

TROLLEYBUS

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The Magazine of the British Trolleybus Society



*Brighton, Hove & District 6340
Bratislava
C.H. Roe
Sixty*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 757. August 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 6 September and

Friday 5 October To be advised. Check the BTS website www.britishtrolley.org.uk for the latest details.

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.

August and September There will be no August or September meetings.

Wednesday 16 October 2024 (at 19:00) Around the UK in (mostly) Various Shades of Grey – David Pearson.

Wednesday 20 November 2024 (at 14:30) San Francisco Transit. The history of the cable cars, street cars, trolleybuses and Metro – Dave Hall

Wednesday 18 December 2024 (at 14:30). British Trolleybus Tours - Michael Russell

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 11 September Quentin - The End of the Line - Forgotten Great War Soldiers of the Midland Railway. Experiences of Midland Railway staff who formerly worked the South Staffs line between Wolverhampton & Castle Bromwich. Talk combines stories about 18 soldiers with a modern trip along that line.

MONTHLY PRIZE DRAW

The winners drawn at the March Reading meeting were:
Mervyn Stedman (£50)
Simon Guppy (£40)
Neil Preston (£30)



Cover photo: In recent months Bratislava has placed 50 new trolleybuses in service, mainly to increase the proportion of zero-emission operations and to increase capacity. An example of each of the new types is seen at Hlavná stanica (main station) on 1 July. From the left they are: 6908 (Škoda 38 Tr double-articulated), 6714 (Škoda 27 Tr articulated) and 6122 (SOR TNS 12 rigid 12m).
[DG Chick]

BTS AGM and Members' Day

Saturday 26 October

The Society's annual general meeting takes place on Saturday 26 October at St John's Church Hall, 3 Camphill Rd, West Byfleet KT14 6EH at 11.00am. Tea and coffee will be available on arrival from 10.30am.

Following the formal AGM we will be travelling to the London Bus Museum / Brooklands Museum which are co-located in Weybridge, Surrey. We will not have a speaker after the AGM to maximise time at LBM/Brooklands. Brooklands Museum has the Sunbeam Café for lunch or you can bring a packed lunch.

Travelling

Heritage bus from Reading. We will be providing an ex-London Transport RF from Reading, leaving promptly at 9.00am from the north entrance of Reading station. Unfortunately, heritage vehicles are not built for accessibility but we will assist Members and family with limited mobility. Make sure of your place on the bus from Reading by booking with Shaun Bradbury shaunbd1010@aol.com

Rail. Members and friends arriving by rail should travel to West Byfleet station and the AGM venue is 5 minutes' walk away. Those arriving by rail will travel by the

heritage bus to Brooklands and depart for home from Weybridge Station.

Car. There is plenty of parking at St John's and Brooklands for those arriving by car. Post-code for satnavs: St John's KT14 6EH; Brooklands KT13 0SL.

Admission to LBM/Brooklands

The admission price is £23.90 at the door, £22.70 if purchased online.

London Bus Museum

The LBM contains the world's largest collection of working, historic London buses covering 100 years from an 1870s horse bus to a 1970s Leyland Titan and including early open-top motorbuses, streamlined 1930s designs, WW2 austerity, the standard 1950s types and the famous Routemasters.

Admission is on a joint ticket with Brooklands Museum - one price covers both museums. At Brooklands you can discover the pioneers of speed and flight. It is home of Concorde (which you can visit), the world's first purpose-built race track and many other world firsts and achievements. Brooklands was a place where British motorsport and aviation history was made. There are plenty of hands-on and interactive experiences.

Hull Trolleybuses Remembered

BTS member Malcolm Wells will be giving a talk entitled "Around Hull by Trolleybus" at the Carnegie Heritage Centre, Anlaby Road, Hull HU3 6JA on Wednesday 25 September starting at 10.30 and lasting for about an hour.

Malcolm is the author of the definitive history of Hull's trolleybus system. A new article by Malcolm will be published in the October edition of Trolleybus to

commemorate the 60th anniversary of the end of trolleybus operation.



Hull "Coronation" Sunbeam MF2B 106.

Brighton, Hove & District 6340 (CPM 61)

by Dave Hall

Part One: Life before preservation and the early preservation years

Looking back to 1936, there were three bus operators within the greater Brighton area. Brighton Corporation Transport (BCT) operated motorbuses and trams on local services whereas the Brighton Hove & District Omnibus Company (BH&D), a Thomas Tilling company, operated both local services and in the greater Brighton area. There was also the Southdown Motor Services Ltd (another Thomas Tilling Company) which operated in East and West Sussex and parts of Hampshire.

Over the years there had been much discussion between BCT and BH&D about the reorganisation of bus and tram services and the possibility of co-ordinating agreements for operating services together. The Brighton Corporation (Transport) Act, which called for revenue and mileage between the two operators to be shared 72.5% by BH&D and 27.5% by BCT was passed by Parliament in 1938. The agreement was to start on 1 April 1939 for a period of 21 years. It enabled all tram services to be converted to trolleybus operation with BH&D operating 20% of the mileage.

The Act specified a common livery of red and cream to be used on all vehicles, destination displays to be standardised and the fleet name to be Brighton Hove & District Transport in gold lettering and black edging. BCT vehicles would also wear the town's Coat of Arms underneath the fleet name.

The trolleybuses to be ordered were to be of similar specification for both fleets (except for internal décor) and BCT would be responsible for all the overhead (including erection and maintenance) although BH&D would pay BCT a percentage for its use.

BCT ordered 44 AEC 661T trolleybuses with Weymann bodywork and were given fleet numbers 1-44 with matching registration plate numbers FUF 1-44 whilst BH&D ordered 8 similar vehicles. These were allocated fleet

numbers 6340-6347 with registration numbers BPN 340-347.

BCT commenced operating trolleybuses on 1 May 1939 when they replaced tram route L. As new trolleybuses arrived in following months the remaining tram routes were converted until the last tram ran on 31 August 1939.

The BH&D vehicles were delivered in August/September 1939 by which time the second world war had started. With the subsequent reduction in services, it was decided to store the eight BH&D vehicles in Whitehawk depot. The registration numbers BPN340-347 were surrendered.

With the wartime conditions easing towards the end of 1944, BH&D prepared five of its trolleybuses for service and temporarily transferred them to Lewes Road depot where BCT staff also trained the BH&D drivers.

6342, 6340 and 6341 entered service in that order on 1 January 1945 and were given registration numbers CPM 53, CPM 61 and CPM 62. 6344 and 6345 entered service on 5 January 1945 with registration numbers CPM 101 and CPM 102. The other three (6343, 6346 & 6347) entered service later in the year registered CPM 375, CPM 521 and CPM 997.

In 1948 BCT took delivery of eight BUT 9611T trolleybuses with Weymann bodywork and given fleet numbers 45-52. 45-50 entered service in May/June 1948. The chassis of 51 and 52 were stored until they eventually received Weymann bodies, 51 entering service in September 1951 and 52 on 25 March 1953. BH&D purchased three similar vehicles and they were given fleet numbers 6391-6393. They entered service on 24 March 1948. This was to enable a route extension to a new housing estate at Hollingbury.

Following nationalisation of the electricity supply industry in 1948, the cost of operating trolleybuses increased and by the early 1950s passenger numbers were starting to fall. There was also a debate commencing around this time

about having a whole new co-ordination agreement, this time involving Southdown Motor Services. The 1938 Act, which was due to expire in 1961, did not permit trolleybus operation outside the County Borough boundary and with costs of operating trolleybuses increasing, the decision was taken by Brighton Council in 1956 to abandon the trolleybus system in two stages.

The three BH&D BUTs purchased in 1948 were withdrawn in 1958 and sold to Bournemouth Corporation where they were allocated fleet numbers 292-294. The eight BCT BUTs were sold in 1959 for further service, with 45-48 going to Bournemouth, 49 & 50 to Bradford and 51-52 to Maidstone.

Phase One saw trolleybus services 41, 42, 43, 43a, 44 and 48 converted to motorbus operation on 24 March 1959. The remaining BH&D trolleybus fleet was withdrawn from service along with a number of BCT trolleybuses, which left just 25 vehicles to operate services 26, 26a, 46 and 46a until the final trolleybus ran on 30 June 1961.

Following withdrawal, the remaining BH&D vehicles went for scrap except 6340 which received a repaint and was presented to the Museum of British Transport on 19 July 1959. The Museum for British Transport was at the centre of a network of satellite and associated museums that the British Transport Commission (BTC) either operated directly or opened with enthusiast and local authority partners.

6340 was taken to a former bus depot in Clapham High Street where a number of railway locomotives and carriages together with buses, trams and

trolleybuses (mainly from London Transport) were to be put on display from 29 March 1961. 6340 remained at Clapham until sometime late in 1962 when it was taken to Wandsworth London Transport Depot for storage.

Under the Transport Act of 1962, which became law on 1 January 1963, the BTC responsibilities were dispersed and the Museum collection passed to the British Railways Board (with assistance from London Transport Board). These bodies worked with the Science Museum to develop the national transport collection.

In October 1966 6340 was put on loan to the Historic Commercial Vehicle Club (HCVC). Almost immediately, the HCVC contacted Tony Belton to ask if the London Transport Group, which was renamed the London Trolleybus Preservation Society (LTPS) soon after, could take responsibility. The offer was accepted.

On 20 October 1966, 6340 was moved to Edmonton LT depot where the vehicle was washed and cleaned to a high standard and new paper side adverts were put on to tidy up its appearance. 6340 was taken to Brighton on 4 May 1967 and displayed at the HCVC rally three days later along with preserved Derby utility trolleybus 172, owned by the late Mike Dare. From there it was towed to a yard at Charing for storage.

End of Part One. Part Two will look at 6340's later life in preservation, including exciting developments in 1968 and its present home in the Science Museum's premises in Wroughton, near Swindon.

Page 146, upper: Brighton Hove & District 6340 is seen in Clapham Museum in 1962.

[Photographer Unknown]

Page 146, lower: BH&D 6340 Departing Wandsworth Garage for Edmonton Garage on 20 October 1966.

[Fred Ivey]

Page 147, upper: At the HCVC Rally on 7 May 1967, Derby 172 and BH&D 6340 met at Madeira Drive, Brighton.

[Photographer Unknown]

Page 147, lower: 6340 stands in Edmonton Garage on 19 March 1967.

[Hugh Taylor]





Bratislava – Farewells and Hellos

On 5 November last year Bratislava said farewell to its Škoda 15 Tr trolleybuses.

Special line number 212 operated every 15 minutes between Červený most and Tipos Arena using three 15 Trs (6636, 6637 and 6638) and one 14 Tr (6278). Press, TV, radio and hundreds of international as well as local enthusiasts used this occasion to have a last ride.

Gunter Mackinger

Dave Chick adds: In recent months 50 new trolleybuses of three different types

have been added to the fleet. All are equipped with batteries. As a result, from 3 February line 71 from the Main Station to Čiližská has been operated by double-articulated trolleybuses (Solaris-based Škoda 38 Trs) and airport service 61 has been served by articulated Škoda 27 Trs. The third new type is the 12m SOR TNS 12. Another type has disappeared from the city's streets with operation of Škoda 25 Trs ending on 28 June and a special farewell held on 6 July.

Bratislava. Photographs captioned here are by Gunter Mackinger

Below: Škoda 15 Tr 6636 (built in 2002) on line 212 after passing under the railway line to Brno, Ostrava and Vienna on Limbová.

Page 149, upper: Škoda 15 Tr 6638 leaving line 212 eastern terminus at Tipos Arena.

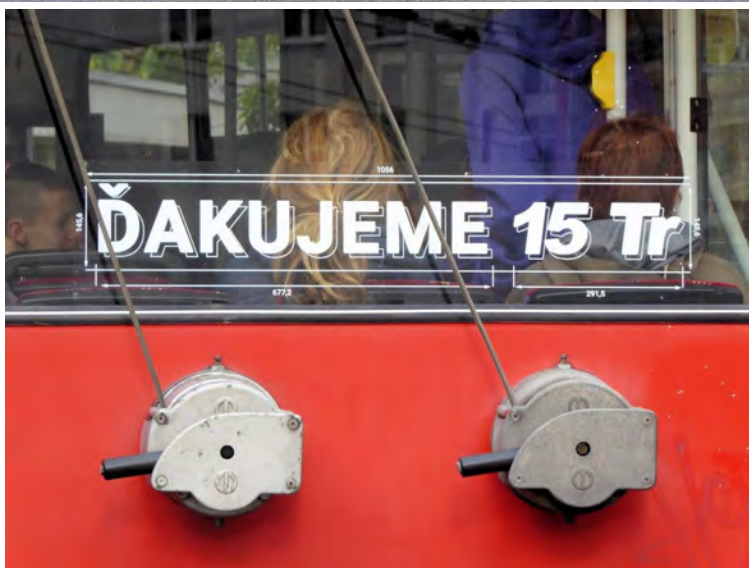
Page 149, lower: Škoda 15 Tr 6637 being filmed by local TV at Červený most.

Page 150, upper The special service provided a rare opportunity to photograph a trolleybus on the service-only line through K Železnej Studienke. 14 Tr 6278 stops at Záhoráčka.

Page 150, lower: All the Škoda 15 Trs were decorated on the last day of regular service with this message, which translates as "Thank You 15 Tr".







Page 151, upper: Bratislava was the first operator to purchase Solaris Trollino 24 double-articulated trolleybuses. 6911 turns at Dolné hony Čiližská on line 71. [DG Chick]

Page 151, lower: SOR TNS 12 6125 passes Bratislava Castle on line 44. [DG Chick]



Charles H. Roe Bodywork: 40 Years Gone

Words and photographs by Tony Belton

Charles H. Roe, which supplied bodywork to many different trolleybus systems during its history, closed its doors in September 1984. In this issue we

celebrate the Roe bodywork (as it was better known) with a selection of photographs from the camera of Tony Belton.



Above: Huddersfield: Roe re-bodied Karrier trolleybuses meet at the Slaithwaite 'Birks Well' short working turning circle (service 41). On the left, Roe re-bodied pre-war Karrier E6 number 492 is proceeding to the terminus of the route at Marsden (service 40). On the turning circle is 568, a post-war Karrier-badged Sunbeam MS2 which was given a new body by Roe in 1958. Almost all of the Marsden route was along the A62 trunk road between Yorkshire and Lancashire, and the relatively wide road has allowed the baby Austin car to overtake. 7 September 1962





Page 152, lower: Maidstone 57, a 1944 Sunbeam W originally with a Park Royal body, was rebodied by Roe in 1958. The trolleybus, on its way to Barming Bull Inn, is crossing the River Medway over Maidstone Bridge.

Above: In this view Bradford's Roe-bodied BUT 9611T number 751 of 1949 is in Bridge Street and about to turn left into Hall Ings, the City turning loop of route 89 to Thornbury. New traction standards and overhead can be seen on the left of the photo and the buildings on the left would shortly be demolished.



Caption on page 156



Above: Wolverhampton 444 on route 12, having passed under the LMS Railway Bridge at Cannock Road is approaching Stafford Street. The view was taken from the top deck of a trolleybus in the opposite direction. 444 was a Karrier originally with a Park Royal body but rebodied by Roe.

Below: Derby 237 was one of six 1960 Sunbeam F4As which were the final purchase of trolleybuses made by Derby Corporation. They carried the most modern version of the eight-foot-wide Roe bodies. Unfortunately, they only lasted in service for seven years. 237 is in Ascot Drive and about to turn into the Depot on its last Derby passenger journey.



MUSEUM & PRESERVATION NEWS

Edited by Jody White



Cardiff & South Wales Trolleybus Project

While restoration work at this Welsh trolleybus restoration outpost continues, we also partook of some fundraising, having our stall in the depot at the annual Festival of Wales Transport and being a Sunday, it made a long weekend for us. Many thanks to those who helped on the stall and met up with project members and friends.

In addition, we have had a number of long-running jobs that have been progressed on both vehicles. With most of the wheels off on 262 and 243 the chassis areas have been freshened up with a coat of paint and in readiness for the wheel being refitted. The wheelnut ring guards have had a bit of fettling for a better fit.

While in the 262 cab, we found a box with its front headlights and side lights, and

these have now been fitted. The main bodywork job on 262 has been the fitting of the horizontal half round beading - and as of the last day of June, its offside is completed. When we return in a few days,



Cardiff 243 offside panel renewed, then given a coat of grey etched primer. [Keith Walker]



Cardiff 262 with its main and side lights in place. [Keith Walker]

the last sections of beading on the nearside will be added.

For some time, the front offside wheelarch panel on 243 was not a comfortable fit so it was decided to make a new panel. Not easy, due to the form, but eventually all came good.

If anyone would like to support us through membership, it would be appreciated. Please contact me at: keith_walker49@hotmail.com
Keith Walker 1 July 2024

Gent Trolleybus 11

Following on from the notes in the June edition of Trolleybus about Gent trolleybuses 10 and 11, a further update from André Corteil tells us that the news isn't so good with trolleybus 11 right now.

"We had a ride with American visitors on 15 May and a second one on 25 May. Things went very well with the first ride, but on the 25 May ride, there was a technical problem. The trolleybus won't operate in electric mode, only in diesel. We are



All the horizontal half-round beading now fitted to the offside of Cardiff 262. [Keith Walker]



Gent 11. Photo taken 25 May 2024.

[André Corteil]

investigating and we hope to have it fixed for September for the 75th anniversary of the Arnhem network”

The Trolleybus Museum at Sandtoft Future Events

Saturday 10 and Sunday 11 August
General Trolleybus Weekend

Saturday 24 August to Bank Holiday
Monday 26 August

BTS Members Weekend.

Why not come along and see the BTS vehicles you support in service? We are really hoping Bournemouth 301 will be launched at this event following its superb

restoration by Keith Baynton. The work to finish it is on course for this to happen currently.

Tuesday 27 to Friday 30 August

Midweek opening and a chance to take your time and have a good look around the site when it is not so busy.

Saturday 7 and Sunday 8 September
Blues & Twos weekend.

A chance to see preserved emergency vehicles in action with demonstrations of emergency practices.

British Trolleybus Society Calendar 2025

We would like to take this opportunity to advertise the British Trolleybus Society Calendar for 2025, which presents a selection of thirteen full-page photographs from Tony Belton. The Calendar covers UK

trolleybuses with Roe bodywork from thirteen different systems.

The calendar will be available to purchase during the BTS weekend at Sandtoft in August. Details of postal sales will appear here next month.

Page 153, lower: Photographed on 26 March 1986 at the former Doncaster Corporation's Leicester Avenue Bus Garage was 388 KDT a Leyland PD2 which had been fitted with a Roe H34/28R body (converted to half-cab) from ex-Mexborough & Swinton trolleybus No.395 in 1963. The vehicle, which was transferred to the South Yorkshire PTE on 1 April 1974, was still being used on Learner duties over 22 years after the closure of the trolleybus system.

Sixty Years Ago

A Reading retrospective by Tony Belton

Sixty years ago, on 9 August 1964, route numbers were introduced on Reading trolleybuses. Reading 193, which is now preserved at the Trolleybus Museum at

Sandtoft, is seen on service 15 to Northumberland Avenue, turning left from Basingstoke Road into Buckland Road.



New trolleybus service in Arnhem

Arnhem's new Solaris Metrostyle trolleybuses were purchased for use on the new service to Wageningen, which opened on 12 May. These photos were taken by David Bowler on 1 July during the Scottish Tramway & Transport Society annual European excursion. The first

Metrostyles to be produced for a while, they have some detail differences to previous versions, including a plainer frontal design and the use of Trollino Mk IV styled wheelarches.

*Rear cover, upper:
Arnhem 5280 is seen outside Arnhem Station.*

*Rear cover lower:
At Oosterbeek 5278 is heading for Wageningen. The Metrostyles have Medcom electrical equipment and have traction batteries for the long unwired section of route.*

World News

Edited by Bruce Lake



ARGENTINA Mendoza

Although there have been reports about the resumption of trolleybus operation on the last line, 130 (ring line "Parque"), the dismantling of the overhead line in the inner city area now confirms that the trolleybus is not returning.

CZECH REPUBLIC Jihlava

On 21 April the transport company marked the 25th anniversary of the introduction of low-floor trolleybuses with special trips using historic trolleybuses. Brno Škoda 21 Tr No. 3063 was used, which was used in Jihlava from 2004 to 2015 as car 61. Also operated was Škoda 14 Tr No. 46, which was used from 1991 to 2020 as Pardubice 346.

CZECH REPUBLIC Pardubice

Delivery of the batch of ten Škoda 32 Trs was completed on 27 June. A contract for a further eight of the type has been signed.

ECUADOR Quito

China's Yutong company has won a contract to supply a total of 50 articulated trolleybuses with doors on both sides to serve the city's BRT trolleybus system. They will have a capacity of 160 and will be equipped with retractable steps for stops that are outside the main corridor. The new trolleybuses should all arrive in Quito by 2025. In its heyday the fleet strength was greater than 100 vehicles.

ESTONIA Tallinn

The trolleybus system will close temporarily on 1 November and is expected to reopen with new rolling stock in 2026.

The fleet of 43 Solaris Trollinos, delivered in 2003 and 2010 with electrical equipment by Ganz and Cegelec, will be withdrawn. It was

announced by operator TLT that this is because the vehicles no longer meet the standards they require. Construction work in the city centre will also complicate the operation of trolleybuses that have no auxiliary power.

During the outage of trolleybus operation the power supply infrastructure (substations, supply cables and the overhead line) is to be modernised. This follows only minimal investment in infrastructure in the last thirty years, which was related to the plan to completely eliminate trolleybuses in the city. It is expected that the modernisation of the infrastructure will also bring about a reduction in the current length of the overhead line, as there are pressures to remove sections with overhead lines in the centre of the city and at the intersection with tram lines.

A tender for the purchase of 40 new trolleybuses is expected imminently.

Hungary Szeged

Operation of the Ikarus 280T trolleybuses leased from Budapest (BKV) has ended. Nos. 215 and 268, which were intended to be a source of spare parts were never put into operation and should remain in Szeged. The remaining four trolleybuses (Nos. 223, 224, 226 and 245) should be returned to Budapest, and it is not clear what BKV will do with these vehicles.

ITALY Milano

It was reported in June that the only Irisbus Cristalis ETB18 remaining in service was No. 407. This follows further deliveries of Solaris Trollino 18s.

MEXICO Mexico City

Trolleybus line 12 between Taxqueña and Perisur began

regular service on 4 June 2024.

Currently, new overhead lines have only been installed on a few sections, but it will follow the 7.3 km long line on other sections of the route in the coming months. The trolleybuses are currently largely operated in battery mode, with a range of 75 km.

28 trolleybuses are in use on the line, currently still provided by the STE, but in the next few months mainly by private concessionaires. A tender for the award of these services to private parties has already taken place. This model has already been used on trolleybus line 10 (built as an elevated BRT line). There are currently 17 cars from two private concessionaires running alongside some cars from the STE fleet.

MOLDOVA Chişinău

The transport company RET Chişinău has procured 43 more trolleybuses from Riga. They are 18 Solaris articulated trolleybuses built in 2004 and 25 Škoda 24 Tr rigid trolleybuses built in 2008. The first vehicles were transported to their new home in May.

A further five vehicles with damaged chassis were offered as spare parts donors. RTEC already owns 20 Irisbus/Škoda 24 Tr from this series from Riga, which were also procured in 2020.

ROMANIA Bucuresti

From 25 May trolleybus line 93 was extended again, to Piața Presei, replacing that section of bus line 105. The total length of the line is now 15.9 km, with a total of 5.3 km being operated in battery mode, in three sections. The city's longest trolleybus line is the 97, which totals 16.6 km between Straulesti in the north to the Pasaj Mihai Bravu

terminus in the southern part of the city. Before the terminus it is possible to change to the previously isolated trolleybus line 76 at the Bd.Tineretului stop on Calea Vacaresti. Line 97 runs around 9.9 km under overhead lines and 6.7 km in battery operation in two sections, which results in a share of around 40%. The remaining two battery trolleybus lines, 90 and 61, have a share of 35% and only 7% battery travel respectively with a line length of 10.3 km and 8.5 km respectively. The delivery of the 100 Solaris Trollino may now be complete. 98 Irisbus Citelis/Astra built between 2006 and 2008 and around 70 Ikarus 415T/Astra built between 1997 and 2002 are available for the remaining 9 trolleybus lines 62, 66, 69, 70, 76, 79, 85, 86 and 96. The Irisbus Citelis/Astra No.5348 and Ikarus 415T/Astra No.5127 have been painted into the green livery which was introduced with the new Solaris Trollinos. New trolleybus line 63 commenced operating on 6 July. It is partly unwired and so only the new Solaris Trollino 12s, which have battery packs, will be used.

SLOVAKIA Bratislava

Operation of Škoda 25 Trs ended on 28 June and a special farewell was held on 6 July. Only six of the type were purchased, in 2006, following the introduction of new trolleybus line 33 to the Dlhé diely housing estate. After the withdrawal of No. 6703 in April only three 25 Trs remained in service. The vehicles were reportedly unreliable and not popular with operating or workshop staff.

SLOVAKIA Košice

Although regular trolleybus operation ended on 30 January 2015, Prešov SOR TNS 12 trolleybus No. 802 operated in service here for two days in June as part of the homologation process required by the Ministry of Transport. (See Prešov news, below). Local politicians have

regularly promised that trolleybus operation will return to Košice but no steps have been taken to make it happen.

SLOVAKIA Prešov

As previously reported, SOR TNS 12 trolleybus No. 801 has been undergoing homologation testing. In addition to running under the city's 600 V DC overhead line, the transport ministry also required trial operation on a 750 V DC network. The neighbouring town of Košice retains its trolleybus overhead although the last regular operation was on 30 January 2015 and so 200km of testing was carried out in June using Prešov 802.

SWITZERLAND Biel/Bienne

Four new rigid and 14 articulated battery trolleybuses are to be purchased, with an option for the delivery of a further 11 new rigid and 16 articulated battery trolleybuses as well as 18 double-articulated trolleybuses, but these will not be needed until 2029 at the earliest. The expansion of the overhead network is in preparation. The approval process is already underway for the planned section from Stadien to Bözingenfeld, and negotiations are still taking place for the section from the "Zollhaus/Octroi" stop to the Stadien stop, as the route of the previous bus line 2 is to be changed. The use of three times the number of battery-powered trolleybuses is planned by 2035. The charging of the battery-powered trolleybuses is to be controlled by GPS in such a way that it is preferably done in little-used catenary areas.

The "Nidaugasse" bus stop in Gartenstrasse is currently being converted to make it barrier-free in accordance with the requirements of the Disability Equality Act. Due to this construction work, Gartenstraße was closed for around five weeks from 27 May and buses on lines 3 and 4 were diverted via Jurastrasse.

Berna/Hess/BBC No. 21 from 1940 was used to provide rides as part of the largest classic car meeting Old Wheels on 16 June. The 84-year-old classic trolleybus can also be rented for private events

SWITZERLAND Lausanne

51 new trolleybuses have been ordered from Carrosserie Hess AG, of which 37 will be 18.75 m long and 14 will be double-articulated 24.7 m long. The trolleybuses are intended primarily as a replacement for obsolete diesel vehicles and should be used mainly on the local BRT trolleybus corridors, construction of which began in 2022 after years of delays. Deliveries are due to start from 2026.

SWITZERLAND Luzern

An order has been placed with Carrosserie Hess AG for the supply of an expected 46 articulated and 7 double-articulated trolleybuses between 2025 and 2030. As well as replacing the 10 articulated and 3 double-articulated trolleybuses built in 2004 and 2006, the first new vehicles will be used to electrify lines 12 and 30 to Litau, replacing diesel buses.

The 125th anniversary of the public transport company will be celebrated with several events throughout the year. Two public anniversary factory tours on 22 June and 20 October 2024 will start from the depot as a historic tour of Luzern, but both trips are already fully booked. VBL invites you to an open day on Saturday 7 September under the motto "Zäme fiire – 125 Jahr vbl". (Celebrate together – 125 years vbl).

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