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12A



12B



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9. Trolleybuses represent the bulk of public transport in Chişinău, the capital of the Republic of Moldova. This stamp is dedicated to one of the AKSM-321 trolleybuses built by Belarusian manufacturer Belkommunmash for the system.

10. This Ukrainian stamp is dedicated to the YuMZ-T1 trolleybus, which was introduced in 1993 with more than 600 units produced by the Yuzmash Company in their Dnipropetrovsk factory.

11. One of the most well-known Russian trolleybus models is MTB-82, of which over 500 were produced and were seen all over the former Soviet Union. This stamp shows one of these iconic trolleybuses in service in Baku, capital of Azerbaijan. Unfortunately Baku's network ceased in 2006.

12A and 12B. It is quite difficult obtain information and pictures about North Korean trolleybuses. However stamps can sometimes provide a useful source, like these two stamps issued in 1977 and dedicated to North Korean products. The

blue vehicle is a Chollima 72, a type that first entered service in 1973, and the red one a Chollima 74, a type that first entered service in 1974. Both models were constructed by the Pyongyang Trolleybus Works.

13. The Singapore trolleybus network, one of the earliest examples of tramway replacement, was in service from 1926 until 1962. The first trolleybuses were very basic, having solid wheels and open front, as illustrated in this stamp.

14. Alfa Romeo 920AF trolleybuses entered in service in the Uruguayan capital Montevideo in 1954. The model pictured on this stamp was one of the first batch of 250 trolleybuses with two doors and rounded front. The network closed in January 1992.

15. The only surviving Chilean trolleybus network in Valparaíso started its operation in the last day of 1952, as a replacement of the electric tramways. The first trolleybuses to be introduced were 30 new Pullman-Standard vehicles as the one illustrated in this pair of stamps. Interestingly, these trolleybuses were the very last built by the major US company.

Suffolk Made

The East Anglia Transport Museum (EATM) held an event over the weekend of 10th and 11th May dedicated to the transport heritage of the county of Suffolk. This provided an opportunity to re-launch Ipswich 105 following the completion of its extensive restoration programme.

Ipswich 105, which belongs to the Ipswich Transport Museum, made its formal debut at 14:00 hours on the Saturday and, after the usual speeches, not only gave rides to those attending but also received critical acclaim for the very high quality of the work undertaken; indeed many participants remarked that it looked almost like new.

The restoration of 105 has taken some ten years commencing in 2003 and involved the complete stripping down to the frame and reconstruction of the body using as much of the original material as possible. It also included providing replicas of the original wooden slatted seats, a complete rebuild of the staircase, and renewal of the interior trim.

Carl F Isgar

Ipswich 105 is a Karrier W with Park Royal body constructed in 1948; one of the last 24 post-war trolleybuses delivered to the undertaking. On delivery it had wooden slatted seats although these were replaced some years later with second hand fully upholstered seats. After withdrawal in 1962, 105 was retained by the Corporation and used initially as a Civil Defence showroom and then a temporary canteen. It remained with Ipswich Corporation until 1971 when it was purchased for preservation.

Whereas most of those attending the event were naturally expecting to see and ride on 105, the presence of another Ipswich trolleybus in the form of Railless single decker 2 parked in Herting Street was a complete and welcome surprise.

Ipswich 2 is a Railless fitted with a Shorts of Rochester body and entered service in 1923 on a route between Cornhill and Ipswich station. With solid tyres and tram-like body it represents one of the earliest types of