

Promoting *electric* public transport

# Trolley

## Barnim Bus GmbH – Operator of Germany’s Oldest Operational Trolleybus System

Eberswalde, located in the federal state of Brandenburg, is situated approx. 50 kilometres North-East of the German capital of Berlin. The county town of Barnim, counting 40.000 inhabitants, is surrounded by widespread forest areas and has borne the name “forest town” since 19th century.

The town has developed its linear structure along the Finow Canal in the past and therefore has no typical city centre. The advantageous location close to the Finow Canal also fostered the economic development in the city and local area. At present Eberswalde is characterized by the food industry, waggon construction, engine building, metal working, electrical engineering as well as wood processing.

Many tourists also enjoy the beautiful landscape around Eberswalde in summer and visit popular attractions like the lift lock in Niederfinow, Lake Werbellin or the monastery in Chorin.

### *Trolleybus in Eberswalde*

Being Germany’s oldest trolley bus operator, the company draws on tradition and long-term expertise. Since 1940 the trolleybus is deeply ingrained and enjoys popularity and acceptance among passengers.

Since its start-up, the company has always been confronted with the linear and uncharacteristic structure of the city. Nonetheless Barnim Bus GmbH took up the challenge over the past decades and remained as the oldest trolley bus operators in Germany.

Barnim Bus GmbH always put emphasis on the combination of this traditional public transport system and modern, new technologies. The vehicle fleet of 1993/94 already was one of Germany’s first low-floor trolleybus fleet. The new vehicle fleet of 2010 consists of electric hybrid buses, equipped with onboard-supercapacitors. Electric energy required for acceleration or heating can be drawn out of the catenary or the onboard-supercapacitors.



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[www.trolley-project.eu](http://www.trolley-project.eu)



## Main activities in Trolley

### Optimising Energy use

Already using supercapacitors onboard, the company wants to take a step further by installing an energy-storage device in a substation. Braking energy for example will be stored and released for other processes such as acceleration or heating. In contrast to supercapacitors, the stored energy in the substation is not bound to a specific vehicle and could release energy to all the vehicles at the same time.

### Increasing Efficiency

With the aid of an analysis, the company will elaborate a matrix by scanning important data, local structures and important factors. The matrix will clarify the economic efficien-

cy of a trolley bus system and make a clear statement about the change from diesel buses to trolley buses. Companies being interested in installing trolleybus technology will be able to use this tool as basis of decision-making.

### Reshaping Image

Trolleybuses have to struggle with a few prejudices like "obsolete, non-efficient, inflexible" among opinion leaders, politicians and passengers in Europe. In order to eliminate these prejudices and to refresh the image of trolley buses, Barnim Bus GmbH will coordinate a joint promotion movie of the TROLLEY partners, which will show the balancing act of this traditional, well-established public transport system from the past incorporating combining breaking innovations in the future.



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