

TROLLEYBUS

Vol. 63 No. 752

March 2024



The Magazine of the British Trolleybus Society



*Cardiff 203 on Tow
Neuchâtel
Philadelphia's Centennial*

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British Trolleybus Society

No. 752. March 2024

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BTS NOTICE BOARD

Reading Meetings

Held at the Reading District Oddfellows' Hall, 118b Oxford Road, Reading RG1 7NQ. Admission: Adults £3.00, Juniors £1.50. Non-members £4.00. Meetings commence at 19.30. Organised by the BTS. NTA members welcome.

Meetings Organiser Graham Bilbé, 12 Belle Avenue, Reading RG6 7BL. Email grahamebilbe@btinternet.com

Friday 5th April Subject to be arranged.

London Meetings

Held at The Model Railway Club, 4 Calshot Street, London N1 9DA (nearest Underground station: King's Cross). See meeting details for start time. Organised by the NTA. BTS members welcome.

Meetings Organiser John Parkin, 59 Beechwood Court, West Street Lane, Carshalton SM5 2QA. Email

trolleybus654@aol.com

Wednesday 20 March Roger Manley: Ciné films of Reading, Bournemouth, Teesside, Walsall, Bradford and Cardiff. Start 14.30 – doors open 14.00.

Wednesday 17 April Martin Eady: Southend trolleybuses from 1954. Start 1900 – doors open 18.30.

West Midlands Transport Circle

BTS members are invited to attend WMTC meetings, which are held on the second Wednesday of every month at Bradmore Community Centre (Main Hall) in Wolverhampton. Doors Open 19:05, Start presentation : 19:30 prompt!, Break (around) 20:30 - 20:45; Finish 21:45: Out of venue by 22:00 Visitor fee £3.00, just turn up and bring others with you. Organised by Mike Richardes.

michael.richardes64@btinternet.com

Wednesday 13 March. Subject to be arranged.

MONTHLY PRIZE DRAW

The January and February Prize Draws took place at the February Reading meeting. The winners were:

January

£50 Colin Barker, Wilby, Suffolk
£40 Dave Chick, Purley on Thames, Berkshire
£30 Roger Clark, Abingdon, Oxfordshire

February

£50 John O'Brien Smith, Staines-upon-Thames, Surrey
£40 Robert Winfield, Leeds, West Yorkshire
£30 Shaun Bradbury, Reading, Berkshire



Cover photo:

A splendid photograph of Luzern 209 in the snow on 19 January. One of ten Hess trolleybuses with Vossloh Kiepe equipment, it will be twenty years old this year and will have been replaced by a new Hess trolleybus before the end of the year.
[Jordan Gondeau]

Cardiff 203 on Tow - Part 1

Article and photographs by Tony Belton



On 19 May 1963 we towed 203 from Cardiff to Chadwell Heath (see Trolleybus issue number 742). The storage at Chadwell Heath was only a temporary measure as the rent was very high. In February 1964 Smith's of Reading agreed to allow 203 to be parked in their yard for free.

Also in February I purchased a Dennis Lancet J3, registration KJH 900, from Smiths and they converted the vehicle so that it could be used for towing. This would save us a lot of money as to have a trolleybus towed was very expensive.

Our first tow was to be 203 from Chadwell Heath to Smith's of Reading on 8 March 1964. We were fully prepared and very excited as we set off from Chadwell Heath; little did we know what lay ahead! We had only driven thirteen miles when the driver of 203 pulled his hand brake on: upon investigation it turned out the new towing equipment on 900 had come away from the vehicle. We were stuck in the middle of the A406 North Circular Road at Palmers Green "The Cock" and we had no idea what to do next as obviously we couldn't proceed any further!

Two members of our party informed us that they had preserved ex-London Transport's pre-war RT113 which was stored in a yard at Harringay Stadium, four miles from our present position. They said they would phone their contact to see if he could help us; the answer was yes, he would be willing to store 203 but for a maximum of two weeks. That was great but we still had to get 203 to the Stadium, but how?

The spot we broke down at was adjacent to Palmers Green bus garage (AD) and the engineers had been out to see if they could help us in any way. One had a great idea, suggesting they loaned us a strong chain providing we returned it. So once the chain was attached we set off and everything went well but we had to be very careful when descending Jolly Butchers Hill at Wood Green. Once at the Stadium, we parked up, disconnected the chain and then took 900 to Smith's for their attention.

Part 2: 203 on tow from Harringay Stadium to Smith's of Reading will be in the April issue of Trolleybus.

Cilla Black was No.1 in the charts with "Anyone Who Had a Heart"



Above: This view is taken where the towing equipment had come adrift. The location is Palmers Green on the A406 North Circular Road at the junction with Green Lanes. It was a LT crew changeover point for routes 34 and 102.

Below: Within a short time traffic started to build up and interestingly RT3840 arrived on transfer to the adjacent Palmers Green garage where it would spend the next few years.





Above: We stopped in High Road Wood Green to see if everything was OK and to get directions. Overtaking is RM600 on route 269 which was formerly trolleybus route 629.

Below: 203 arriving at Harringay Stadium showing the stretched towing chain. I spent many a happy evening in my early days watching the wonderful Stock Car Racing at the Stadium. It was demolished some years ago and is now a Sainsbury's Superstore.



Neuchâtel

Report by Dave Chick

On Wednesday 24 January I saw on Facebook that Neuchâtel's public transport operator, TransN, would be operating a special run to mark the end of high-floor



trolleybus operation in the town the following Sunday. Little more than 48 hours later I was checking in at Neuchâtel City Hotel.

At 9am on Sunday 28 January, TransN No. 116, a 1991 NAW/Hess/ABB GT, arrived at Place Pury, where a large crowd was waiting, comprising enthusiasts, families and the president of the Municipal Council, Mauro Moruzzi. The special run was the idea of TransN driver Xavier Manhartsberger and it was therefore appropriate that he was the driver.

Forty minutes later No. 116 departed, carrying a full standing load of well over 100

passengers. It put up a sprightly performance climbing the steep ascent out of the centre following the 107 route and running almost non-stop to the terminus at Marin.

No. 116 stood on display at Marin for 30 minutes, with some withdrawn NAWs visible at TransN's premises not far away. Just before the 10.30 departure, the driver lowered the booms and started the auxiliary diesel engine, noticeably reducing the air quality in Marin! I felt disappointed that the last journey was being made in diesel mode, but fortunately my fears were unfounded and after travelling only a few metres the engine cut out and the booms were raised.

The return journey used the 101 wires. Much of this route provides spectacular views of Lac Neuchâtel, and in the distance beyond the lake, the Alps.

On arriving at Place Pury the passengers broke into spontaneous applause and there were a few cheers. No. 116 remained there for 20 minutes, providing a backdrop for photos and selfies and an opportunity for children to be photographed at the controls, before it made its final journey to the lakeside depot.





Page 46, inset: News of the special event for the end of the yellow trolleybuses was displayed on screens in TransN's buses and trolleybuses. The NAWs remained in the former livery after the new pale green and white livery was introduced.

Page 46, lower: 116 on display in Place Pury prior to its last run. The statue is of David Pury, after whom the square is named.

Above: Waiting at the 101/107 terminus at Marin.

Below: While 116 pauses No. 138 turns. It is a 2009 Swisstrolley 3. Driver Xavier Manhartsberger (the tall figure beside the second window back) chats to enthusiasts.



Philadelphia's Centennial

Tom Douce was there to celebrate 100 years of trolleybuses

I visited Philadelphia between 12 and 18 October 2023, the Centenary (or Centennial as it is known in North America) taking place during my visit.

Prior to my trip, I was warned that the areas around the Arrott and Frankford Transportation Terminals as well as the western end of route 75 were dangerous places to visit and to also exercise caution when taking photos at these locations. I am pleased to say that, although some of these locations were run down, so to speak, I did not encounter any problems. In fact, the opposite applied.

Most of the locals and the trolleybus drivers (who often waved at me) were very friendly, and in conversation were amazed that (a) I had travelled so far to see the

trackless trolleys, as they are known locally and (b) that the system was a hundred years old on the 14th of that month.

The fleet comprises thirty-eight (800-37) New Flyer E40LFR vehicles built in 2007/8, are of the low floor type and diesel engines are fitted for off-wire movement.

There are three routes: 59 Arrott Transportation Center to Castor-Bustleton; 66 Frankford Transportation Center to Frankford Knights; 75 Arrott Transportation Center to Wayne Junction.

Finally, an employee of SEPTA told me that a new fleet of trolleybuses will replace the present vehicles by 2030. I was informed of this on my last day in the city, so was unable to confirm the veracity of this with any other employee of the company.





Page 48: 818 is seen at the Castor-Bustleton terminus, Castor Avenue. 12 October.

Above: There is a short working on route 59, known as the Alma Loop, which comprises of an anti-clockwise circle. 834, seen on Castor Avenue, is about to pass beneath the trailing switch leading from Elgin Avenue. I did not see any use of the loop during my visit. 12 October.

Below: 831 descends Oxford Avenue, having just passed the junction with Penn Street. It was commonplace to see trolleybuses displaying the initials of the local operator (South Eastern Pennsylvania Transportation Authority) on the destination screen. 13 October.





Above: 820 has just departed from the layover point of routes 59 and 75 on Oxford Avenue, and is about to turn into Arrott Street. Note the now disused and truncated outer wiring leading towards Frankford Avenue and the depot. The diesel engine is now used to access these locations. Whenever trolleybuses are parked on a gradient, wheel chocks are located in place of the front wheels. 13 October.

Below: 803 leans as it turns from Arrott Street into Penn Street. The wiring appeared to be in good condition. I only saw one dewirement; this happened to a trolleybus on Castor Avenue as it passed a double-parked car transporter. Double parked vehicles are a common sight in Philadelphia. 14 October.





Above: 822 and 832 are both seen at Frankford Transportation Center. The driver of the former has lowered the booms and switched on the diesel engine (in this mode the trolleybuses were noisy and sluggish) and is about to place the booms beneath the retaining hooks. 14 October.

Below: 805 descends Arrott Street. Vehicles in the State of Pennsylvania do not carry front licence plates. 14 October 14.





Above: 822 is seen on Frankford Avenue. Whenever a trolleybus or bus makes a turn, a female exterior voice states "Caution-bus is turning". 15 October.

Below: On route 66, there is a short working at Gregg Street which is accessed on weekdays. The destination usually shows Frankford-Gregg. 827 can be seen. 16 October.





Above: There is a section on Frankford Avenue where two sets of overhead can be seen. Trolleybuses using the outer set also display the word Express. They can be seen on Mondays to Fridays in the early morning and also after 1630. This view shows 813, inward bound. 16 October.

Below: 830, Frankford Avenue. Frankford Transportation Center can be seen in the background. 16 October.



MUSEUM & PRESERVATION NEWS

Edited by Jody White



Cardiff & South Wales Trolleybus Project
Well, 2024 has arrived, and on time with limited numbers, we still make progress even when the temperature in the depot is



Above: Last month's report included a photograph of the panel mentioned this time that had been distorted in the fire and was unusable. The new replacement which was made in house is seen ready for fitting.

[Keith Walker]

the wrong side of zero.

Work on 262's lower deck continues with making and fitting new hardwood timber window surrounds. The inner offside skin panels, six in total, have all been receiving attention. The first three from the cab are aluminium, with the first two having been cleaned and primer applied, while the last one had suffered in the fire. It was removed to the bench and was beyond saving, so a new one was made and fitted. Fortunately, the three remaining panels, being steel, fared much better. They had their surfaces cleaned back to base metal and have been primed ready for the Crimson Lake top coat. Externally, the nearside rainwater deflectors - above the lower saloon windows from the front door to the platform - were drilled for position, lined up, and fitted.

We have been busy applying grey etched primer with most external panels completed on both vehicles. Currently, 243's roof has been completed, while 262 is a work in progress. We have gathered together all surviving half round and double

feather edged trim as we'd like to apply as much original beading as possible before fitting new.

Apart from the vehicle restoration, there is the important support activities of fundraising and we have completed two talks to local groups on Cardiff trolleybuses. Apart from the income they generate, it is good to report that, even after 54 years since the system was abandoned, the presentation and DVD footage is very well received.

Keith Walker

Long Shop Museum

Although there is nothing to report on No.26 at present, the Museum is undergoing some major building restoration work. Consequently, the site is a no-go area for our volunteers until early April. The team is keeping together though, meeting weekly for coffee and bacon rolls at a local hostelry, planning the jobs for when they can return to site.

The Museum starts the 2024 season on 7 April with our Steam-Up Day and we are very much looking forward to seeing our supporters and visitors again!

Paul Chandler

The Trolleybus Museum at Sandtoft

The Museum will reopen at Easter. This will be preceded by another Sandtoft District Railway working week from Monday 11 to Sunday 17 March with a general working weekend on Saturday 16 and Sunday 17 March. Volunteers will be very welcome as the Museum prepares for the new season.

Good Friday 29 March Volunteer Recruitment Day. The Museum is expanding and needs more volunteers. There is work that will appeal to everyone, so come along and meet the team at Sandtoft and find out how you can help, whether you have particular skills you want to put to good use or if you want to join in with whatever is needed.

Saturday 30 March Open Day. Ride on a trolleybus, visit the cinema, cycle shop, Toy Museum and exhibition centre. See how much has changed since the end of the 2023 season!

Easter Sunday 31 March and Easter Monday 1 April 1940s Weekend. This event was a huge success in 2023 and the organisers, Bainbridge Events, promise that this show will be bigger and better! All the usual attractions plus trade stalls, live music, visiting vintage vehicles and re-enactors, as well as the return of the Supersniffers.

Tuesday 2 April – Friday 5 April Open all week.

The Museum is completely dependent on volunteers and all offers of assistance will be appreciated.

The full programme for 2024 has been published. You can download a PDF version from the Museum's website:

[Belton Road Sandtoft](#)

Donations - Thank you

The Society is very grateful to Brian Hadnam, who has made a substantial donation to the Burntwood Gateway fund, which has meant that the work has been funded without affecting the Society's reserves. Thank you, Brian!

London 1812

A donation in memory of Stanley Osment has been made to the fund which provides for the care and maintenance of our Q1 trolleybus. See elsewhere in this edition for an appreciation of Stanley's life, including his creation of a painting of 1812 that helped towards paying for its mechanical overhaul.



Hold the Date!

The British Trolleybus Society's AGM and Members' Day will be held on Saturday 26 October. Arrangements are being made for an interesting day out and an announcement will be made as soon as the details have been finalised. Please put the date in your diary!

Modern Tramway Backnumbers

Can you help member Tom Douce?

Tom is trying to complete his set of Modern Tramway magazines and needs the following issues: 25/6/7/8/9/30/2/3/4/5/6 (all from 1940); 221, (1956) and 232/3/8, (all from 1957).

Letters to The Editor



Bournemouth Tour

Referring to John Shearman's letter in the February edition of Trolleybus, I organised the tour, although without the help of David Chalk (who worked for Bournemouth Corporation Transport), it would not have been possible. Neil Mackenzie (who had previously worked for BCT, but at the time was Reading Corporation Transport's Assistant Traffic Manager) was also a great help. So, in the picture, from left to right are:

Unidentified, Paul Creswell, Mr Lucas, (I don't think we ever discovered what his initials stood for), unidentified, unidentified, possibly David Howard (almost completely hidden!), Pete Pribik, Mike Waring, Mike Bayliss, John Burrows, 3 more unidentified, including school boy, unidentified, John Shearman, 4 more unidentified, (including another schoolboy), David Harding, myself, Neil Mackenzie, David Chalk, the tour driver, Howard Thomas and Mike Dare.

I believe a Richard Croudace was in the party, so may have been one of the mystery participants, and I thought Chris Bates was on the tour, although he doesn't appear in the photo. I was surprised at how many Thames Valley employees were present – three, possibly four.

Bob Rowe

Stanley Osment



I am sad to share with you that our supporter and my close friend Stanley Osment has passed away.

Stanley was born in 1931 in Ware, Hertfordshire when his mother was 48, almost a record at the time and a reason why Stanley outlived all his relatives. After a happy childhood there his family moved to the Greater London area, where Stanley was impressed by the trolleybuses. He witnessed the Blitz of London and admired King George VI.

Stanley became a Captain in the Church Army and worked tirelessly to help those in need. He also worked with the British Forces in Austria and Germany, learning the language fluently. He later went to Bible College and became ordained as a Church of England vicar.

Stanley then joined the Merchant Navy as a Catering Officer, mostly working on the ocean liners of the Shaw, Savill & Albion Line. Stanley had the chance of shore leave in dozens of countries and later, while working on cargo ships, he visited a few trolleybus systems, such as Marseille, Constanța and Odessa but the London

trolleybuses were the only ones he really liked.

Stanley retired in 1985 and settled in Southampton. His exceptional longevity and vitality were due to his belief that mind and body can only serve you if you regularly challenge them. Among numerous hobbies, Stanley was a talented organ player and a prolific artist whose paintings hang in some Southampton pubs. Stanley was deeply saddened by the suffering of children around the world and supported several charities until the very end.

The Covid Pandemic did not directly hurt Stanley but between March 2020 and July 2021 he didn't venture beyond his garden. We visited him when the lockdown rules allowed, but only in his garden and from a safe distance. Stanley's health deteriorated seriously last Spring requiring spells in hospital. He passed away peacefully on 11 December in the Mountbatten Hospice.

Stanley will be remembered for his original appearance, and particularly his collection of hats and associated badges. His memory will live through his paintings and all his good deeds during his long life. Branimir Pantaleev

World News

Edited by Bruce Lake



BELARUS Minsk

The city announced in 2019 its intention to purchase 810 trolleybuses by 2022. More than 200 were delivered between 2019 and 2021 but no new trolleybuses arrived in 2022 and there were no further deliveries until the very end of 2023, when 10 MAZ 203T70 battery trolleybuses were taken into stock. The first vehicles arrived at Minsk depot No. 4 on 20 with the rest arriving during the following days. All 10 were then presented to journalists and selected guests on 20 December.

This year, 50 new MAZ trolleybuses are expected, but they will be of the more modern "third generation" design. Two years ago Minsk had over 800 trolleybuses available for operation but today it has just over 700 in its fleet of which around 660 vehicles are in operation.

BOSNIA AND HERZEGOVINA Sarajevo

A contract for the construction of the new 8.6 km interurban line to the neighbouring town of Vogošća was signed in November with Turkish company Yapi Merkezi Insaat in Sanaya A.S. The renewal of the former line which was abandoned as a result of the war in the 1990s has been made possible by a low-interest loan from the European Investment Bank (EIB). Apart from a completely new terminus at Vogošć, which will end in a loop at the bus station, the route will be identical, but few of the 1980s traction poles which remain can be re-used. Trolleybus operation is scheduled to commence in 2025. No decision has yet been made on further vehicle procurements.

CZECH REPUBLIC Brno

The option for an additional 20 Škoda 32 Tr battery trolleybuses is being exercised. The new vehicles will be delivered during winter 2024/2025.

CZECH REPUBLIC České Budějovice

An order has been placed for 35 Škoda 33 Trs. The SOR-based articulated vehicles will be equipped with a traction battery with a range of at least 12 km, allowing them to be used in areas that are not currently served by trolleybuses but without provision of additional overhead wiring. The announcement of the order suggests that they will be used for fleet expansion, although it would seem likely that at least some of the older Škoda 25 Trs will be replaced. The first 14 trolleybuses will be delivered in the first half of 2025, with the remainder following in mid-2026.

CZECH REPUBLIC Praha

The first trolleybus line, number 58, officially took over from bus line 140 from 1 February. In the first few weeks there will still be mixed operation of trolleybuses and buses because only seven of the fifteen SOR trolleybuses had been handed over. SOR promised that all 15 would be available by 19 February at the latest.

The first test run of a trolleybus on future line 59, serving Václav Havel Airport, took place on 23 January using Škoda 38 Tr No. 405, albeit in battery mode. On 31 January the first trolleybus to be used for a trial run in electric mode was Škoda 24 Tr No. 508, which used its auxiliary diesel engine on the unwired sections of route. No. 508 then moved to the

Řepy garage to test the charging stations and tracks.

On 1 February No. 405 ran without passengers on the route of the current bus line No. 119 and others of this type subsequently carried out test rides. It is expected that bus service 119 will become trolleybus service 59 in March.

ESTONIA Tallinn

The city council has made a definite decision in favour of continuing trolleybus operation, which at one time was planned to be phased out.

Within the next five to six years it is planned to buy 22 articulated and 18 rigid trolleybuses, all equipped with traction batteries. It is also planned to renew the overhead line, although overhead will be removed in the city centre. Consideration is being given to expanding the trolleybus network using the capability of the traction batteries.

Announcing the news, Mayor Mihhail Kõlvarti said that trolleybuses were not only environmentally friendly and economically efficient, but also quiet and comfortable for passengers.

ITALY Genova

Škoda Group will equip the 112 new Solaris Trollino 18s, manufacturing the traction equipment, installing it on the vehicles and testing them on the streets of Plzeň and then in Genova. The complete trolleybuses will be delivered in phases from September 2024 to the end of 2025. The project is funded by the Italian Recovery and Resilience Plan (PNRR).

ITALY Napoli CTP

The 8 Solaris Trollinos were to be auctioned on 28 February. The

base price of the lot is 101 thousand euros (about £86,000).

MEXICO Mexico City

A program has been launched to get up to 652 minibuses off the city's streets. The concessionaires operating the bus lines on the route of the extension of the trolleybus line from the above-ground (and still unfinished) corridor Santa Martha – Constitución de 1917 to the west to the Mixcoac will be financially incentivised to scrap minibuses older than 10 years and then buy trolleybuses for a subsidy of MXN 450,000 (about £21,000) for each vehicle. The concessionaires should purchase a total of 32 rigid and 52 articulated trolleybuses, which should arrive in the city no later than 31 July and then serve the entire Santa Martha – Constitución – Mixcoac route. The budget earmarked for the bus "scrappage subsidy" will total MXN 293.4 million (about £13.6 million).

batteries and Medcom equipment was delivered on 23 January, bearing fleet number 5275. Another three arrived on 6 February, with a further four expected before the end of the month and the final two in March. The batch will be numbered 5275 – 5284. Fleet number 5274 was used for the Hess SwissTrolleyPlus which was demonstrated here in September 2019 and for IT system reasons cannot be used for a new vehicle. 5275 was taken on its first road test almost immediately, including use of the 1km of newly-erected overhead wiring in Oosterbeek. After driver training the buses will first be used in service on routes 1, 2, 3, 5, 6 and 7. Later they will serve route 352 Arnhem - Oosterbeek - Wageningen, using the overhead line to Oosterbeek to recharge the batteries. From here, they will continue for just under 12 km to the Wageningen bus station. The new trolleybuses will be

city transport on 8 January. for the time being. Both transport facilities will continue to be served by trolleybus lines 154 and 161, but their routing has now been changed. Instead of the previous access route via Młyńska and Dworcowa streets to the loop at the station square in front of the main railway station, the two trolleybus lines reach a new loop at the bus station via Gazowa Street. The completely new overhead makes it possible to travel without the use of batteries or auxiliary diesel engines, which has not been possible for 8 years. The changes made on 8 January 2024 to two trolleybus and some bus lines are the first stage of an improved route network in the city, which was prepared following a comprehensive analysis of passenger flows throughout the city and subsequent consultations with residents of individual districts. Changes to the routing of five



Above: The first of the ten new Solaris Trollino 18 Metrostyle trolleybuses for Arnhem, No. 5275, is seen at Arnhem Central on 2 February. [Peter t'Hart]

The 84 additional vehicles will bring the total of new trolleybuses delivered within five years to 526.

NETHERLANDS Arnhem

The first of ten new Solaris Trollino 18 Metrostyle trolleybuses with traction

painted by RRReis, under which trademark bus services in Arnhem and Nijmegen will be run from 2026.

POLAND Lublin

A new bus station near the main railway station was opened for

trolleybus lines are now planned, namely the 153, 154, 157, 160 and 162.

As part of this package, line 153 will be the third trolleybus service to use the new Dworzec Lublin bus station. Some streets have

not previously been used by trolleybuses, but they have no overhead lines and so will be traversed using auxiliary battery or diesel power.

ROMANIA București

The first 9 of 100 new Solaris Trollino 12s with Medcom equipment arrived on 18 January. They will first be used in service on line 61.

SLOVAKIA Prešov

The undertaking's drivers and mechanics commenced training on the new Škoda 27 Tr battery-equipped trolleybuses on 6 February. The training is being conducted by Škoda Group and will continue in the coming weeks, following which the trolleybuses will enter service on lines 29, 32 or 39, which are currently motor bus operated.

SWITZERLAND La Chaux-de-Fonds

It was announced that from 12 February power would be restored to the overhead network in preparation for testing the new fleet of trolleybuses. Expected delivery dates are not known, but following the TransN order for Neuchâtel being fulfilled this order will probably follow on.

SWITZERLAND Neuchâtel

As described in more detail elsewhere in this edition, the last of the NAWs was withdrawn following a special operation on 28 January. It is reported that two of the NAWs will be sold to a Romanian operator.

UKRAINE Chernivtsi

Ex-Opava Solaris Trollinos 97 and 92 have been numbered 510 and 511 and partly repainted but remain largely in original

condition (including all Czech inscriptions). However, they are to be equipped with diesel generators. The trolleybuses commenced road testing in the city on 5 January and entered passenger service five days later. Delivery of Ex-Opava 93 and 95 was expected to follow soon after, although contractually the supplier has until 31 May to hand them over.

USA Dayton

Trolleybus operation has returned on route 8 after an absence of almost two years.

With thanks to: Busportal, Dave Chick, Československý Dopravák, Jordan Gondeau, pealinn.ee, Plzenské Trolejbusy, sustainable-bus.com, Škoda Group, Jan Spousta, Trolleybus Trollino, Urban Transport



Above: Biel/Bienne 99 has been specially painted in an allover advert livery celebrating the 111th anniversary of the SABAG company and is seen on 7 February. The SABAG Group has its headquarters in Biel/Bienne and is the largest Swiss family-owned company in the building materials trade. [Jordan Gondeau]

On the rear cover - Luzern in the snow. Photographs by Jordan Gondeau

Upper: Luzern 213 in Mettenwylstrasse, passing the short working turning circle. The accumulation of snow on the overhead wiring is very noticeable. 213 is one of 16 Swisstrolley 3s delivered in 2009.

Lower: Heading in the opposite direction on line 7 is another member of the 2004 batch which will be withdrawn this year, number 205.

