

Szegedi Közlekedési Társaság (SZKT) Szeged Transport Company



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assistant**
Project manager

Location of Szeged



History in brief

First horse-tramway: 1884

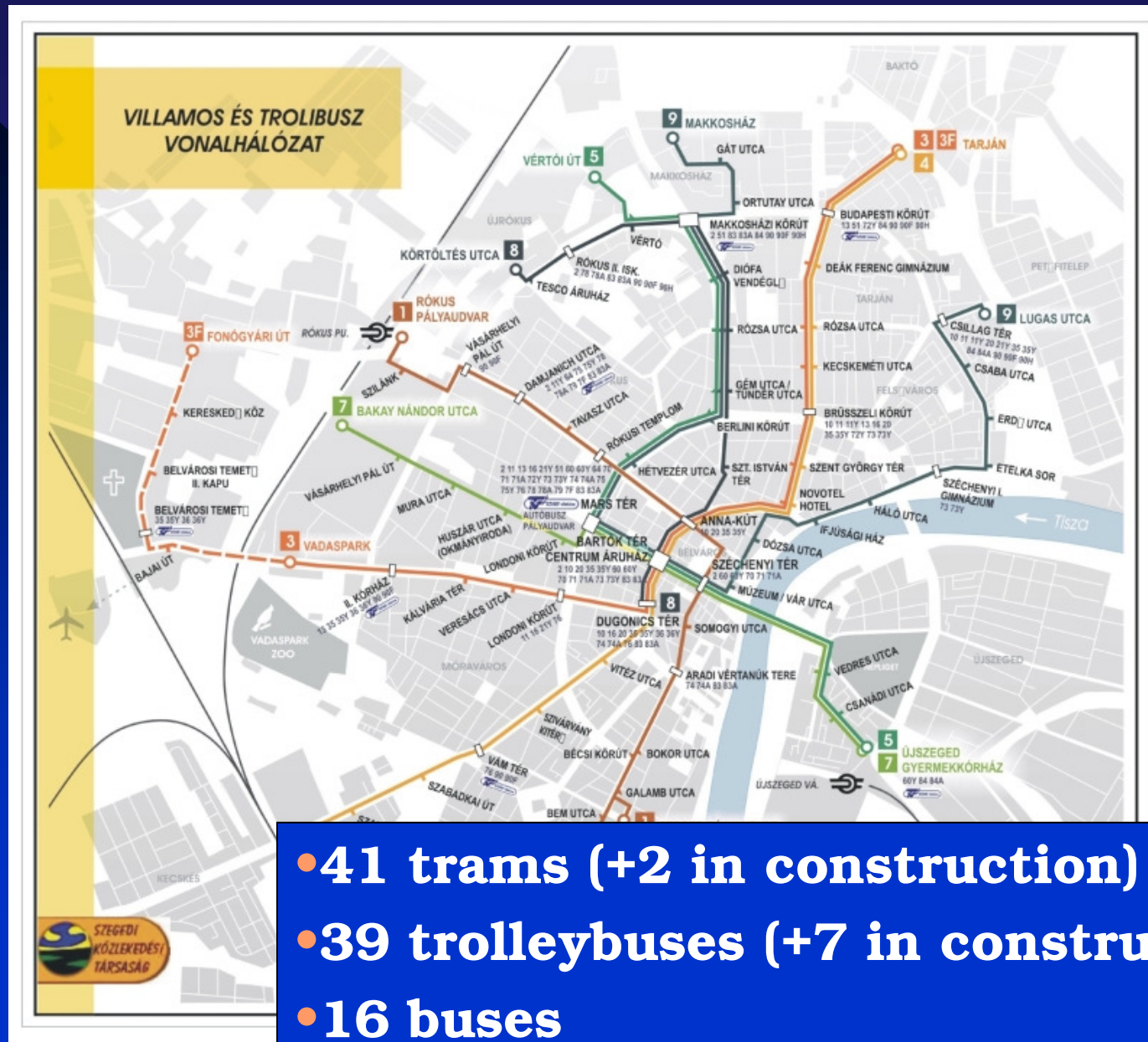
First tram: 1908

First trolleybus: 1979

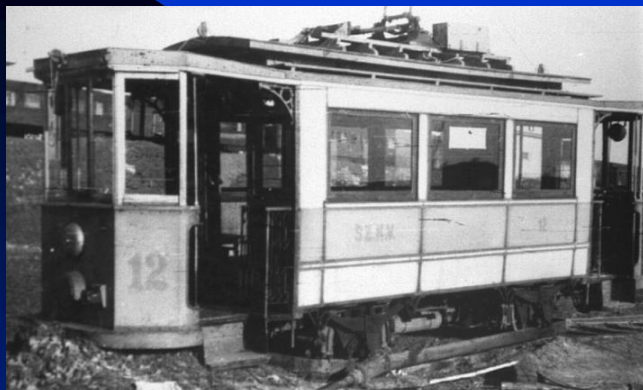
Parking & Airport: after 2002



The electric network of Szeged: trams and trolleybuses



History of second hand vehicles and reconstructions

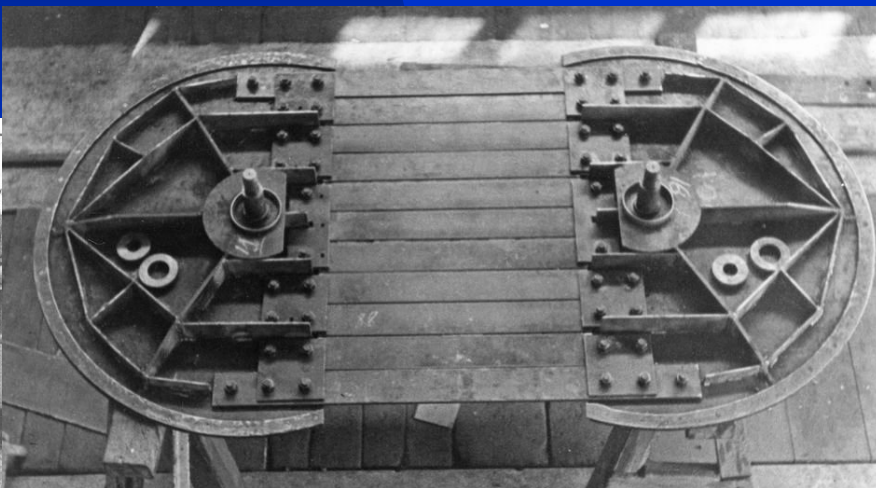


Purchase of second hand trams were common after WWII.

The reconstruction of vehicles started very early.



More sophisticated trams were the reconstructed twin cars, which had two floating insert at the articulations.



Nostalgia cars

The skills of old car repairs still exist at SZKT, however, times changed, more knowledge is needed.

Centenary
museum tram



Nostalgic twin car



Pub

Fleet and infrastructure situation after 1990

- **Costly to repair**



- **Some parts of the network were not reconstructed since its building (1910s)**
- **Lack of maintenance of the tracks**
- **Bad reconstruction technology**

ELEKTROMOS KÖZÖSSÉGI KÖZLEKEDÉS FEJLESZTÉSE
SZEGED

**A 116 M Euro
project to
reconstruct the
electric network**

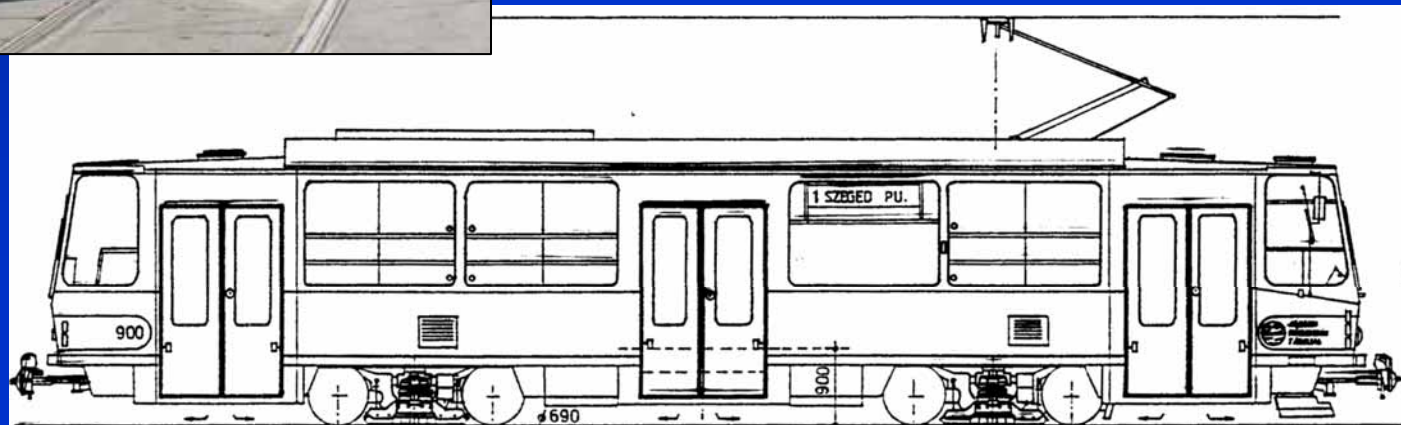
**80% of the
infrastructure
will be renewed,
with tram and
trolley network
extensions**

**Only 29 M Euro
to purchase
new vehicles:
9 trams & 10
trolleys**

Thus Szeged will rely for long period on the Tatra trams, both new and second-hand



- Tatra T6A2H
- Bought in 1997
- 13 pieces.



These trams reached the age of the first major refurbishment



Disassembly



Painting, refurbishment of passenger area

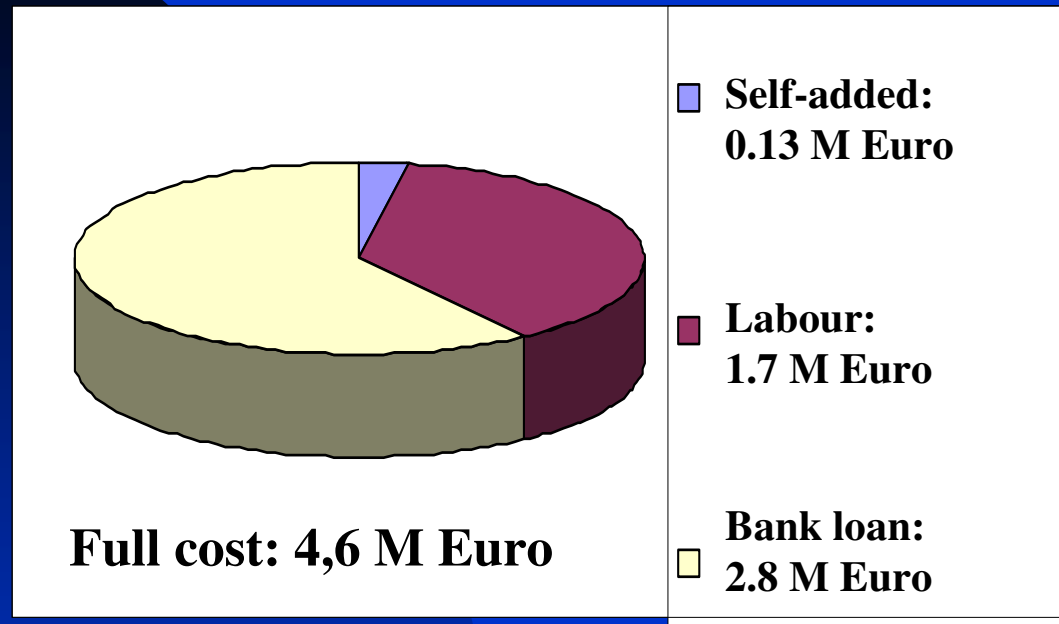


Renewal of bogies

After reconstruction



Szeged tram and trolleybus project (2003-07)



Tram (2 M Euro)

- 6 articulated
- 6 articulated
- 2 trailers

Trolleybuses (2.1 M Euro)

- 2 articulated 15Tr (refurbishment)
- 8 articulated 15Tr (purchase & refurbish)
- 8 low-floor trolleybuses

KT4D articulated trams

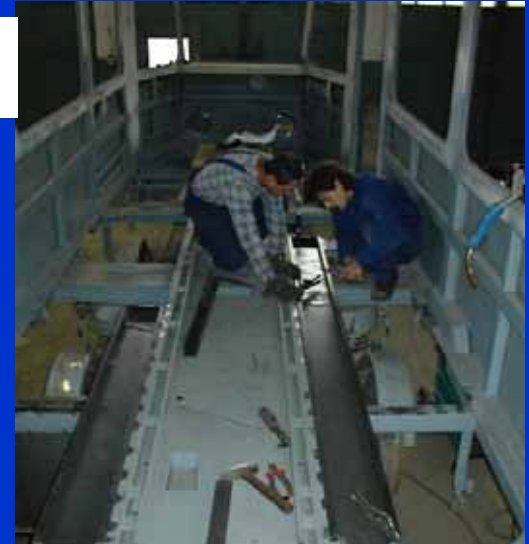
- 7 cars ex-Potsdam
- 5 cars ex-Cottbus
- 6 cars with original accelerator
- 6 cars with Cegelec TV-Progress
- Bogies from Potsdam, Dresden, Berlin
- Adjustments of wheel profile locally



B6A2 trailers

- **Ex-Rostock cars, originally no motorization**
- **Rebuild as motored trailers**
- **Cegelec TV-Progress chopper**
- **Ex-Dresden bogie**

Full body
reconstruction



Brand new electric
equipment

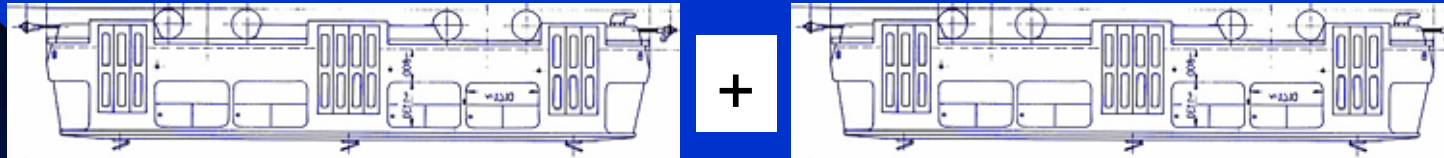


Original „1 Euro”
tram



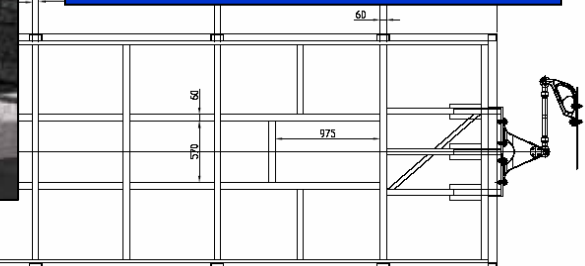
Final state

- **A possible future low-floor tram project**



Estimated price:
690 000 Euro/car

- Suitable for bad track conditions
- High capacity



How about trolleybuses?



Refurbishment of Skoda 15Tr trolleybuses

- In 1993 11 Skoda 15Tr trolleybuses



Rewiring



New auxiliaries



Full disassembly



Second-hand solo Skoda trolleys (2001-02)

- **Skoda 14Tr (9 pieces)**
- **T-750: first trolleybus with Cegelec TV-Progress chopper**



Recent Skoda 14Tr reconstructions



An ex-Brno car was
reconstructed as a learner car

Two trolleys were
reconstructed and sold to
Haskovo (Bulgaria)



Volvo 7000 – TV Progress trolleybus



In 2004 a single Volvo 7000 diesel-bus was reconstructed to trolleybus with Cegelec TV-Progress electronics.



Skoda 21Tr trolleybuses

Already four second-hand 21Tr came to Szeged.

However by 2006, an empty 21Tr body was reconstructed to a trolleybus with Cegelex TV-progress electronics (T-810).



In 2007 five 21Ab autobus body came from Plzen in a bad state. These will be reconstructed in the way T-810 was made.



These cars will have a more modernized look.

Citaro – TV Europulse trolleybuses



Between 2007-08 4 Citaros were reconstructed as trolleybuses.



The new rear frame



Rear auxiliaries

And future projects?



Introduction of low-floor articulated trolleybuses.

Currently only one serves in Szeged, a Skoda 22Tr.

