

Trolleybus

Magazine of the British Trolleybus Society



Ian Little and Foxtan Last Day in Basel

Volume 47 No 565

August 2008

Trolleybus

Magazine of the British Trolleybus Society

The monthly magazine of
the British Trolleybus
Society

Editor: Dave Chick

23 Pryor Close, Purley on Thames,
Berkshire RG31 6UG

editor@britishtrolleybus.org.uk

Production Editor: Philip Jenkinson

32 College Street, Crosland Moor,
Huddersfield HD4 5EB
blindlemonjenkinson@btinternet.com

Preservation News Editor:

Dave Lawrence

Valhalla, The Street, Hemsby,
Great Yarmouth NR29 4EU
museumnews@britishtrolleybus.org.uk

World News Editor: Bruce Lake

35 Warneford Road, Cowlersley,
Huddersfield HD4 5TW
worldnews@britishtrolleybus.org.uk

Distribution: Dave Collins

68 Nightingale Road, Woodley,
Reading RG5 3LU

Subscriptions and Membership:

Andrew Barton

2 Josephine Court, Southcote Road,
Reading RG30 2DG

Website: www.britishtrolleybus.org.uk

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NOTICE BOARD

READING MEETINGS

Held at the Reading District Oddfellows' Hall, Oxford Road (next to Holy Trinity Church). Admission Adults £1.50, Juniors/OAPs 75p. Meetings commence at 19.30.

Meetings Organiser: Shaun Bradbury

Friday 5 September Annual Visit from Reading Buses Management

Friday 3 October AGM, followed by Members' slide show

LONDON MEETINGS

Held at the Model Railway Club, Keen House, 4, Calshot Street, London N1 9DA

Start 19.00 – doors open 18.30. Bus routes 30, 73, 91, 205, 214, 394 476.

Nearest Underground station – Kings Cross. Meetings Organiser: Colin Enticknap, 48 Dymchurch Road, Hythe, Kent, CT21 6JX.

Wednesday 20 August Martin Eady; presentation on subject to be announced

Wednesday 17 September Dave Chick introduces 'Trolleybuses in a digital age'

BRADFORD MEETINGS

Meetings are held at the Pennington Midland Hotel (old Forster Square Station); the precise room details will appear on the functions board in the foyer. Admission: Members £2.50, Concessions £2, non members £3.

Meetings Organiser: Gary Wilkinson 59a Pentland Avenue Clayton, Bradford BD14 6JF

August – no meeting

Friday 12 September Paul Wooding; Cine Surprise

WEST MIDLANDS

TRANSPORT CIRCLE

Secretary: Mr A F MacMillan, 57 School Road, Tettenhall Wood, Wolverhampton WV6 8EP

Meetings are held on the second Wednesday of each month (except August) at Bradmore Community Centre (main hall) at the corner of Bradmore Road and Birches Barn Road, Wolverhampton. The Circle has a general transport interest and there are no specific trolleybus items in the current programme, but several members including the Circle's Secretary belong to the BTS, and any other BTS members attending will be made especially welcome.

August No meeting, but it is hoped to arrange a visit to an outside venue

Wednesday 10 September AR Jones Sir Henry Seagrave: 1927 land speed record in a Sunbeam car: 203 mph.

MONTHLY PRIZE DRAW

June Draw

The lucky winners were:

£38 P Buckle, Kenton, Middlesex

£25 DM Ratcliffe, Retford, Notts

NEW MEMBERS

The Society extends a warm welcome to the following new members, and hopes that our association will be long and of mutual benefit:

A Dennison, Hoyland, South Yorkshire

KN Pauline, Reading, Berks

CHANGE OF ADDRESS, ETC

If you have changed your address, please make sure that you inform the Secretary, Andrew Barton, (address left). All correspondence regarding membership renewal should be addressed to Andrew. Mail sent to the wrong person will inevitably result in a delay in processing renewals.

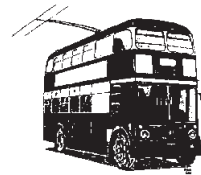
ON THE COVER

The Black Country Living Museum hosted several visiting trolleybuses for its "Trolley 21" event in June. Seen here is one of the resident vehicles, Wolverhampton 433, which has a 1946 Sunbeam W chassis, rebodied in the late 1950s by Roe. See inside for more photos of the event.

(JOHN PARKIN)

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Ian Little

Ian Foster Little was born in Dunedin more than seventy years ago, and from an early age exhibited an interest in public transport. I was once told by Hubie Hobbs, an early Otago area operator, that he used to see this little boy standing at Lookout Point obviously watching the buses grind by. He once offered the boy a ride but it was declined - perhaps even then Ian's bias for electric traction was showing. He did, however, many years in the future acquire one of Hubie's buses for his collection.

In the mid to late 1960s Ian was working for Wellington City Transport as a trolleybus driver, and became closely involved with the group that was setting up the tramway museum in Queen Elizabeth Park.

In not too many years he was chairman of the Board and pushed the development of the tramway along. This also included helping to organise the demolition of the New Plymouth trolleybus system (a saga about which many tales are related after a few ales), and the erection of a relatively short lived circle of trolleybus overhead at the tramway where he could operate the New Plymouth Crossley 1, Auckland Farmers 2 and DCT No 1.

Along the way there was a major dispute between members of the museum, and Ian left to open the Miramar Motor Coach museum. This occupied various sites in Miramar and over time changed into more of a charter operation using older buses. Ian left the WCCT and began Community Transport Services with a fleet of mainly ex Dunedin Leylands. CTS became the local operator linking the new development of

Whity (north of Wellington) with its nearest railway station on the suburban service - Plimmerton. After some years the electric traction bug surfaced again and Ian moved to Featherston where a start was made to develop a trolleybus line on the local streets. This was not greeted with universal acclaim, and was actively opposed by a number of locals and the local council, so Ian moved to Foxton.

The rest, as they say, is history. A circuit of trolley overhead round one town block, with a single pair extension ending in a reversing triangle by the local chicken processor, and another single pair off a trailing frog that you reversed down to access the bus shed.

Visitors were always welcomed, and often offered a drive, which in the early days entailed firing up the trusty Leyland diesel which sat on a trailer coupled to a trolleybus traction motor ... which was then used to generate the current to enliven the system. In later days a more conventional rectifier system was used to provide current.

A risk all visitors faced was to be dragged into the local radio station, Radio Foxton, another of Ian's passions - where he would interview you for the edification and delectation of the listening audience.

A character indeed, who leaves a large space to be filled.

Peter Rendall

Ian Foster Little was born in Dunedin, November 2, 1931. From his first marriage he had three sons and two daughters. In 1975 he married Christina Knowler with whom he had two sons and one daughter. Ian died in Hutt Hospital on July 15, 2008, aged 76, after a fall.

MY DAY AT FOXTON

JOHN ZEBEDEE recalls his encounters with Ian Little

I had known of Ian Little and his trolleybus museum at Foxton following Mike and Beryl Dare's visit in August 1994. Mike wrote an account of his visit, which appeared in *Trolleybus* No. 404 of March 1995, and also showed some slides of his visit at a Reading meeting.

By good fortune I met Ian Little and his wife Christina at Sandtoft, at the May Day Bank Holiday last year; when they were touring the UK, Isle of Man and Ireland. They arrived at Sandtoft in their hired camper van and stayed on site for two or three days.

I had already booked a trip for the Autumn of 2007, visiting Hong Kong, Australia and New Zealand and told Ian that I was hoping to be able to visit Foxton and see his collection of trolleybuses. I was instantly invited to "come and have a drive and a feed" whilst in New Zealand.

Having spent much of the trip in Australia, staying with family and friends, there were only a few days at the end for the visit to New Zealand. This just involved staying in Wellington from where we made the day trip to Foxton.

There are various coach services, departing from Wellington railway station, which pass through Foxton. These provide virtually an hourly service on weekdays. I had booked the seats in advance, using the internet, before leaving England. This reduced the cost substantially. As the tickets are non-cancellable and non-transferable, it was essential to make sure we didn't miss the departures.

We left on a 9am coach bound for Auckland, a journey which takes up most of the day. The run along the west coast of North Island to Foxton took an hour and thirty-six minutes. We were able to secure the seats behind the driver and had a long chat with him when he wasn't on the radio phone having banter with HQ or other drivers on the route.

Having pre-booked the coach the Littles knew exactly when to expect us and sure enough Ian Little was stood at the coach stop waiting to meet us. Having told the driver why we were going to Foxton he flew right past the stop to drop us virtually opposite the Littles' home and museum. Door to door service on a long distance coach is pretty impressive.

Tim Stubbs had advised me that Wednesday was a good day to visit Foxton as it was the day of the weekly bus service between Foxton Beach and Foxton township. Therefore the Littles would be around provided we did not arrive while they were out on the service. Our timing was good, as we arrived after they had been out to Foxton Beach, a village of bungalows along the coast and had brought the shoppers into town. There was time for tea and biscuits and a quick look round the yard and depot building before joining them on the return run to Foxton Beach at noon.

Ian used a full size Mercedes bus despite there being only eight fare-paying passengers, (the usual tally was nine but someone was away). We set off on a tour around Foxton Beach, dropping people off at their front door or at the end of their cul-de-sac. Having dropped off about four people Ian headed off to the beach car park, so that we could have a good view of the sea and the beach; apologising to the remaining passengers for the delay, as we went. We only stopped for a couple of minutes to admire the view before setting off again to drop the rest of the passengers off, on the return route to Foxton.

After some lunch with the Littles, it was time to get out a couple of trolleybuses to operate around the wiring which Ian had been able to erect on several roads around the town. Wiring commences in the depot and runs across the yard, which was packed with rows of buses and trolleybuses, bumper to bumper. It then goes down a short drive, past the shop which the Littles had recently sold to fund their trip to the UK and then out across Main Street, into Wharf Street. At this point there is a trailing frog with wiring running along Main Street joining from the left. The route proceeds along Wharf Street to the T junction with Harbour Street, where it turns left. It continues along Harbour Street until Union Street is reached where the wiring again goes left.

At Union Street there is what I can only describe as a peculiar junction, as single track wiring continues down Harbour Street. This was an extension which I believe was under construction at the time of Mike and Beryl's visit in 1994.

There is a frog which is set for continuing down Harbour Street or you can take power to travel along Union Street. So after the gentle left turn from Harbour St. to Union St. there is then a very sharp right hand turn and up a short sharp rise to continue along Harbour Street. The route continues until a small crossroads is reached. Purcell Street is on the left and an unnamed road on the right is more or less a private road leading to an entrance and private drive.

Turning is carried out by turning right into the private road and then reversing, not around a corner but straight back across Harbour St. into Purcell St. This seemed an unusual arrangement but there is plenty of visibility as there are no buildings on any of the corners, just open grass.

From Purcell St. you turn out to the right, back onto the single track wiring in Harbour St. to Union St., where you swing right through a facing frog and a trailing frog. Union Street takes you to the end of Main Street, where a left turn takes you along Main St. and back to Wharf St.

Ian fetched out two Dunedin trolleybuses, numbers 43 and 76 dating from 1955 and 1962 respectively. Both are Leyland BUT RETBI models with B40D bodies except that 43's was built by NZMB, whereas 76 has a DCT built body. Number 76 was actually taken

out first from inside the depot, which also bears the legend Broadcasting House, in reference to Foxton Radio which Ian also owned and operated.

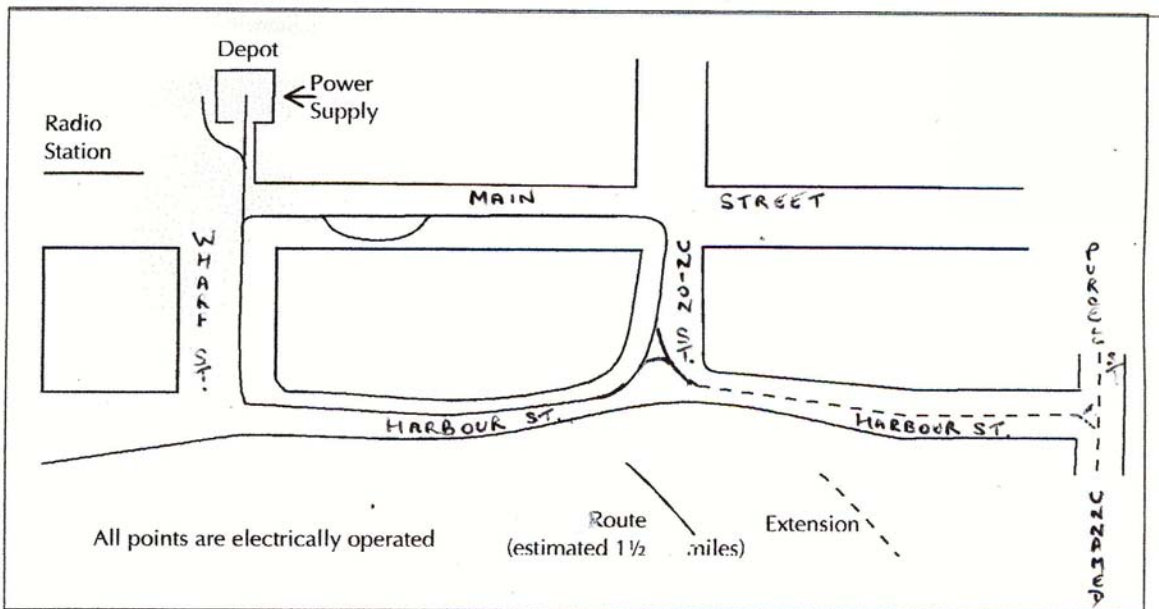
After a trip around the route described above, we arrived back in Wharf Street. True to his word Ian vacated the driver's seat and invited me to take over. I was not going to pass up this opportunity. Not being a passed driver at either Sandtoft or EATM, it was with a degree of hesitation that I set off. I negotiated the first left hand turn into Harbour St., which is quite a narrow road. Didn't go over the kerb, didn't hit anything and the poles stayed on the wires.

At Union St. I made the sharp right turn on to the second part of Harbour Street. Despite the frog and the turn one needs a bit of speed to make it up the slope. I think the grass verge may have suffered a bit at this point but no other harm was done. Harbour St. is no wider than a lane along this section and the overhead is slung over the centre of the road, which is ideal as it is used in both directions.

At the reverser, Ian asked me to stop so that he could take over to turn No. 76 around. This was fine by me as I didn't fancy reversing across Harbour St into Purcell Street behind. It also gave me the opportunity to take a couple of photos and some video. I

The Foxton System (not to scale)

The whole system is on public highways



MAP ORIGINALLY DRAWN BY M. SCARE AMENDED BY S.H. ZEBEDEE



Dunedin No. 76 with 43 behind; parked up in Main Street, looking like they are waiting for rush hour!

resumed driving once the trolleybus was back on Harbour Street. I made it back to Wharf Street and then a second circuit was begun.

The second run went much as the first, except that in the narrow Harbour Street we met an oncoming truck. The grass may have suffered again but we safely passed each other.

Ian again carried out the reversing manoeuvre. Back in Main Street we stopped opposite the Windmill Hotel, which is adjacent to the Littles' property. We left 76 parked by the roadside and went across the street into the yard to get number 43. Ian drove it across Main Street, which is very wide for a place of Foxton's size, into Wharf Street, where I again took over.

After a circuit we had to stop as we had left 76 still on the wires. A quick de-pole and we were away again with 43. I think Ian was reasonably impressed with how quickly I removed and stowed the booms. I can't say I like trolley ropes much but handling tram poles on ropes at EATM stood me in good stead.

It was all over far too soon but I felt very honoured to have been given the opportunity to drive these vehicles. Before we left Foxton we were ushered into one of the radio station studios where Ian recorded an interview on a rather ancient piece of cassette equipment for broadcasting the following Sunday morning. We missed that, as we were back in Melbourne.

John Murphy

In the same edition as we record news of the death of Ian Little, it is sad to have to record that another New Zealand enthusiast passed away earlier this year. Since 2004 John Murphy had been the editor of *Tramway Topics*, which bills itself on the cover as "New Zealand's urban tramway journal since 1962" and is published by the Wellington Tramway Museum. This Society has had an exchange arrangement in place for many years, under which we provide a copy of *Trolleybus* and in return receive *Tramway Topics*.

John was an active member of the Tramway Museum for more than forty years. He was also interested in mainline railways and was involved in railway preservation.

Tramway Topics is not confined to trams and news and historical items of interest to trolleybus enthusiasts are regularly featured. During his tenure of the editorship John had been helpful to the BTS by supplying or facilitating the supply of information and photos for use in *Trolleybus*.

Our condolences to John's widow, Jo, and his sister and brothers.

John Anthony Murphy was born in 1943 and died in January 2008 aged 64. His funeral took place at Upper Hutt on 26 January 2008.

Ian Little's Last Trolleybus Ride

More than four hundred people attended Ian Little's funeral in the Memorial Hall in Foxton on 19 July 2008.

The service was led by a long time friend of Ian and his family, Ingrid Thompson, before Henry Brittain (President of the Wellington Tramway Museum) and several others including a local councillor and members of Ian's family spoke of Ian's life and interests. Not surprisingly, the service lasted for almost two hours.

At the completion of the service the coffin was loaded into Dunedin BUT trolleybus 43 (which had been parked in the blocked-off street outside) for his final trip, and with the family aboard it set out at the head of about fourteen buses carrying everyone wishing to travel to the Foxton cemetery, preceded by a police car with flashing lights. No part of the trip was under overhead and 43 towed and was powered by the famous "Generator cart", an AEC 505 driving ex-trolleybus traction motor on trailer.

Most of the cortege fleet were buses supplied by Ian's son Malcolm.

This has been compiled from information supplied by Peter Rendall and John Zebedee, augmented by internet reports.



JOHN ZEBEDEE

Ian Little stands alongside Dunedin trolleybus No. 76 at the furthest extremity of his wiring on the reverser.

Ian was a generous gentleman, full of ideas for the future. It is a great sadness that he passed on before they could come to fruition. I am sure he will be very much missed by Christina, his family and the people of Foxton. The number of people who turned out on a wet winter's day for his funeral, really says it all.

(J.Z.)

Dunedin 43, believed to have been Ian's favourite, awaiting its owner's coffin. The generator which powered the vehicle for its journey is seen attached.



PETER RENDALL



TROLLEY 21

It was probably unintentional rather than a planned theme, but several of the trolleybuses operating at the Black Country's major event in June were members of the last batch of new trolleybuses in their respective fleets. Bournemouth 297 (above) was a member of the last batch of Sunbeam MF2Bs, delivered in 1962, only seven years before the closure of the Bournemouth system.





In the centre of this view we see Teesside T291, a Sunbeam F4A with body by Burlingham. This trolleybus was new to Reading in 1961 as that fleet's number 186, and was one of the final twelve new trolleys received by Reading. Flanking 291 are Walsall 862 (Sunbeam F4A/Willowbrook) on the left and London 1201 (Leyland-bodied Leyland of the K2 class) on the right. Newcastle 501 can just be seen behind 291. (JOHN PARKIN)

JOHN PARKIN

Manchester 1344 glides up the hill at the Black Country Living Museum. This was also a member of a final batch of new trolleybuses, being one of 62 similar BUT 9612T trolleybuses with Burlingham bodywork delivered to Manchester in 1955/56.

Opposite: Rather than being part of a batch, Belfast 246 was a solitary Harkness-bodied Sunbeam F4A and in 1958 was the last new trolleybus to arrive in that city.



TROLLEY
21

Basel (BVB Basler Verkehrs-Betriebe)

DAVID BOWLER witnessed the end of this small Swiss trolleybus system



DAVID BOWLER

Trolleybuses operating on the last day wore a bouquet below the front window, as displayed by 926 on route 34, in Claraplatz.

On Monday 30 June 2008, a hot sunny day, Basel's trolleybuses operated for the last time with service 31 Claraplatz - Rosengartenweg - Hörnli Grenze - Habermatten and service 34 Claraplatz - Rosengartenweg - Peter Rot-Strasse - Drei Linden - Habermatten using a mixture of electric and fossil fuel vehicles.

There were just four of the 1995 Neoplan articulated vehicles in service: numbers 924 and 930 on service 31, and 926 and 929 on service 34. In addition trolleybus 927 was parked outside the BVB Head Office in Claragraben with an information and sales stand of the Tramclub Basel inside, although there was little evidence of any trolleybus content. All five trolleybuses were decorated with flowers and ribbons.

It will be noted that trolleybuses ran as a short-working of service 34 from around 15.00 until 19.20 (the current motorbus service 34 is considerably longer) for the first time in several years

The last 34 trolleybus, 926, left Claraplatz for Rankstrasse Depot at 19.20 with just seven passengers on board, including four enthusiasts, and was the last vehicle to actuate the radio-controlled frog to bear right off Grenzacherstrasse into Eisenbahnweg before crossing into Rankstrasse. The trolleybus carried the enthusiasts into the depot area and was parked-up outside the building.

The last 31 trolleybuses both entered Rankstrasse Depot from the Hörnli direction i.e. the east. Trolleybus 930, the last but one, depoled in the depot forecourt and proceeded on its storage

battery around to the rear of the complex and into lane 2 of the specially cleaned depot building, where a reception had been prepared.

At about 20.10 trolleybus 924 pulled into Rankstrasse, depoled in the depot forecourt and made its way around to the rear entrance of the depot breaking through a large “Adieu Trolleybus” banner across the doorway.

By 20.15 the trolleybus era in Basel came to an end after 67 years. The BVB generously offered drinks and savoury snacks together with specially printed “Adieu Trolleybus” paper handkerchiefs to wipe away the tears!

Footnote on the city’s name

The city is in German-speaking Switzerland and all official titles are thus in German. The suburbs of the city (and indeed the tram and erstwhile trolleybus routes) reach the borders with both France and Germany, indeed the metropolitan area and now local train services go over the border.

The official (German) spelling of the city name is: Basel

The French name is: Bâle

The English language spelling is Basle

Historical footnote

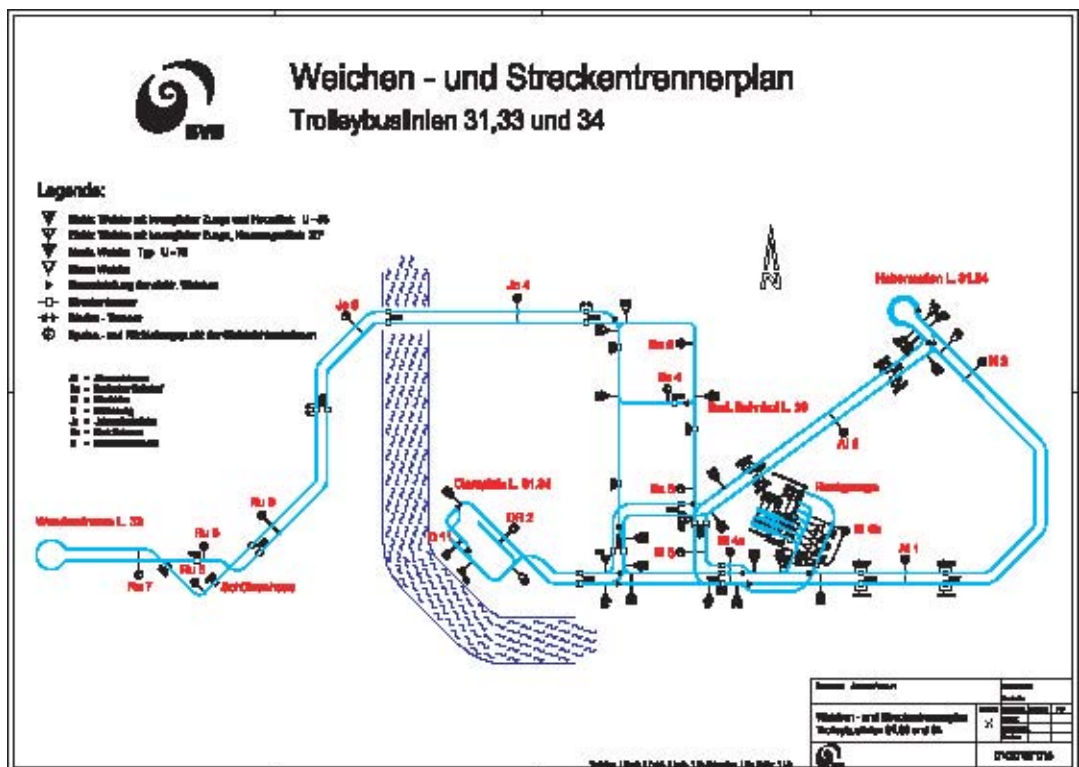
Trolleybus operation in Basel commenced on 31 July 1941, one of the ten Swiss systems opened in the 1940s out of nineteen which operated in total, although the earliest system (Fribourg – Favagny) had closed before any of the others opened.

With the Basel closure, thirteen trolleybus systems remain operating in Switzerland.

WANTED

Postcard-sized photographs of London trolleybuses up to May 1962. All aspects wanted such as in service, in the depot, dewirements, breakdowns etc. Scrapyard views also wanted of Cohen’s at Colindale & elsewhere, Bird’s of Stratford-on-Avon, Thomson’s of Cardiff, and others such as Cox & Danks at Bow. Also have a quantity of doubles that I’d like to swap.

Bill Lloyd, Monmouthshire (ex-London). Please email me at info@chapelbooks.co.uk or drop me line at Chapel Cottage, Llanishen, Chepstow, NP16 6QT.



THE END IN BASEL



BVB

Last trolleybus Basel 924 is about to enter the rear of Rankstrasse Depot and break through a banner proclaiming adieu to the city's trolleybuses.

The end of trolleybus operation in Basel; 924 at Rankstrasse.



DAVID BOWLER

Museum and Preservation News

edited by DAVE LAWRENCE

Black Country Living Museum

A successful "Trolley21" event took place recently. Visiting vehicles Bournemouth 297, Newcastle 501, London 1201 and Manchester 1344 proved popular with visitors.

East Anglia Transport Museum

By the time you read this, the official opening of the back road, Herting Street, will have taken place (the weekend of 12th and 13th July). London 1521 was the launch vehicle. A full report will appear in next month's *Trolleybus*.

Rotherham Trolleybus Group

Restoration work continues on Rotherham 73 at Burton. Not much else has been happening with Rotherham 37. The group intends to produce a book to celebrate the centenary in 2012. This will be part of the *Trolleybooks* series.

Below: BUT weekend at Sandtoft; see p.127

Trolleybooks

The British Trolleybus Society and National Trolleybus Association are planning to produce the following books as part of the *Trolleybooks* series; Belfast, Rotherham and Walsall.

Any contributions are welcome, please see www.trolleybooks.co.uk for contact details.

BTS Annual General Meeting 2008

The 2008 Annual General Meeting will take place on Friday 3 October at the Odd Fellows hall, 118b Oxford Road, Reading (almost opposite the junction with Russell Street), starting at 7.30 pm. Any resolutions should be passed to the Secretary, Andrew Barton (address under Subscriptions and Membership inside the front cover).

Andrew Barton
Secretary



BRIAN T DEANS

SOR Builds Prototype Trolleybus

The prototype SOR TN12 trolleybus was displayed at the Brno AUTOTEC Fair in June. The TN designation is an abbreviation of Trolejbus Nízkopodlaňní, which translates as Low-Floor Trolleybus. The world premiere of this vehicle, it was the only trolleybus at the exhibition.

The Czech manufacturer SOR Libchavy has primarily designed it for the Eastern and Balkan markets, but also with potential to enter the domestic market. The trolleybus

has been assembled by the Ostrava Transport Company, and it will also be tested in Ostrava. Passengers in Ostrava may have a chance to take a ride in this new vehicle after it has passed the necessary administrative procedures.

SOR considers the trolleybus design not only as an extension of its range but also as a logical step towards an electrobus and hybrid bus, which development is already underway.

According to Stanislav Koucky, chief designer of the electrical equipment and for a long period the chief designer of Skoda Ostrov (www.czetro.com), the use of an asynchronous motor combined with a two-stage gearbox, which is SOR's unique solution, enables higher efficiency.

This solution will bring, in conjunction with the traditional lower weight of SOR vehicles, reduced energy consumption. SOR Libchavy (www.sor.cz) has so far only produced motorbuses, both diesel and gas powered.

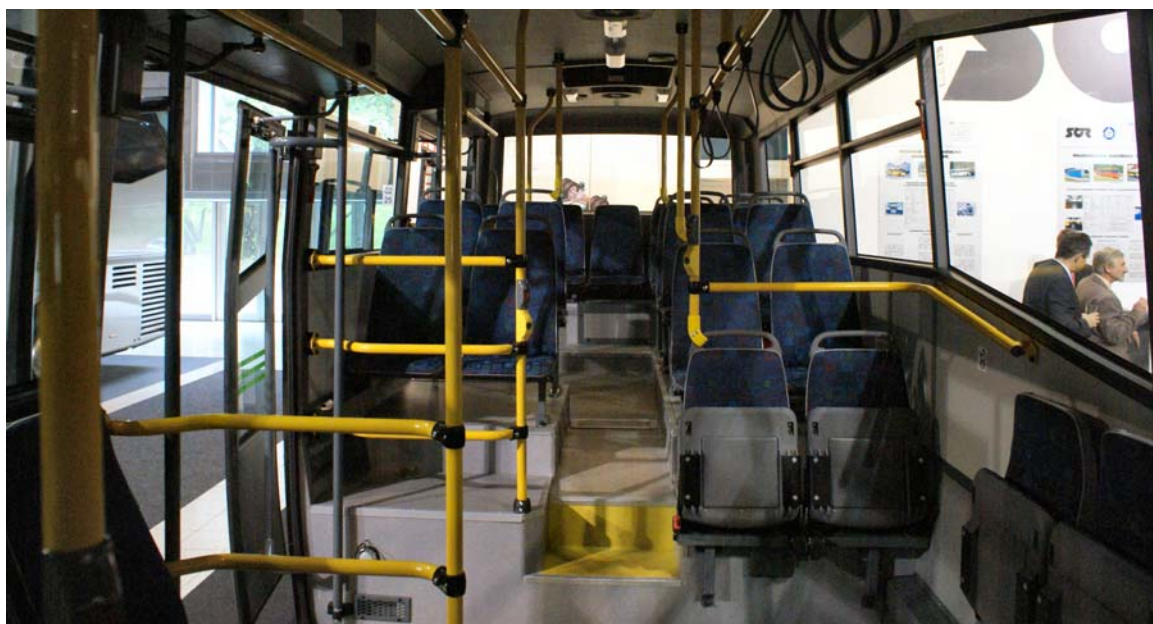
Thanks to Dagmar Braunova of www.busportal.cz for this report, and to Jan Spusta for the translation.



WWW.BUSPORTAL.CZ

Left: The distinctively-shaped SOR TN12 prototype on display in Brno.

Below: This interior shot shows the steep steps up to the rear from the front low-floor section, and the tip-up seats opposite the third doorway.





Edited by Bruce Lake

With thanks to: John Zebedee, Internet sources.

Remember that *World News* can be e-mailed to worldnews@britishtrolley.org.uk as well as posted conventionally.

ARGENTINA, Córdoba

The city has ordered 25 new trolleybuses from Trans Alpha Trolleybus through a leasing arrangement.

ARMENIA, Yerevan

The capital city is to order new trolleybuses, the first in 15 years.

CANADA, Vancouver

NewFlyer 2242 has returned from Edmonton with all the Edmonton markings removed.

On Saturday 16 August, a parade of trolleybuses will leave VTC at 10:00am and travel to Stanley Park, to mark the 60th Anniversary of Vancouver trolleybuses.

They will be:

1947 CCF-Brill T44 2040

1954 CCF-Brill T48A 2416

1976 Flyer E800 1109

1982 Flyer E901A 2805

a 2006 New Flyer E40LFR

a 2007 New Flyer E60LFR.

GERMANY, Leipzig

This city, with a population of just over half-a-million, is considering the reintroduction of trolleybuses in order to reduce fuel costs. The proposal is that two routes (60 & 70) should be electrified. A study is expected to be concluded in 2009.

ITALY, General

A transport strike on 7 July affected the railways and buses over most of the country. Some trolleybus systems were affected, including Rome.

NEW ZEALAND, Foxton

As reported elsewhere in this issue, Ian Little, the owner of the Foxton Museum which runs trolleybuses in the streets, unfortunately died on 15 July. The future of the museum is unknown, but Ian had already been trying to sell it in the last few months.

USA, Portland

Arguably the USA's most "green" large city has installed streetcar routes, but in mixed traffic so they are suffering from congestion. Senior figures say that trolleybuses should be explored as an option instead of installing more streetcar routes.

VENEZUELA, Barquisimeto

At the end of June, there was an accident involving a shipment of the Neoman trolleybuses. At Aschaffenburg, Germany, one trolley's boom sprang out of the anchorage and made contact with the electrified overhead. Some trolleybus roofs were damaged in the resulting flashover - at least one vehicle caught fire.

Photo, previous page: Sandtoft had a themed BUT weekend on 21 - 21 June. Bradford 746 turns in the Square while Glasgow TB78 waits to depart. Brian Deans points out that "TB78 is fifty years young this year!" Slightly older (52 this year), Huddersfield 619 waits behind 78.



From Afghanistan to Zimbabwe

Andorra to Russia

Spitzbergen to St Helena

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The Trolleybus is coming



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