKM-321.

RUSSIA, Tambov (290). In the five months to April 2010, fourteen Trans-Alfa-5298.01 Avangard trolleybuses joined the fleet. Numbered 1015-28, they are not to be confused with the seven Trans-Alfa-5298.00 which were numbered 1015-21 and which joined the fleet in 2007, subsequently being transferred to Vologda, as reported in TM 290.

RUSSIA, Tolyatti (264). New additions to this fleet are six Trolza-5275.05 Optima, 2474-7 and 3058/9. The number 3058 had been allocated previously to a BKM-321 which was in the fleet for a short period in 2009.

RUSSIA, Vladikavkaz (291). Trolleybus operation ceased with effect from 1st June, ostensibly to allow refurbishment of the overhead. No projected re-opening date has been announced.

SERBIA, Beograd (286). No fewer than 83 BKM-321 have been ordered for delivery by the end of 2011.

SLOVAKIA, Košice (239). A start has been made on major body refurbishment of the 15

Škoda 15Tr, 1001-15, which date from 1993, and which inaugurated this system.

SLOVAKIA, Prešov (283). Škoda 14Tr 77/9 have been sold to Rivne.

SWITZERLAND, Biel (288). A St. Gallen double-articulated trolleybus was tested in early 2010.

SWITZERLAND, Lausanne (291). By April, 723-31/4-8, FBW/Hess trolleybuses dating from 1981-3, had been withdrawn, together with trailers 953-7/71/81. At that time, 721/2 had been retained for driver training duties, and 732/3 because they were fitted with passenger counting devices.

SWITZERLAND, St. Gallen (290). The last of the withdrawn NAW/Hess articulated trolleybuses, dating from 1991/2, was dispatched to Sarajevo in March.

TURKMENISTAN, Ashgabat (291). The BKM-42003 on test was returned in May.

UKRAINE, Chernigiv (270). Recent arrivals have been YuMZ-T2 463-71/3-6/8/9 in 2006/7, ZIU-682 472/7 in 2007, and LAZ-E183 480/1 in 2008.

UKRAINE, Kherson (267). YuMZ-T2 488 and LAZ-E183 489/90 were delivered in 2007/8.

UKRAINE, Kramatorsk (284). The last YuMZ-T2 to be delivered here was 200, in 2008.

UKRAINE, Kryvyi Rih (282). Deliveries in 2007/8 were YuMZ-T2 652-60/3-9 and LAZ-E183 650/1/61/2.

UKRAINE, Rivne (288). Two Škoda 14Tr dating from 1987 have been acquired from

Prešov. Now numbered 151/2, they were formerly Prešov 77/9.

UKRAINE, Sevastopol (264). YuMZ-T2 1414 was delivered in 2003, with 1415-21 following in 2007/8.

UKRAINE, Sumy (283). Recent additions are YuMZ-T2 035-7 and LAZ-E183 080.

USA, Dayton (292). Route 7 has been operated by buses since mid-May 2009, for roadworks on North Main Street, and this appears likely to continue through the autumn. The start of construction of the new section of route 4 was delayed, and trolleybuses are now unlikely to return to that route before 2011. Route 5, which has only a single return journey in each peak period, has been bus-operated since about the end of April, due to roadworks which may continue for some months. All weekend use of trolleybuses ceased at about the beginning of May, and it was thought possible that this might continue until early 2011.

On 22nd and 23rd May, former Edmonton trolleybus 110 (built in 1982 by BBC) was operated on a two-day enthusiast tour, its first passenger use in nearly eight years. Two such vehicles were acquired from Edmonton in 1995. One, 109, was last used circa late 1999, and has been inoperable since that time while the other, 110, last used in July 2002, was also unserviceable, but with relatively minor defects. These were rectified after a group of Edmonton enthusiasts, having approached Dayton RTA about the possibility of a private hire, paid the amount required to deal with the defects prior to the tour. It was the first event of a newly formed enthusiast organisation, the North American Bus Association (NABA). The future of 110 is not known, but RTA does not intend to return it to service.

USA, San Francisco (290). Continuing funding problems resulted in the implementation of another package of service reductions on 8th May, just six months after the last such cuts. Described as being among the deepest service reductions in the undertaking's history, averaging 10-percent, all 14 trolleybus routes were affected, suffering reduced frequencies at all periods of the day and, for some routes, the span of daily service was reduced. One change of note for enthusiasts is that route 45 now has two journeys in the morning peak that are operated by articulated trolleybuses, a first for that route. Both duties concerned first run inbound on route 41, then make a single outbound trip on route 45, starting at 3rd & Market at 07.30 and 07.46, after which they

make another trip inbound as route 41 and then move to route 30. The December 2009 cuts had reduced the peak trolleybus requirements from 233/216 (p.m./a.m. peak period) to 226/204, and from May 2010 these have declined further to 199/183, of which 52/46 are articulated vehicles. In the daytime off-peak, 102 two-axle and 47 articulated trolleybuses are in service. The fleet comprises 313 trolleybuses, but that includes 40 New Flyer E60, some of which are still awaiting repair and return to service. About 8-10 ETI 15TrSF are temporarily out of service due to parts shortages or frame cracks. Thus, the current fleet surplus is almost entirely of two-axle vehicles. The operator hopes to be able to restore most of the service which has been cut, if and when the economy improves and, with that in mind, has aspirations to acquire between about 40 and 60 new articulated trolleybuses in 2014, to replace the 40 New Flyer articulated trolleybuses, built in 1994, and potentially expand usage of articulated vehicles. Due to preparatory work for construction of a new light-rail subway, southbound routes 30 and 45 have been diverted away from 4th Street since about April, to follow Harrison Street and 5th Street to reach Townsend St., using diversion wiring put in place in 2002 for another project.

USA, Seattle (292). As previously mentioned in TM 241, the two types of trolleybuses currently in use are both projected to reach the ends of their useful lives around 2014/5, as the 2001/2-built Gillig vehicles are considered as having a lifespan shorter than the US standard of 18 years due to their use of recycled electrical equipment. The Breda vehicles are already 20 years old, and their refurbishment in 2004-7, during conversion from dual-mode into 'pure' trolleybuses, was designed to extend their lives by only about 8 years. King County Metro, the operator of the 159-strong fleet, has recently indicated that this projection has not changed, and that the entire fleet will require renewal by about 2014. Last year, an internal audit suggested that savings could be made by closure of the trolleybus system, and this has provoked a lively public debate. Metro Transit has now commissioned a full technical study to look at the benefits and disadvantages of continued trolleybus operation, in comparison to replacement of the trolleybuses by diesel or hybrid buses. No decision on the future of the trolleybus system will be made until the results of this study are available. A full list of liveries has now been compiled for the 59 Breda

Dayton

Upper. On 1st September 2009, every trolleybus route in Dayton was revised in the city centre to serve the system's new transit centre (interchange station), named Wright Stop Plaza. This 21st May 2010 photo, from across Main Street, shows the facility's west end, with ETI trolleybus 9825 at the stop for northbound route 8 and 9840 departing on southbound route 8.

Middle. Dayton 9845, a 1998 ETI 14TrE2, is one of just two trolleybuses thus far to have received RTA's new fleet livery, after body refurbishment work that also included the fitting of a dot-matrix destination sign. It is seen turning south onto Main Street from Wright Stop Plaza on 21st May 2010, on route 8.

Lower. Dayton's ex-Edmonton BBC trolleybus 110 was recently returned to operating condition exclusively for a private-hire excursion, as reported in this issue. Displaying its fleet number and "Hello Dayton" on its destination blind, it is passing the disused Murray Loop of route 1 on 23rd May 2010.

(All pictures H. Hylton)





The recently completed delivery of 35 Hess BGT-N2C Swisstrolleys has transformed the **Lausanne** fleet and resulted in the withdrawal of most of the FBW trolleybuses and Rochat trailers. Swisstrolley 831 is seen at Batelière; inbound from Maladière on 10th June 2010. (RTE Box)



Odesa 3005 is a 2009-built Trolza 5265 Megacity two-axle trolleybus seen here on 12th April 2010 at Ploshchad Tolstogo. (M. J. Russell)



Vinnitsya 348, delivered in 1993 is one of the few YuMZ-1 articulated trolleybuses left in service and is seen here on 14th April 2010 working a service on route 5. (M. J. Russell)

Back Numbers of Trolleybus Magazine

Currently NTA Sales has available the following back numbers.

Issues 31 – 39 (old duplicated paper issues) UK £5.00, Overseas £5.50 each.

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International Transport Conference

An international conference "New Horizons for Urban Traffic – Innovative E-Bus-Systems for Liveable Cities" takes place at the Swiss Museum of Transport in Luzern on 30th November and 1st December 2010. This event is a follow-up to the conference held in Zürich in November 2008, which provided a platform for participants to present and share their ideas on innovative electric bus transit systems. TrolleyMotion, an Austrian non-profit association is organising this symposium, in cooperation with ETH Swiss Federal Institute of Technology, Zürich; as well as other well known patronage partners from the fields of education, politics and economy.

Currently areas of conflict between environmental protection, further increasing mobility and the appropriate technologies are today's dominant themes. In many cities of the world and especially in Switzerland, public E-mobility has been offered successfully for decades in the form of heavy rail, rapid-transit (S-Bahn), light rail and tram systems as well as modern trolleybus systems. Innovative transportation systems with hybrid or fuel-cell drive, and guided light transit on rubber tyres also rely on electric drive. Electrically driven vehicles, designed to provide an environmentally friendly E-

mobility should make conference participants think and equip them with practical solutions.

This event is directed at decision makers, purchasers, operators and public transport specialists at home and abroad. Over two days, various aspects of E-mobility will be covered through lectures and discussions. For information and registration as well as a draft conference programme, please visit www.trolleyemotion.org. For further information, please contact jasmin.braendli@kuma.ch

Subscription Renewals and Membership of the TMC

The Membership Secretary wishes to draw members' attention to the fact that when they renew their subscription electronically from their bank account, they should ensure that they pay the exact amount to the TMC, i.e. that they include any bank charges. Please also note that the revised subscription rates took effect from 1st May.

Non Arrival of Trolleybus Magazine

Members please note that enquiries regarding the non-arrival of the magazine should be directed in the first instance to our Distributor, Phil Kilner, address inside front cover, or by email to ntasales@aol.com

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The current rates for advertising in the magazine are £3 for up to 45 words, £5 for up to 75 words and £7 for up to 100 words (maximum). Word count includes name, address and contact details. Copy and remittance should be sent to the Editor, who will be pleased to provide details of display advertisement rates on request. Please remember to make all remittances payable to "The Trolleybus Museum Company Limited".

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UK members who pay income tax should have received a Gift Aid form with their recent copy of *TM*. To those who have returned the forms, our thanks; to those who have not yet done so, please be aware that by completing and returning these forms, you ensure that the TMC is able to claim an additional 28% on the subscription paid. This is a valuable source of much needed extra income.

Reminder to Members

The 2010 AGM is on Saturday 9th October.
See details on page 119 of this issue.

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