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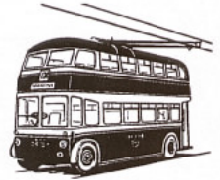
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TROLLEYBUS MAGAZINE



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CONTRIBUTIONS TO TROLLEYBUS MAGAZINE

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 photographs (colour or black & white), which should be accompanied by suitable captions and the name and address of the photographer. Submitted photographs may be published on the NTA website unless the photographer expressly forbids this. Unsuitable photographs will be returned provided that a stamped addressed envelope is enclosed initially. Photographs printed in the magazine or published on the NTA website will not be returned unless special arrangements have been made.

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Journal of the National Trolleybus Association



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ON THE COVER. This issue is the last to be edited by the present Editor who uses his prerogative to choose a favourite personal view for the cover, and a few more on the following pages. Bournemouth 279, in its last weeks of operation and correctly showing the red "via Bath Road" auxiliary blind display, negotiates the Lansdowne roundabout as it turns into Bath Road inbound to the Square.

(R.T.E. Box)



There was no excuse for an early departure from Nottingham's Willford Bridge terminus as a clock was positioned for the benefit of the crews. A Nottingham trolleybus stop of the type seen here and in much the same condition was recently noted for sale at £55 in an antiques and collectables shop at Saffron Walden in Essex. The trolleybus here is 527, one of the Brush-bodied BUT 9641T vehicles.

(R.T.E. Box)

A Personal Farewell

Roland Box

It occurred to me as I commenced preparing this, my final issue of *TM* that announcing my forthcoming retirement from the editorship had a certain similarity with the announcements of trolleybus abandonment programmes to which we became accustomed in the 1950s and 1960s. In those faraway days, the initial announcement of trolleybus abandonment was greeted by surprise, anger or joy, not necessarily in that order, depending on whether you were a passenger, enthusiast or motorist. There then followed a period when nothing further was heard and the system continued as before with vehicles still being repainted and overhauled, and overhead wiring alterations being undertaken. This was, of course, not surprising in view of the period of time over which some abandonment programmes were spread but suddenly it was realised that the end was nigh and enthusiasts descended on the system to ride on the remaining routes, photograph the surviving trolleybuses and reflect on the routes and vehicles they had missed.

Since announcing my intention to stand down as Editor, life in the editorial office has continued much as before, with more issues published, correspondence conducted with authors about prospective articles, and all the usual ancillary tasks proceeding as before. Until now, *Trolleybus Magazine* has been part of my life for twenty-one years and with this issue I find myself very much in reflective mood as each task is undertaken for the last time. Indeed, looking back through past issues has brought home to me just how quickly time flies; it seems only yesterday that my first issue was published. Generally speaking, editing the magazine has given me great pleasure even if some issues have caused me much trouble. Basically, preparing the page layouts is like doing a jigsaw puzzle where the size and shape of all the pieces can be altered provided that the overall dimension of the puzzle is not exceeded and there are no blank spaces remaining. The change in 1998 to my typesetting the pages by computer rather than cutting and pasting galley proofs prepared by the printers made the task of preparing the page layouts much easier once the techniques required by the software program had been learned.



On a journey to Waterloo on 19th May 1964, Huddersfield 617 descends New Hey Road as it approaches Marsh inbound from Outlane, which at 909 feet above sea level was the highest trolleybus location in the country during the period when it was served by trolleybuses. Previously, a higher location existed on the Leeds system, which closed in 1928. (R.T.E. Box)

Bournemouth 283 arrives at the junction of Gervis Place and Westover Road, having taken the Old Christchurch Road wires to reach The Square, on 1st April 1969, just three weeks before the final closure of the system. No. 283 was one of the 1959 batch of Sunbeam MF2B trolleybuses and was in service on the last day of operation. (R.T.E. Box)



Editing the magazine has brought me into contact and correspondence with members around the world, and brought invitations to conferences, press launches and open days, some in countries on the other side of the world that it would have been quite impracticable to attend. One of the delights of editorship is receiving far more photographs than can ever be used in the magazine and these have enabled me to see something of places I have never visited, or that I am indeed ever likely to visit, even if the number of photographs has given me something of a problem in deciding which ones to publish.

Producing the magazine has always been very much of a team effort and it I must not let this moment pass without recording my gratitude to those who have helped over the years. Peter Haseldine, Roger Smith, and John Summersell are the present team members and give generously of their time, while Andrew Fieldsend, Peter Newman, John Priestley and Richard Rosa have assisted in various capacities in the past. A further person to whom I must extend my thanks is my consulting editor, Alan Murray, whose greater knowledge than mine on systems around the world and linguistic skills have been invaluable on many occasions. However, their efforts would be as for nothing if it were not for the members who have written articles, submitted photographs, and contributed countless news reports (typically over 300 a year). To you, whether you are a regular or occasional contributor, I extend a special word of thanks.

I should also like to pay tribute to our printers at Rochester who have printed the magazine for us since 1968. Their enthusiasm and dedication for getting things right has helped to lessen the editorial workload in so many ways. And the help I received from them when I took over the typesetting from them was both considerable and greatly appreciated. Computers sometimes have minds of their own and sometimes impose their own interpretation of accents, of which *TM* uses many, with annoying results. Most accent errors are eliminated by proof-reading but occasionally, despite all our efforts, a rogue one appears, for which I can only apologise.

So, with this final editorial completed and each task being undertaken for the last time as another issue comes to life on my computer screen, I come to the end of a long and happy association with what the NTA has long claimed to be, and is without question, the world's premier trolleybus journal.

Finally, I wish every success to my successor, Carl Isgar, and know that members will give him the same support and encouragement that I have been privileged to receive.

Memories of Italy

Italy was once a bastion for trolleybuses. There were a number of very early systems and the mode was encouraged by the government during the 1930s, during which sixteen systems opened. After the Second World War more systems opened but, by the mid-1960s, economics and operating conditions had changed and the country followed the worldwide trend of abandonment. Twenty systems closed in the 1970s and a further six in the 1980s. Of those that opened during the 1930s, only Milano survives. But Italy likes its trolleybuses and in 1991 they returned to Bologna, followed in 1997 by a return to Genova and in 2005 to Roma. In Genova and Roma the new system is just a single route but it is a start and perhaps expansion will happen in due course. Even more encouraging is the forthcoming new system at Lecce.

This selection of pictures taken by Peter Haseldine looks back at some of the systems that have closed, many of which had much to interest enthusiasts with unusual vehicles and scenic routes. Historical and fleet details are taken from *World Trolleybus Encyclopaedia* and *Giro d'Italia in Filobus*, which was reviewed in *TM 254*.



Earthquake damage on 14th June 1972 brought about the closure of the trolleybus services of the interurban operator Azienda Provinciale Trasporti Ancona, better known by the termini of its trunk route as "Ancona-Falconara". Operation commenced in 1949 with seven identical Alfa Romeo 140AF with SIAI Marchetti bodies. These were still the mainstay of the operation when No. 13 of this batch was photographed on 24th June 1970 approaching Ancona railway station, nearing the end of its journey from Falconara. The three-axle configuration, the two-tone blue standard interurban Italian livery with matching curtains, the chrome "V" on the front, prominent maker's badge, and the central driving position, all make for a classic Italian trolleybus of its time.

Opposite. The Società per le Ferrovie Adriatico Appennino, as its name suggests, operated a variety of railway lines in the Appennine hills bordering the Adriatic sea. In addition, it operated the trolleybus route in Chieti and, in 1958, replaced its narrow-gauge railway between the hill-top town of Fermo and the port of Porto San Giorgio, with trolleybuses. Electrified at 1,200 volts, and re-using many of the traction poles from the former railway, high speeds were achieved on the wide main road between the two towns. The fleet of six identical Fiat 2401F with Cansa bodywork, all dating from the opening of the system, is represented here by 102, seen mid-way on its journey from Fermo to Porto San Giorgio on 25th June 1970. The last day of operation was 31st December 1977.



On the initiative of a private company, Autoindustriale, trolleybuses replaced buses on the 16.2 km route from Torino to Chieri on 4th November 1951. This varied route included not only the urban centre of Torino, and the small town of Chieri, but also a very scenic hilly section near Pino. The fleet of eleven trolleybuses, all Fiat 668F with Viberti bodywork having many long-distance bus features, and dating from 1951/2, carried the light and dark blue livery associated with interurban operation in Italy. Trolleybus operation ceased on 22nd December 1979. Trolleybus 9F is pictured on the rural section on 10th June 1970.



Caserta had a short-lived system. Opening as recently as 28th March 1961 this 20.2 km. interurban, which linked Capua with Maddaloni, via Caserta, closed on 26th October 1972 when all eight vehicles were sold for further service in Athinaï. The fleet comprised a batch of Lancia with fine interurban style bodywork by Menarini, built new for the system. With lengthy journey-times in mind, most of the seating provided was two-and-two, including a double seat in the front, much appreciated by visiting enthusiasts, alongside the driver who occupied the nearside position. In the early evening of 30th June 1970 trolleybus 3 traverses the terminal loop in Capua having passed through an arch, just visible in the background.



Alessandro Volta (1745-1827), the Italian scientist in whose honour the unit of electromotive force was named in 1881, was born, and died, in **Como**. It was, therefore, touchingly appropriate for the trolleybus operator in this beautiful lakeside town, to incorporate his name in their title, in recognition that their trolleybuses functioned in accordance with his principles. Having previously operated trams, the Società Trazione Elettrica Comense Alessandro Volta commenced trolleybus operation on 28th October 1938 and by 1956 had built up a system of 28 km. using 30 trolleybuses from three depots. The fleet was noted for its variety of rolling-stock, some of it unusual. The system closed in 1978, shortly after the assumption of municipal control. Trolleybus manufacture by Isotta Fraschini was short-lived. No. 5 was a model TS40 from 1938, one of eight similar vehicles which opened the system. Its original Stanga body was refronted by Macchi in 1961. It is seen here in Piazza Cavour, by the lake which is shrouded in its familiar heat-haze, on 15th June 1970.

The narrow streets of **Ferrara** ensured that the trolleybus fleet was composed entirely of small-dimension vehicles, and in latter years the Fiat 2404F was favoured. No. 5, a Menarini-bodied example dating from 1962, turns into a busy Via Carlo Mayron its journey from San Giorgio in the early evening of 22nd June 1970. The system closed on 25th February 1975.



In the 1960s **Firenze** had a large trolleybus system with routes both in the historic centre and to residential and industrial suburbs. There were also three interurban lines into the scenic hills behind the city. In 1968 five Fiat 668F with Stanga bodywork, dating from 1952/3, were acquired from Venezia Mestre. One of these, 2141, enters an early example of a contraflow bus lane in Lungarno Serristori on 3rd July 1970.



Although a new installation saw the return of trolleybus operation to **Genova** in 1997, the original system, which had opened in 1938, closed on 10th June 1973. In 1970 there were still large numbers of fine three-axle trolleybuses operating on trunk routes in the city. The terminus at Ospedale San Martino was convenient for visitors and 2353, an Alfa-Romeo 140AF with Piaggio bodywork dating from 1949/50, sweeps round the terminal loop on 6th July 1970.





The trolleybus system of **Avellino** provided services to **Atripalda** and **Mercogliano**. Opened on 16th September 1947, it was operated by the *Società Filoviaria Irpina* until closure on 1st November 1973. On 27th June 1970, Fiat 668F/ Cansa 02, dating from the opening of the system, has gone as far as it dare the wrong way along a narrow one-way street before reversing into a small square on the left, which was the terminus in the congested village of **Mercogliano**. A major traffic-objective here was the funicular to the **Santuario di Monte Vergine**, sign-posted on the right.

Opposite. Trolleybus operation in the port city of **Trieste** started in 1935, and by the late 1950s an extensive network was operated, including a 10.5 km. route to **Muggia** near the border with **Yugoslavia**. Latterly, the distinctive feature of the system was the large fleet of three-axle **Alfa-Romeo 140F** trolleybuses purchased in the period 1949-56. Thirty one of these had bodywork by the local firm of **CRDA** (**Cantieri Riuniti dell'Adriatico di Monfalcone**, perhaps best translated as "Adriatic Boatbuilders"). One of these, 741, is seen in **Muggia** on 21st June 1970. This vehicle was sold to **Salerno** for further service in 1973. Operation in **Trieste** ceased on 19th April 1975.



Verona boasted two separate trolleybus undertakings, the urban (1937-1975) and the interurban (1958-1981), and so although trolleybuses operated in the town for a total of 44 years, there was only a period of 17 years when the two systems operated contemporaneously. The urban **AMT** network served the centre and suburbs of this historic city and included this delightful section along the banks of the river **Adige**. On 19th June 1970, Fiat 2411F with Cansa bodywork No. 148, dating from 1966 (one of the last batches of these vehicles to be built) is seen operating on route 2.



When various lengthy light-rail lines radiating from **Verona** were deemed to be in need of modernisation in the late-1950s, the decision was made to convert four of them, with some deviations, into trolleybus routes, thereby creating the **Verona APT** undertaking. Thus, quite extraordinarily for the time, a system of interurban trolleybus routes with a total route length of 63 km. was constructed in the period 1958-61. Although the four routes operated at approximately hourly intervals, with some peak-hour extras, the fleet comprised no fewer than 26 articulated and 3 two-axle trolleybuses. The shortest route, at 9.4 km., was to **Grezzana**, and on 20th June 1970, 204, one of the Fiat 2405F with Stanga bodywork which opened the system in 1958, is seen returning to **Verona**, having left the village of **Poiano**. The system closed in August 1981.

Trolley Bookshelf

The views expressed here are entirely those of the reviewer and may not necessarily be those of the NTA or Trolleybus Magazine.

NO TROLLEYS TO LOOSE, DVD (available in VHS format if ordered specially) by Online Video. 81 minutes. Price £18 (including postage). Available from (and cheques payable to) Maidstone 72 Fund, 27 Wrangleden Road, Maidstone, Kent ME15 9LW. Reviewed by Carl Isgar.

As the name in the title suggests, this DVD covers the small but long-lived and fondly remembered trolleybus installation that served the Kent town of Maidstone from 1928 until closure in 1967. In the introduction to his book *The Maidstone Trolleybus* published by the NTA in 1972, the author David Scotney remarked that Maidstone, although certainly not one of the largest undertakings in Great Britain, could well be said to have represented in microcosm the trolleybus industry as a whole. To a large extent this sentiment is very evident in the DVD.

Commencing with some modern video footage taken during the centenary celebrations in 2004, the DVD moves on to provide a brief history of Maidstone including the horse and electric trams and the decision taken in the mid-twenties to replace the trams with trolleybuses. The trolleybus era commences with some very clear black and white footage of the first Ransomes six-wheel trolleybuses obtained for the opening in May 1928 and, later, the English Electric vehicles that followed in 1930. The DVD also covers the motor bus fleet including some interesting Crossleys. The introduction of the wartime Sunbeam W trolleybuses is followed by coverage of the postwar expansion, secondhand acquisitions, and rebodging exercise, including excerpts from an interesting road safety film, and footage taken on visits by the Southern Counties Touring Society. After a railway interlude the trolleybus story continues through run down to closure in 1967. The story concludes with post-trolleybus bus operations until 1973, when operations passed to Maidstone Borough Council. The DVD also features the four trolleybuses that survive from this small operator.

No Trolleys to Loose provides a detailed and comprehensive overview of Maidstone's trolleybuses and will be a welcome addition to the collections of most trolleybus enthusiasts whilst earning valuable funds to assist the on going restoration of Maidstone 72.

TRAMWAY CLASSICS: YORK TRAMWAYS AND TROLLEYBUSES by Barry M Marsden. Published by Middleton Press, Easebourne Lane, Midhurst, West Sussex GU29 9AZ. 96 pages, 170 mm by 235 mm. Hardback. 120 illustrations, wiring map. Price £14.95. ISBN 1 904474 82 9. Reviewed by Carl Isgar.

In the annals of transport history York is noteworthy for having operated one of England's smallest trolleybus installations, commencing services in December 1920. The system comprised a single route between Pavement, in the city centre, and Heworth, operated by a fleet of four Railless single deckers. Equally significant is the fact that, after only nine years, the service was withdrawn. This might have been the end of the story but for a change of heart on the part of the Corporation that saw the infrastructure remodelled and updated and a fleet of new vehicles ordered. These were three Karrier Clough E4 single deckers delivered in 1931 to allow the service to be resumed in October of that year. Unfortunately, this new investment did not provide a secure future for the trolleybuses as the Corporation entered into an agreement with the West Yorkshire Road Car Company in 1934 that resulted in all public transport being operated by the company. The trolleybuses were withdrawn in 1935 and were sold to Chesterfield.

The book is largely devoted to the city's tramways but the trolleybuses have a respectable coverage with the first and second installations well represented. The photographic coverage includes both the first and second generation vehicles together with views along the route, giving readers a comprehensive overview of this relatively short-lived line. The captions are detailed and informative. In addition to the trolleybuses, there is a photograph of one of the four battery powered buses supplied by the Edison Electric Company in 1914. A combined tram and trolleybus map drawn by John Gillham is provided and illustrates the overhead wiring as at 1935, although the depot connection trolleybus wiring to Fulford depot is not shown. The book follows the well-established Middleton Press format and provides readers with an interesting and informative account of this small and short-lived trolleybus installation.

Preservation Update

Compiled by Roland Box

For the information reported here we are grateful to Ed Humphreys and Roy Makewell; also the EATM Newsletter and Sandtoft Scene. The numbers in parentheses indicate the last issue in which news was published.

Cardiff and South Wales Trolleybus Project (267). By the autumn of 2006 the rear staircase of Cardiff 262 was almost structurally complete and attention had turned to the rear indicator box, which was quickly found to be in very poor condition. Following the delivery of timber, work on the rear of Cardiff 243 has commenced.

East Anglia Transport Museum (270). Athinaï 5088 arrived at the museum on 7th November in immaculate condition, having been shipped via Bristol Docks. Hastings 34 (latterly Maidstone 86) was expected to return here later in November as a result of accommodation difficulties being experienced by the Hastings Trolleybus Restoration Group.

Sandtoft Transport Centre (270). A good start has been made on the restoration of Nottingham 367 (which will revert to its original number, 67) with new mahogany framing for

the lower deck nearside shaped and fitted and the offside now being similarly treated. Efforts are being made to have Nottingham 493 ready for the East Midlands event over the August Bank Holiday weekend in 2007: the wiring has been checked and a work list prepared. An assessment of the work needed to bring Nottingham 802, the 1939 AEC Regent tower wagon, back into service was carried out last year.

The ownership of St Helens 387 has been transferred to the museum following the deaths of Mervyn Ashton and Ray Henton. Restoration work on the vehicle continues and some of the upper deck window frames have been refitted following revarnishing. Extensive work to the cab will be required following the discovery of rotten timber.

Lyon 1704 arrived on 22nd September and immediately made a successful test run.

TMC Collection (261). Hastings 45, which has been in the care of the Hastings Trolleybus Restoration Group for many years, is expected to be moved by low-loader to accommodation at Ipswich.



Passengers climb aboard London 1253 for its next trip at the well-attended Trolleybus Event at the East Anglia Transport Museum last September. (J. Priestley)



EATM Trolleybus Event

Above. The restoration of Portsmouth 313 is complete and it will be relaunched into service this year. During the Trolleybus Event in September 2006 it stood quietly in the workshop while the attention of the many visiting enthusiasts was concentrated on London 1253. (J. Priestley)

Centre. With a good crowd on board, London 1201 proceeds along the main street, which contains many period features including this road sign. (S. Smiler)

Below. Evoking memories of the rush for the last departure from Paddington Green (the 662 terminus) on a Saturday night, London 260 sweeps up a crowd of late night visitors before heading back to the depot for the night. (S. Smiler)



Russian Restoration

Further to the Trolleynews item in TM 238, it can now be reported that the Kirov ZIU-5 trolleybus is 193, and not 192. Also, the MTB-82 has been restored, or has been so identified, as 30. Both vehicles, which are kept at Depot 2, are best described as partly restored and do not appear to be in working order. (P. Haseidine)



Members of the London Trolleybus Preservation Society wasted no time in connecting Athenai 5088 to the wires when it arrived at Carlton Colville on 7th November 2006.

(K. Farrow)



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: A. Belton, C. Bode, A. Fieldsend, P. Gregoris, M. Harák, H. Hylton, M. Kavacký, A. McIntyre, G. Mackinger, M. Montanarini, S.J. Morgan, A. Morrison, E. O'Meara, L. Peñaloza, M. Rickitt, M.J. Russell, R. Schultz, S. Spengler, A. Svetlov. Also: Blickpunkt Strassenbahn, Pantograf, Tram, Tram 2000 and Trolleybus.

ARGENTINA, Córdoba (264). By the end of October sixteen trolleybuses had been refurbished and repainted in the new livery, including some ZIU-683 and a Norinco example.

ARGENTINA, Mendoza (266). The timetable of the tourist trolleybus service, described in *TM* 264, has been varied. There is one departure a day, on Tuesday to Saturday, at 11.00 from Plaza San Martín, with an additional departure at 16.00 on Saturday. For reasons unknown, work to renew the overhead of the Villa Nueva route has proceeded far more slowly than forecast and the route will remain bus-operated until well into 2007, at least. It is understood that the operator continues to be interested in acquiring additional secondhand trolleybuses.



The UCI Road World Championships were held in Salzburg in September 2006. One of the 1994 batch of Gräf & Stift GE 112 M16 trolleybuses, 9665, pictured passing the Finishing Line, is a clear winner. (A. Fischer)

AUSTRIA, Innsbruck (270). Work has started on dismantling the overhead of route R near Sillbrücke, which section was constructed as recently as 2001.

AUSTRIA, Salzburg (270). The new connecting curves in the Hauptbahnhof area, detailed in *TM* 270, were brought into use on 5th September. A new non-revenue connection is being constructed along Lindhofstrasse. Approximately 1 km. in length, it will join routes 4 and 7 in the Landeskrankenhaus area to provide greater flexibility of operation in the western part of the system. Additional services required for the UCI Road World Championships on 24th September brought a total of 79 trolleybuses into service out of the fleet of 81.

BELARUS, Babruysk (238). Two AKSM-32102 have been acquired and are numbered 125/7.

BELARUS, Brest (270). A new AKSM-32102 is numbered 105.

BELARUS, Minsk (270). Depot 1 has closed and its routes and vehicles redistributed to depots 3, 4, and 5.

BOSNIA, Sarajevo (267). Further to the list of ex-Esslingen duobuses in *TM* 258, Esslingen 316/7 have been confirmed as Sarajevo 493 and 490. All of these vehicles continue to work in diesel mode only.

BRAZIL, São Paulo (EMTU) (264). Twenty-four Marcopolo trolleybuses have been acquired from neighbouring operator SPTrans.

BULGARIA, Burgas (259). Trolleybuses no longer use the loop around the town centre, but now terminate at a loop by the railway station. The ex-Winterthur articulated trolleybuses are used in peak hours only.

CANADA, Edmonton (270). Further to *TM* 269, the use of trolleybuses on the short-workings of bus route 9 had not ceased, but had become very infrequent, which

Only the most dedicated photographer will venture out in freezing temperatures to record trolleybus snowscapes but the results can be rewarding as can be appreciated by these views taken in Brno on Sunday 5th March 2006.

Above. Škoda 14TrR 3255 is the only vehicle on the road as it enters Šlapanice. The photographer did not record whether the driver had any passengers on board.

Below. Likewise, Škoda 21Tr 3025 finds itself all alone at the Hlavní Nádrazí terminus although at least here in the city centre there are some pedestrians around. (Both M. Harák)



situation was continuing at the end of October. Apart from these bus-operated journeys, and route 7, all routes regarded as trolleybus routes were being operated by trolleybuses in September and October.

CANADA, Industry (105). Expanding on the item under Vancouver in *TM* 270, all of the New Flyer trolleybuses recently delivered to, or on order by, Vancouver and Philadelphia are now classified E40LFR, or E60LFR, in which the added "R" denotes the restyled front and rear ends that were introduced by New Flyer to their bus range in 2004, and which distinguish them from the body design introduced in 1987, which is still available. Thus the R suffix also applies to the design of 2101. That vehicle has effectively become an E40LFR, although its maker's plate predates the change in classification.

CANADA, Vancouver (270). The large new depot with an allocation of 417 vehicles, known as Vancouver Transit Centre and located just south of the Marpole terminus of routes 10 and 17, came into use for operations as planned on Monday 4th September. Earlier on the same day, 58 years of trolleybus operation at Oakridge Transit Centre, hitherto the only trolleybus depot that had existed in Vancouver, came to an end when 2712 returned from its duty on route N6 at 03.48. The first trolleybus departure from VTC was 45 minutes later when 2860 left at 04.33. Contrary to the previous plan for all



trolleybuses in service on the last day of OTC to end their duties at VTC, a more calculated transfer over 2nd and 3rd September was undertaken to ensure enough vehicles were in the right place at the right time.

For media publicity purposes, Brill 2040 led a parade of historic and modern buses



Hradec Králové 50 (a Škoda 21Tr duobus) in service on route 1, which requires dual mode vehicles as there is an unwired extension for some journeys, on 4th September 2006.

(M. Harák)

and trolleybuses from OTC to VTC on 2nd September. Most of the workshops at OTC remain open for technicians from New Flyer and Kiepe to inspect and prepare newly-delivered trolleybuses prior to their transfer to VTC for entry into service. The first day of service for the production-series E40LFR trolleybuses was 5th October when 2104/5/7 entered service in the morning. About 12-15 of the new vehicles were in service by the end of October. Initially, use of the new trolleybuses was confined to route 5/6 but additional routes were expected to begin receiving the new vehicles by December.

Since 5th October the Flyer E901A/E902 trolleybuses, dating from 1982-4, are being withdrawn one-for-one as E40LFR vehicles enter service. The pilot vehicle of the order for 40 articulated E60LFR trolleybuses is nearly complete and was expected to begin test-running with New Flyer Industries in Winnipeg in December. It will not arrive in Vancouver until some time in 2007.

CHILE, Valparaíso (270). It is now confirmed that the Pedro Montt route, which is allocated two vehicles, also operates on Saturday.

CHINA, Handan Fengfeng (255). This coalmine, in Hebei Province, has a trolleybus line that connects the miners' residential area with the coalmine.

CHINA, Tai'an Yangzhuang (-). Located in Shandong Province, this coalmine has a trolleybus route that connects the miners' residential area with the coalmine.

CHINA, Taiyuan Xi'shan (264). This coalmine trolleybus system, in Shanxi

Province, comprises two unconnected lines that are known as Guan-di and Du'r-ping.

CHINA, Wuyang (-). This coalmine, in the Xiangyuan County of Shanxi Province, also has a trolleybus line linking the miners' residential area with the mine.

CHINA, Xingtai Xintai (255). Located near the town of Xingtai in Hebei Province, one trolleybus route links the miners' housing with this coalmine.

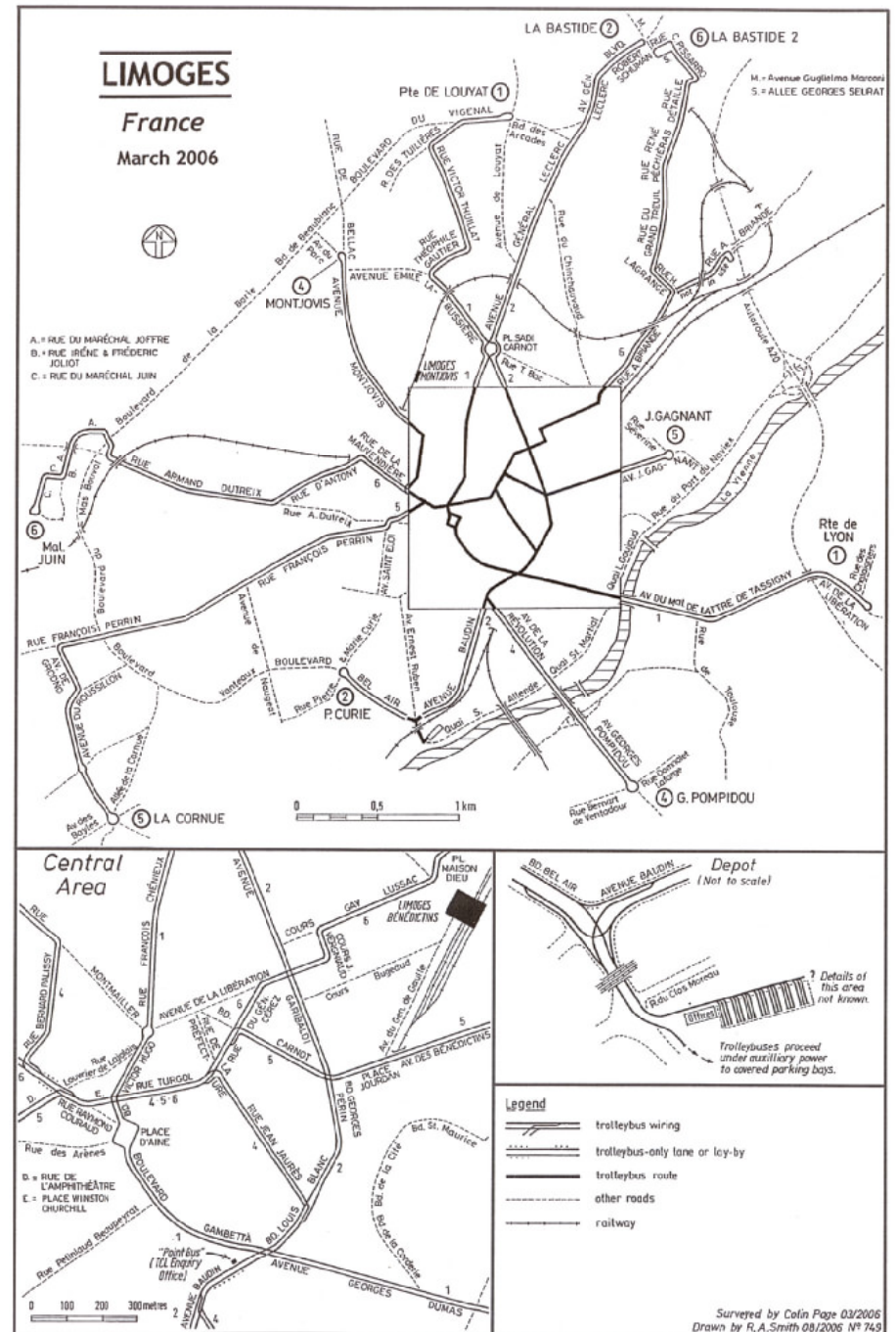
CZECH REPUBLIC, Chomutov-Jirkov (269). Plzeň 501, a Škoda 24Tr, was demonstrated here in September.

ECUADOR, Quito (270). The experiment of allowing private cars to use certain short sections of the trolleybus lanes in the morning peak was found to be too disruptive to the trolleybus service, and was discontinued from 4th September.

ETHIOPIA (-). The Ministry of Information of Ethiopia announced on 24th September that an agreement had been signed between an Ethiopian company and two Russian companies, one of which was identified as Trolza, for the formation of a joint-venture, known as Rusoafrotrol, which would first import whole trolleybuses from Russia, and later establish a trolleybus manufacturing plant in Ethiopia.

FRANCE, Lyon (270). The section of route C1 between Part-Dieu and the new terminus of route 4 at Cité Internationale opened on 12th October 2006.

FRANCE, St. Etienne (261). With the rearrangement of routes following the



introduction of tram route 5 on 6th October, trolleybuses have returned to Terrenoire and the system now comprises routes 3 (Michon - Terrenoire) and 10 (Hotel de Ville - La Cotonne).

ITALY, Bari (264). Contrary to optimistic predictions made by local officials in autumn 2005, plans for the reopening of this system have made little progress.

ITALY, Genova (269). By mid-October all but about 100 metres of the wiring for the new eastbound routeing in the city centre was in place and operation of the full route 30 was expected to resume in January, for the first time in nearly four years. Delivery of the 17 articulated Van Hool trolleybuses has yet to begin.

ITALY, Modena (269). For the first time in many years trolleybus operation continued

throughout the summer, albeit restricted to route 11 owing to roadworks on routes 6 and 7. Suspension of trolleybus service in July and August in Italy now appears to be restricted to only Ancona, Bologna and Parma.

ITALY, Napoli (ANM) (270). There remains a large surplus of trolleybuses at present, resulting from the fact that of the ambitious expansion plans adopted in 1997, only those for city-centre routes 201/2 have come to fruition. Given the recent decision not to reopen suburban route 257, which plan met with resistance from the town of Ercolano, the Napoli city council has approved the conversion of existing bus routes 47 and R4 to trolleybus operation. These operate entirely within Napoli. The vehicle surplus is large enough to permit full trolleybus operation of these routes, and construction work could begin in 2007. These routes would return



The first trolleybus for Lecce, a Van Hool/Kiepe A330T, was exhibited at the Swiss Trolleybus Conference in Genève on 31st August 2006. (G. Mackinger)



Over recent years an increasing proportion of the famous circular route 90/1 in Milano has been placed on reservation in the middle of the carriageway. The section along Viale Bezzi was completed in July 2006 and Milano 204, one of the Breda 4001.18 articulated trolleybuses dating from 1991, is seen here on 13th July 2006. (P. Gregoris)

trolleybus operation to the hilly Vomero district, located to the west of the city centre, and the electrification of route 47 would effectively resurrect former trolleybus route 247, which was withdrawn in 1973, the last year of trolleybus operation in Vomero.

ITALY, Parma (261). Routes 3, 4 and 5 were due to be worked by buses from December 2006 until at least May, and possibly September, 2007 because of roundabout construction at the junction of Via Emilia and Via Zarotto, leaving only route 1 trolleybus-worked during that period. Similar activity in autumn 2006, albeit on a much smaller scale, has led to revised trolleybus wiring at the junction of Via Gramsci and Via Abbeveratoia, whilst at Piazza Caduti del Lavoro, located just to the east of the western junction of routes 3 and 4, a circumferential configuration has replaced the bus-only lanes that went through the centre of the square. The trolleybus fleet continues to be based at the depot shown on the map in TM 211, as the new depot referred to in TM 245 and TM 250, located just south of Via Taro, about 500 metres south of the old depot, has yet to be equipped with the necessary wiring and maintenance facilities for trolleybuses, although a wiring junction was completed in 2003 to enable trolleybus access to the new depot, which is in use for the bus fleet.

ITALY, Roma (262). At Largo Labia terminus, the rarely-used second set of wires, which was not frogged-in to the through running wires, was removed in September.

ITALY, Salerno (242). Some 18 to 30 years after it was last used, during 2004/5 most of the remaining overhead on the long routes to Pompei, Mercato San Severino and Battipaglia was taken down. As recently as 2002/3 Salerno city council considered, but finally rejected, a plan to acquire twelve new trolleybuses for the reintroduction of the Battipaglia route. The recent removal of the overhead, together with the fact that the fleet of 15 modern Socimi trolleybuses delivered in 1981/2 was scrapped in autumn 2001 after many years in store, effectively brings to a close this system's long drawn-out final chapter.

Correcting previously published information in TM231 that trolleybus service ceased at the end of 1986, recent research by a local transport historian has revealed that the three-door Socimi trolleybuses, 6011-5, operated a summer-only supplementary service in 1987 between Pagani depot and Vietri sul Mare, with occasional journeys extended to Teatro Verdi on the edge of the

Salerno city centre. Although the precise date is not known, the service ceased at the end of August 1987 and this is the last known use of trolleybuses in service on this system.

ITALY, San Remo (266). Flooding on 15th September in Bordighera caused extensive damage to the substation there and forced all trolleybus operation on route V to be suspended, probably for several months until repairs could be effected. At least two trolleybuses were damaged when they operated along flooded streets. This leaves only urban route 20/U in operation, as route T continues to be bus-operated because of roadworks in Arma di Taggia.

KYRGYZSTAN, Bishkek (245). In addition to trolleybuses in the ranges listed in TM 224, a visit in September revealed additional ZIU-682G numbered in the range 501-33. Those vehicles noted were 1501-5/7-11/24-7/31-3 and 2512-22/8, the first digit of the four figure fleet number being the depot code. An open-sided trolley-lorry is numbered TG09. The fleet is in good condition, and several extensions have been opened in recent years.

KYRGYZSTAN, Naryn (256). The proposed extension westwards from the depot, mentioned in TM 226, was built to Myaso Kombinat (Meat Factory) but now has no trolleybus service. Thus the sole route is now 64 kvartal to Depot, which is situated just to the south of the main road, a distance of around 6 km. Only one vehicle is required to maintain the service, which operates at approximately hourly intervals. In early September the regular performer was ex-Bishkek 1401, although ex-Bishkek 2464 was said to be capable of operation. Derelict in the depot were 004/8, which were new to Naryn, ex-Bishkek 2062, and a vehicle believed to be ex-Bishkek but of which the only legible part of the fleet number was "02".

MONGOLIA, Industry (-). In the knowledge that the Ulan Bator fleet of ZIU-582 is becoming life-expired, a local manufacturer has assembled a trolleybus using parts from Russia, China and South Korea. However, it is understood also that an un-named Russian manufacturer has expressed interest in supplying complete vehicles.

NEPAL, Kathmandu (269). Trolleybus operation ceased after service on 21st July 2006, because of a mounting financial deficit. The 13 km. route, which opened in 1975, closed in 2001 because of financial difficulties, but the innermost 5 km., from Koteshwor to Tripureshwor had reopened in 2003, with a limited service over that section. However, an



Cheboksary is a very pro-trolleybus town with a smart and efficient system. Spaceman Yuri Gagarin directs the traffic in the town centre as ZIU-682G 621 turns from Ulitsa Gagarina into Prospekt Lenina. (P. Haseldine)

article in the *Himalayan Times* for 17th October implied that limited service might be continuing between Koteshwor and Tripureswor. Clarification would be welcome.

ROMANIA, Braşov (269). A visitor in early September noted that trolleybus operation had contracted further with the removal of wiring from the Old Town, resulting in the discontinuation of trolleybus operation to Pe Tocile and Poarta Schei, and the conversion of route 3 to bus operation. Route 1 was still trolleybus-operated between Triaj and Livada Postei. A routing alteration not previously

recorded is that route 33 now operates both ways via Strada Tampiei and Strada Vasile Alecsandri. The previous one-way routing appears to have been changed because of road junction realignment.

ROMANIA, Târgovişte (268). Contrary to the report in *TM* 268, a visitor on 13th September 2005 found one trolleybus in operation on route 5, Monday to Friday afternoons only. This was in accordance with a timetable posted at the station, which specified which journeys would be trolleybus-operated.



After many years stagnation, the Dzerzhinsk (Russia) fleet was revitalised in 2006 by the receipt of fifteen ZIU-682G-016.02 vehicles, one of which (55) is pictured southbound in Ulitsa Griboedova on 8th August. (P. Haseldine)



Novocheboksarsk 1122 is a new ZIU-682G-016.02, seen here turning out of Ulitsa Shrochniy on the Yunakovo loop on 11th August 2006. (P. Haseldine)

RUSSIA, Almet'yevsk (270). Previously unreported BTZ-5276-01 are 12, 42/6 whilst new BTZ-5276-04 are 16/9, 22/3, 51-4.

RUSSIA, Berezniki (227). Significant fleet renewal has taken place here in recent years. In addition to older ZIU-682 vehicles, the fleet now includes 140/1, BTZ-5276-01; 142-5, BTZ-5276-04; 147-55, VZTM-5284; 157/8, ZIU-682G-016.02. Confirmation of the identities of 146 and 156 would be welcome. Visitors to this system are advised that there is a frequent bus service from Perm.

RUSSIA, Cheboksary (270). New BTZ-5276-04 are 794, 803/6/12/5. Noted in August were MTRZ trolleybuses 825/6.

RUSSIA, Ivanovo (237). A recent entry into service is 433, a ZIU-682 which has been extensively refurbished by the local tram and trolleybus overhaul works (see the article in *TM* 262). There is a sole VZTM-5290 in the fleet, numbered 465. A flat-bed trolley-lorry is TG05.

RUSSIA, Izhevsk (269). New vehicles noted in August are 1339, ZIU-682G-016.02; 1340, 2150/1, VZTM-5284; 1341-3, VMZ-5298.

RUSSIA, Kazan (258). New BTZ-5276-04 are 1144-9.

RUSSIA, Khimki (270). From 7th September

2006, route 1 was extended 800 metres from its eastern terminus at Ploshchad Pobedy to Stadion Rodina.

RUSSIA, Kirov (253). The four ex-Szeged ZIU-682 are numbered 588-91. Commercial route 12 no longer operates. Unusually for Russia, a large proportion of the fleet carries a distinctive fleet livery, which is grey and lime green.

RUSSIA, Kostroma (237). In addition to ZIU-682 trolleybuses, the fleet includes 16/7, which are VMZ-5298.

RUSSIA, Nizhniy Novgorod (236). Route 25, Moskovskiy Vokzal - Mikrorayon Sortirovochniy, on the Sormovo-Kanavino network, opened in 2003. A trolley-lorry is numbered GT27.

RUSSIA, Novocheboksarsk (253). Yet further variety in this fleet is provided by new additions 1115, BTZ-5276.04; 1119, VZTM-5284; 1122, ZIU-682G-016.02.

RUSSIA, Orenburg (262). Depot 2 has been closed, and the fleet reduced to 86 trolleybuses. Only routes 2, 4, 7 and 12 are operated currently.

RUSSIA, Perm (267). At least 22 ZIU-682 have been refurbished at Ivanovo, and are numbered 138/40-6, 242-55. Other recent

additions to the fleet are 92-4,106, VMZ-5298; 130-3, VZTM-5284; 139/47, 256, BTZ-5276-04.

RUSSIA, Vladivostok (270). The fifteen new ZIU-682G-016.02 are numbered 241-55. The remainder of the fleet of 39 trolleybuses comprises one AKSM-101 of 1998, three ZIU-683 of 1993, four ZIU-582G of 1999, and an assortment of ZIU-682 with an average age of 13 years. In winter, 22 trolleybuses are required to work routes 4, 5, 6 and 11, but in summer route 7 also operates and this requires an additional six vehicles. Routes 2, 2K, 3, 4A, 8, 9, 10 and 12 have closed.

RUSSIA, Yekaterinburg (258). Four ZIU-682 type trolleybuses, refurbished at Ivanovo, have been received and are numbered 107-10.

RUSSIA, Yoshkar-Ola (268). Previously unreported are BTZ-5276-04 282/3.

SLOVAKIA, Bratislava (269). The separate trolleybus system serving the Dlhé Diely housing development opened on 4th September. It is operated by Škoda 25Tr duobuses 6701-6 and comprises routes 32, 33 and 133. Only the section between Molecova and Kuklovska is wired for trolleybus operation. Route 33 is Molecova - Kuklovska, using the wiring for the whole route, and is operated by five duobuses on Mondays to Fridays and three at weekends. Route 133 has six journeys in the morning peak on Mondays to Fridays only and is a

prolongation of route 33 beyond Molecova in diesel mode to Nový most. The route operates in that direction only. Route 32 is Kuklovska - Hlavná stanica, using wiring between Molecova and Kuklovska and, on the main trolleybus system, between Pri suchom mlyne and Hlavná stanica. However, in practice, the route has been operated by buses since commencement of the service, except for some journeys at weekends.

SWITZERLAND, Bern (270). Correcting TM270, the last day of trolleybus operation of route 14 was 9th July 2006.

SWITZERLAND, Genève (268). The fleet now stands at 92 trolleybuses, all articulated: 663-74, Saurer of 1982/3; 681-90/2-700, NAW I of 1987/8; 701-8/10-3, NAW II of 1992/3; 721, formerly 709, converted to double-articulated 2003/4; 731-68, Swisstrolley III of 2004/5; 781-90, Swisstrolley III double-articulated of 2005/6.

UKRAINE, Chernivtsi (258). Three LAZ-E183 have been ordered.

UKRAINE, Khartsyzsk (241). A visitor in August found no trolleybuses in operation but it was not possible to establish whether this state of affairs was permanent or temporary.

UKRAINE, Lugansk (242). Two new ZIU-682GOM have been acquired and are numbered 100/1.

UKRAINE, Lutsk (258). A new YuMZ-T2 is numbered 201.



Bratislava 6701 makes a test run on 1st September 2006 over the new and isolated network described on this page. (M. Kavacký)

UKRAINE, Makiyivka (250). Route 2 (Centre - Railway Station) has reopened. This, together with routes 4A (Centre - Daky) and 5 (Centre - Ulitsa Gornostayevskaya), requires a total of twelve trolleybuses daily.

USA, Boston (270). Contrary to expectations, the use of Flyers during the period from early July to late October was restricted to possibly fewer than five occasions. However, the programme of minor modifications to the two-axle Neoplan trolleybuses had yet to begin and when this takes place, during the winter, the likely result is that more Flyers will appear in service. Another factor favouring the use of Flyers is that they perform better in snow and ice. Since September the ten vehicles listed in TM268 are the only Flyer E800 remaining at the depot. All are kept serviceable although they are virtually never used.

On 21st October, Flyer 4006 performed what is believed to be only the second enthusiast excursion for 30 years and covered the entire Cambridge system, including the non-revenue wiring to Watertown Carhouse and the picturesque Benton Square short-working loop, which is rarely used apart from occasionally during severe winter conditions. This loop was rebuilt around 2002 during road re-alignment work that had the effect of giving a short section of trolleybus-only carriage way.

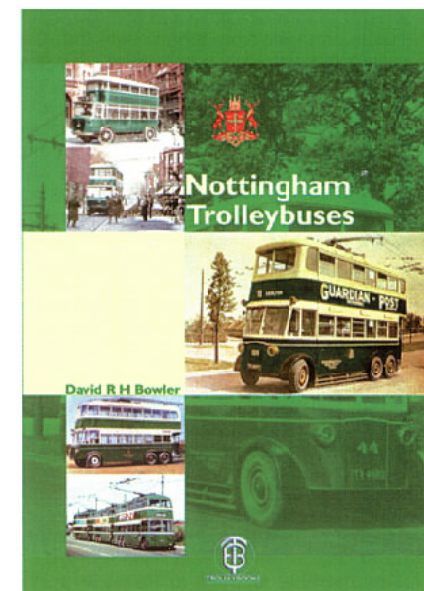
USA, Dayton (269). Major changes to the trolleybus system are expected to take place from 14th January, and readers may find it useful to refer to the map in TM254. The use of trolleybuses on route 1 will be restricted to Monday to Friday peak periods only, as will be the case for route 3-East. Route 3-West will be eliminated entirely but route 4 will be extended to Townview, along new wiring. However, as this will not be ready until mid-2007 at least, routes 3-West and 4-West will continue unchanged, temporarily, on Monday to Friday during the day but buses will operate a revised route 4 to Townview at nights and weekends. The Saturday service on route 5 will be withdrawn. Redwood Loop, on route 7, will be closed and all journeys extended to Philadelphia Drive terminus. On route 8-South, the Nicholas Road branch will be abandoned but on route 8-North, the alternate journeys that currently terminate at Fairgreen Drive will all be extended to Northwest Hub. Trolleybus operation on route 2 will remain unaffected.

Not part of the 14th January changes is a proposal to extend route 7 at both ends, to Northwest Hub via Shiloh Springs Road, and to Eastown Hub along Woodman Drive.

Unrelated news is that the 98-year-old Dayton View Bridge, served by route 8 northbound, is to be demolished during 2007. Route 8 northbound will be diverted to operate over First Street Bridge, which is used by route 8 in the southbound direction.

USA, Philadelphia (270). On 26th October the SEPTA board voted against exercising the option for additional new trolleybuses from New Flyer. As a result, the "indefinite suspension" of trolleybus operation of routes 29 and 79 is now a permanent closure, and trolleybuses will return only to routes 59, 66 and 75.

UZBEKISTAN, Jizzax (267). This is the new official spelling for the town previously referred to as Dzhizakh in this journal. The surviving route is 2 (Mahalla Bunod - Hosiyery Factory), a distance of around 11 km. Five vehicles are required to maintain the 20 minute frequency. The current fleet, all ZIU-682, and some with "Toshkent windows", is 001/3/4/7/8 and 175/81. A spare body-shell is kept in the depot yard.



This long awaited book by David R H Bowler, published by Trolleybooks, is expected shortly. The book is priced at £38.00 (UK), and £40.00 (overseas) including postage. For payment methods see the inside rear cover. It is available from NTA Sales, 3 Bankfields, Headcorn, Ashford, Kent TN27 9QY.

Trolleybase

London Meetings

These are held at Keen House, 4 Calshot Street, N1 (near King's Cross St. Pancras Underground station) at 19.00 hours. Refreshments are available. Any late changes to meetings can be found on the NTA website (www.trolleybus.co.uk/nta).

17th January A celebration of trolleybuses at home and abroad through the camera of John Parkin.

20th February John Bishop presents slides and ciné films of British systems (including a tribute to photographer Terry Barker). Note, Tuesday, not Wednesday.

Reading Meetings

Details of forthcoming meetings were not available when this issue closed for press.

Bradford Meetings

Organised by the Bradford Trolleybus Association, these are held at 19.30 hours at the Midland Hotel, Forster Square. TMC members are invited.

12th January Stanley King gives his annual talk, always a popular evening.

9th February "Trams and Trolleys" by Dorothy Burrows.

Obituary - Dave Taylor

We are sorry to announce the death of Dave Taylor on 18th October 2006, following a lengthy illness. Dave had arranged speakers for the joint BTS and NTA meetings in London for over twenty years and in doing so had built up a deserved reputation for his quiet efficiency both before the meetings and on the evenings themselves, when he would make people most welcome and for a number of years provided and served refreshments. The venues for these meetings have had to be changed from time to time and Dave did a great deal of research on these occasions to ensure that we have had comfortable rooms at a reasonable cost.

His attendance at the meetings goes back to the 1960s and even when he moved to Poole to be closer to his children and grandchildren he made the long journey to London each month to welcome the speakers and any new faces among the regular members.

Dave was born in Clapham in South London, an area with a number of trolleybus routes, and became a carpenter by trade. Together with his brother he also shared a particular interest in Speedway racing. Not only did Dave see the closure of a number of British systems but also he was a keen visitor to systems abroad, one of his last such visits being with his wife to attend the Salzburg celebrations in 2005. He was also an avid collector of model buses and trolleybuses.

We will all miss the friendship that Dave showed to so many members and friends. He was very much both a family man and we extend our sympathies to his wife Rita (to whom he was married for 47 years), his children and grandchildren at this time. A number of NTA members were present at his funeral service to share with their grief.

Annual General Meeting

Notice is hereby given that the 38th Annual General Meeting of the Trolleybus Museum Company will be held at Conway Hall, Red Lion Square, Bloomsbury, London WC1 on Saturday 17th March 2007 commencing at 14.30 hours (doors open at 14.00 hours). All paid-up members of the Company are entitled to attend this meeting.

In accordance with the Company's Articles of Association, two directors (Jon Ward and Ashley Bruce) will retire from office at this meeting. Nominations for the vacancies arising from these retirements, duly signed by the proposer and seconder, and bearing an indication from each nominee that, if elected, he is prepared to serve on the Board, must be sent to the Secretary so as to reach him not less than fourteen days prior to the date of the meeting.

Any member wishing to propose a motion, duly signed and seconded, is requested to forward it to the Secretary by 31st January so that the agenda for the meeting may be distributed with the March-April issue of *Trolleybus Magazine*.

Copies of the annual accounts and minutes of the annual general meeting are sent to all UK members. Any overseas member who wishes to obtain copies can do so by writing to the Secretary.

New Editor

Please note the address of the new Editor: 24 Heath Farm Road, Ferndown, Dorset BH22 8JW (e-mail: carl.isgar@lineone.net).

Payments to the TMC

Subscriptions

1 By cheque, in Sterling, made payable to the Trolleybus Museum Company Ltd.

2 By electronic bank transfer:

GBP Sort Code 40-02-17
Account Number 80815187

Other currencies:

International Bank account number (IBAN) GB 83 MIDL40021780815187
Branch Identifier Code (BDI) MIDLGB8106A

Both numbers must be quoted.

The Bank is HSBC, 74 Goswell Road, London EC1V 7DA.

Please quote your name AND membership number.

Please return the subscription renewal form to the Membership Secretary.

3 By PAYPAL:

Go to www.trolleybus.co.uk/nta.

Press the bell to enter the site.

Follow the instructions to pay by Paypal.

There is an additional charge for this service but it should be much less than any current bank charges.

Please note that all amounts due are in Sterling and that any bank charges and exchange differences are the responsibility of the payer.

All other payments

Use any of the above methods.

For all payments

Please ensure that the Treasurer / Membership Secretary (e-mail at TMCMemSec@hotmail.com) is informed of the transaction and its details.

Press and Publication Dates

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
January-February	1st November	1st January
March-April	1st January	1st March
May-June	1st March	1st May
July-August	1st May	1st July
September-October	1st July	1st September
November-December	1st September	1st November