

TROLLEYBUS

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September 2024



The Magazine of the British Trolleybus Society



*A Diamond Wedding
Brighton, Hove & District
A Tour of Reading*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 758. September 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 4 October Peter Whitehead (Movie Curator for the Online Transport Archive) presents a selection of films from the OTA vaults - subject to confirmation. Check the BTS website www.britishtrolley.org.uk for the latest details.

Friday 1 November 2024. Dave Hall - An offbeat look at Reading Buses featuring a look around the various depots, route and vehicle launches, accidents and incidents, bad weather etc

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.

September There will be no September meeting.

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.

Wednesday 9 October 2024 Coal from Cannock, looking at times when canals were all important. Presenter Andrew Tidy.



Front cover Brighton Hove & District 6340 passing Steelworks on Middlesbrough Road East, Teesside 31 March 1968. We bring 6340's story up-to-date in this edition.
[Tony Belton]

BTS Calendar for 2025 is Now Available

The Society's calendar for 2025 presents a selection of photographs of UK trolleybuses with Roe bodywork. Chosen by Tony Belton from his large archive and with Tony's informative and interesting captions, it is a great souvenir of the Roe years and is an ideal Christmas present for transport enthusiasts.

Tony has very kindly paid the printing costs so that every penny of the proceeds of sales will go towards trolleybus preservation and restoration.

You can buy the calendar from BTS Sales, either from the sales stand or online

[British Trolleybus Society](http://BritishTrolleybusSociety.org)

Or write to

BTS Sales 1 Mentmore Road,
Leighton Buzzard, LU7 2NY

It is most important to make any cheques payable to "British Trolleybus Society". The price has been held at £12 for the calendar plus £2 postage.



August 2025						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
South Shields 242 is seen in Station Road, on route from the Market Place to Eldon Road via Leazes and Chatterton. Delivered in 1940 the trolleybus was a Karrier W with a Roe body. It originally had red deep windows but silver windows were fitted instead during its life.						
					1	2
						3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
Summer Bank Holiday	Trolleybus operation suspended from 19th to 21st inclusive as the day is bank					
25	26	27	28	29	30	31

Hull Trolleybuses Remembered

Hull's trolleybus system closed on 31 October 1964. The 60th anniversary will be commemorated in several ways.

"Around Hull by Trolleybus", a talk by BTS member Malcolm Wells at the Carnegie Heritage Centre on Wednesday 25 September starting at 10am and lasting for about an hour. A new article by Malcolm will be published in the October edition of Trolleybus to commemorate the anniversary.

60th Anniversary Exhibition by Hull Civic Society at the Carnegie Heritage Centre on 19 and 20 October 10am to 4pm. The Society hopes to display models, pictures and other memorabilia and will be showing films. The closure of the Hull to Hornsea and Withernsea rail

links on 19 October 1964 will also feature. There will also be model



railways, stalls, a book sale and more.

[Carnegie Heritage Centre](http://CarnegieHeritageCentre.org), Anlaby Road, Hull HU3 6JA.

Dave and Jenny Embery's Wedding 26 September 1964

Words and photographs by Bob Rowe

Congratulations to Dave and Jenny Embery on their Diamond Wedding Anniversary!

At the time of their marriage Dave was the Society's Chairman. The general detail of this event is covered by Dave Hall in his comprehensive Reading Trolleybuses history published in 2018 (pages 119-121).

What was not recorded was that Mike Dare was the best man, and he and I met at Mill Lane on the morning of the wedding to supervise the preparation of 157 (I am not sure now why 157 was chosen; possibly it was Dave's choice, maybe it had received a recent overhaul, or simply because it was the last of the BUTs to enter service). I was appointed unofficial transport photographer for the trip.

When preparing the vehicle, it was determined that the only 'non-destination' displays on the blinds (Relief and Not In Service) were not appropriate for the hire, so George Gray, paint shop foreman, was persuaded that morning to paint 'Reserved' on a card which was displayed in the nearside windscreen.

The driver for the occasion was Ken Pike, a former trolleybus driver, who at the time of the hire was employed in the Mill Lane offices. He was accompanied by Sid Woodley, who was a newly appointed Inspector. They appear together in several photographs taken on the day.

On a personal note, when I arrived at Reading Transport ten years after the ceremony, I was surprised to find that Ken Pike was now the Chief Inspector. When he retired a few years later, I was involved in the appointment of his replacement – none other than Sid Woodley!

So, the three of us left Mill Lane and headed for Norcot {I honestly can't

remember which way we went, but I guess it was via St Mary's Butts) in order to turn and wait on the correct side of Oxford Road outside the Methodist Church. As Dave Hall has recorded, because the reception was to be held at



the Ship Hotel, Duke Street, it was necessary for a circuit of the interior of Mill Lane depot to take place, and I seem to recall that on arrival at the depot, the Traffic Superintendent, Harold Vaughan, was in attendance to ensure a through route was cleared in the depot.

Sixty years on, the use of a bus at a wedding to convey guests is not unusual, but I certainly have never again been involved in the use of a trolleybus at such a time. And my abiding memory even now is the astonished look on the faces of many shoppers in Broad Street as a trolleybus, complete with wedding ribbons, passed through the town centre!



Page 164: Jenny and Dave on the platform, with a destination blind acting as the red carpet!

Left: The wedding carriage outside the church, with Ken Pike and Sid Woodley at the front.

Right: Reading 157's circuit of Mill Lane Depot, with Mike Dare on the platform.



Brian Hadnam

Brian Hadnam, a stalwart supporter of a variety of transport organisations, passed away in July. Despite having mobility problems for some time he never lost his cheerful persona and he was a loyal supporter of the BTS and other societies to the end.

As well as being a regular attender of BTS Reading meetings, Brian was a generous donor. He almost single-handedly funded the Burntwood gateway work and

had been looking forward to being able to visit and see the results. Ironically, the work was completed the day after Brian died.

Brian had been a locomotive driver for British Rail and travelled overseas extensively to experience road and rail transport systems.

Our condolences to Brian's many friends, who were spread far and wide.

DGC

Brighton, Hove & District 6340 (CPM 61)

by Dave Hall

Part Two: 65 years in preservation

Part one ended with 6340's appearance at the 1967 HCVC Rally at Brighton. It was about to have the most exciting year of its life in preservation.

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.

6340 was on the move again on 29 March 1968, this time to Teesside where it operated on enthusiast tours on 30 March 1968. The following day saw the last trolleybus route extension in the UK inaugurated when Teesside opened the section between Fabian Road and Eston Square. 6340 operated an enthusiast tour and followed Teesside trolleybus No.3 on the new section. 6340 remained in Teesside until another enthusiast tour was operated on 5 May 1968. The following day 6340 was towed to its new home at the East Anglia Transport Museum at Carlton Colville, near Lowestoft.

The Transport Act 1968, which became law in 1970, required the Department for Education and Science to take responsibility for the transport collection (with assistance of the Science Museum) which meant that although 6340 was on loan to the LTPS, the vehicle ownership was transferred to the Science Museum. 6340 remained at Carlton Colville until 22 January 1997 when the loan agreement was ended and the vehicle was moved to the Science Museum premises in Wroughton, near Swindon, Wiltshire. It was housed in an aircraft hangar with many other transport exhibits, but in recent months it was moved to a very large brand-new unit on the site where it is now on display.

The Science Museum has not had any open days since 2010 but with the recently built unit now in place, it is proposed to have restricted guided tours on open days towards the end of 2024. I was lucky enough to have a look around the new unit thanks to Sandtoft President Bob Rowe's daughter, Beth, who is on the management team at the Science Museum HQ. She was able to arrange a

family and friends tour for four of us on Thursday 25 April.

It is a fantastic place to visit. Apart from the few transport items, there are old fire engines, cars, old computers, the Stephen Hawking collection, model boats, medicines, various scientific machines and furniture and other old household goods and even some Doctor Who daleks!

For me, my main interest was 6340 and on finally approaching the vehicle, I was sad to see the state it was in. The external paintwork is basically in the same condition in which it left Carlton Colville 27 years ago, i.e. side paper adverts having mostly disappeared and a small patch of paintwork removal on the nearside. The paintwork was also in

dire need of a clean. The cab looked a mess with the driver's seat appearing to have rotted. I was informed that the Science Museum does not restore vehicles but conserves them. Personally, I would like to see it given an external repaint to show what it really looked like in service as clearly the state it is in now does not represent how it would have looked in its heyday. I was not allowed to climb on board to see its internal condition.

Apart from the condition of 6340, most items on display looked in good condition. It is a very interesting place to visit if you get the chance. The staff are very friendly and extremely helpful. That said, they will not let me have the vehicle so I can take it to Sandtoft!

Below: Ashton 80, BH&D 6340 and Maidstone 52 at Carlton Colville, 24 April 1973.

[Hugh Taylor]

Page 168, upper: 6340 at Carlton Colville, 23 September 1990

[Hugh Taylor]

Page 168, lower: 6340 at the Science Museum National Collections Centre, Wroughton, 25 April 2024

[Dave Hall]

Page 169, upper: General view from the gallery at the Science Museum, Wroughton, 25 April 2024

[Dave Hall]







Above: The work to prepare the Burntwood gateway to become the main entrance to the Trolleybus Museum at Sandtoft was completed in July. The photograph shows the new road curving to the left, where it will enter the Museum's future car park. The short roadway straight ahead leads to the driveway next to the Burntwood bungalow. With the work complete a delivery of ready-mix cement was able to access the land to the rear of the bungalow and lay the concrete base for the Sandtoft District Railway locomotive shed.

The new car park will allow visitors to enter the Museum directly from Belton Road.

[Nolan Elliott]

A Tour of Reading 60 Years ago

Article and photographs by Tony Belton

13 September 2024 will be the sixtieth anniversary of the British Trolleybus Society tour of Reading using newly repainted Sunbeam S7 number 176. It was a splendid tour with an excellent crew, a full complement of enthusiasts and beautiful weather. A ticket for the tour cost you 3 shillings and 6 pence which was wonderful value.

No. 176 was one of twelve Sunbeam S7s with Park Royal bodywork that were

delivered in 1950. The trolleybus system, vehicles, overhead and traction standards were in superb condition at the time of the tour but sadly the system only lasted another four years, closing on 3 November 1968.

Number 1 on the music charts was
"You Really Got Me"
by The Kinks

Below: Reading 176 is reversing at the Whitley Wood terminus.

Page 171, upper: 176, having reversed, is turning right to make its way back to town.

Page 171, lower: A very pleasant photo stop took place on Norcot Road near the junction with Church End Lane. 176 looks absolutely splendid.

Page 172, upper: Reading 176 is parked in Radstock Road at Liverpool Road terminus .

Page 172, lower: Another view in Radstock Road at Liverpool Road terminus, this time with a line-up of the enthusiasts that had taken part in the tour. Second from the left is Fred Ivey who celebrated his ninety-eighth birthday a few weeks ago.







MUSEUM & PRESERVATION NEWS

Edited by Jody White



Ipswich Transport Museum

Report submitted by Stephen Cobb
Work has continued on Ipswich 44 since the last report appeared in Trolleybus back in December 2023. However, it slowed down in the early part of 2024, as some of the restorers were asked to do work on other things during our "Winter Work Programme". This is the period of time when we are not open to the public.

A very time-consuming task has been the sanding of the saloon interior roof back to wood, after removing all traces of the many layers of paint which had been applied during its operational life with ICT. This is now complete and attention has now turned to the exterior roof, following the removal of all items such as vents etc plus the original roof covering material, now being sanded in preparation for the new roof canvas covering.

One of the large items that needed removal from the roof was the rear destination box, which took a long

while to free up, as it had obviously not been removed since the bus was built.



Ipswich 44's saloon exterior roof.
[Stephen Cobb]

When new, the bus actually had a rotating cylinder with the route numbers only painted on it, rather than a normal destination blind, external roof boards being used to show the final route destination - which means the box is actually a lot larger than it needs to be. After the paint stripping, the box now has a thin coat of white primer.

Most of the passenger saloon seats have now been refurbished but are remaining in store at the upholsterers rather than returning to the Museum. The longitudinal and shaped rear corner seat still remains to be done.

Over the past couple months, work has also been done on the passenger saloon windows and top lights.

The Long Shop Museum

Report submitted by Paul Chandler
We are pleased to report the Museum is now open to visitors once again. The over-winter building restoration project



Ipswich 44's rear destination box.
[Stephen Cobb]

proved particularly challenging with



Long Shop Museum 40th anniversary plaque.
[Paul Chandler]

unknown buried legacy items appearing to hinder work progress, most notably an old asbestos covered steam pipe that was not on any current site drawings. This pushed the programme back by a few weeks and only authorised personnel were allowed site access during this time. But that is all behind us now. The Museum opened its doors to visitors at the beginning of June and has been well attended.

This year the Long Shop Museum celebrates its 40th anniversary and the weekend of 22 June saw the Deputy Lieutenant of Suffolk, Tim Rowan-Robinson, unveil a commemorative plaque to assembled local dignitaries, Garrett family members, visitors, museum staff and volunteers. The ceremonial cutting of the celebratory cake followed.

Future events include the annual motorcycle day and Final Fling, the last event of the year. Once closed we will

start the second phase of works to restore the roof of the Long Shop building. This should have happened



Hub cap, Ipswich 26. [Paul Chandler]

after last year's season but a shortage of suitable Grade 2* building material demanded a change of plans. Fingers crossed the work runs to time and there are no hidden horrors waiting to wreck the timeline and we can open on time next Easter.



Ipswich 26, trolley pole hook. [Paul Chandler]

Ipswich 26 (Garrett) Project

The Long Shop restoration team were eager to return and resume their work preparing to reinstate the body on the chassis. We have received some technical advice via EdF Sizewell C from Dalkia, one of their main contractors and they have developed a lifting plan and bill of materials for the equipment required.

Much has changed since the body and chassis were separated; the process is not quite as simple as reversing what was done before. The body has structurally changed and is now much more rigid with the additional new framework. The chassis also now has some additional items added from our donor chassis. Some careful fettling will be needed to marry the two together again.

We are grateful to our friends at the East Anglia Transport Museum for a gift of authentic Garrett hub caps, an Estler collector base plate with a single collector, and the roof-mounted trolley pole hook. These are very welcome additions to our bus restoration. We are currently looking for some headlights to replace the two units originally cast in Mazak or similar. One is broken and the other is crumbling into dust with age. A familiar feeling.

Once the chassis and body are reunited our list of work includes:

- Manufacture, fitting and glazing of the main window frames.
- Manufacture, fitting and glazing of the upper opening windows.
- Manufacture of the front and rear bi-folding doors and running track.
- Manufacture steel mudguards front/rear.
- Manufacture passenger seat frames including backboard and seat cushion.
- Panel body sides in aluminium reclaiming original material where possible.
- New tyres x 6.

- Paint in original Ipswich Corporation Transport livery of green and cream.

USA The Illinois Railway Museum Museum Showcase Weekend

14 and 15 September

Electric trains and diesel or steam trains will be operating. Trolleybuses will operate on Saturday 14 September only.

Saturday: 10.00AM to 9.30PM

Sunday: 10.00AM to 6.00PM

Bus Day

Where the rubber meets the road. Join them for trolleybus and motor bus rides and see other buses that will be open and on display. IRM is the only museum in the United States with regular trolleybus operation and this is the best time of the year to see a variety of trolleybuses and motor buses in operation.

21 September 10.00AM to 6.00PM

The Trolleybus Museum at Sandtoft Future Events

Saturday 21 and Sunday 22 September

Roe Commemorative Weekend, marking 40 years since the Leeds coachbuilder closed down. On Saturday there will also be a display of vintage cars.

Saturday 5 October and Sunday 6 October

Accessible and BUT Weekend Open Days

The Danish Tramway Museum

The Danish Tramway Museum (Skjoldenæsholm Tram Museum) operates in collaboration with the Danish Tram Historical Society. It is located between Ringsted and Roskilde, 40 miles south west of Copenhagen, and sits on some of the remains of Sjællandske Midtbane, a railway which was closed in 1936.

An open-air museum, it was first opened on 26 May 1978, on land belonging to Skjoldenæsholm Castle. Like many other museums, it is staffed

entirely by unpaid volunteers, an asset very important to most organisations. Its original goal was to preserve and restore trams to running condition, but later expanded its collection to buses and trolleybuses - including trolleybuses Københavns Sporveje (KS) No. 101 and the NESA No 31.

Københavns Sporveje (KS) No. 101 is a 1938 Leyland six-wheeler with bodywork built by the main workshops of Copenhagen Tramways. It was part of a batch of twelve ordered jointly with NESA (Nordsjællands Elektricitets- og Sporvejs Aktieselskab, a power company operating in Fredericia) for the opening of three new trolleybus routes. KS took 5 of the order while

NESA took seven. No. 101 was withdrawn when the Copenhagen system closed in 1971 and is preserved in running order.

NESA No 31, a Leyland LETB1 built in 1953 with bodywork by Smith, Mygind and Hûttemeier was also withdrawn in 1971. It is believed to be in working order but has not operated in recent years.

For any transport enthusiasts who are travelling to Denmark, a visit to the Danish Tramway Museum might be a great item to add to your holiday agenda!

Thanks to Wikipedia and Dave Chick for information and Francis Terry for photos



Left: Københavns Sporveje (KS) No. 101

Right: NESA No 31, a Leyland LETB1



World News

Edited by Bruce Lake



ARGENTINA Rosario

Only 7 of the 40-year-old Marcopolo trolleybuses, 4 trolleybuses converted from buses (Nos. 33-36) and 7 of the Trolzas are still operational. MOVİ is to put ten more trolleybuses based on used diesel buses out to public tender, with delivery expected by 2025. Work is being done to recondition one of the older trolleybuses so that several of the Marcopolos may be kept in operation for longer.

ARMENIA Yerevan

The delivery of 15 new battery-equipped trolleybuses in 2023, supplied by Yutong (type ZK6128BEVG) was expected to result in the withdrawal of the last Škoda 14 Trs, but because the service headway has been improved 14 Trs Nos. 06 and 62 were retained. Both have undergone a peculiar design modification at some time. No. 62 received the front from a Berliet ER 100 trolleybus and No. 06 received a new front of a completely atypical design. Additionally, trolleybus No. 08 is also used as a service vehicle. The end of 14 Tr operation is now expected later this year when more Chinese-built trolleybuses are delivered, this time from Zhongtong. The city would like to purchase another 15 trolleybuses each year, resulting in 45 deliveries by 2027.

CZECH REPUBLIC Brno

Operator DPMB has signed a contract with SUDOP Brno a.s. for the preparation of project documentation in connection with

a new trolleybus line to the Černovické terasy area.

CZECH REPUBLIC Central Bohemian Region

The contract for the construction of the infrastructure to electrify bus line 137 (Praha Na Knížecí – U Waltrovky) has been awarded to OHLA ŽS a Elektrizace Praha. The construction of charging stations in the Řepy garage will be completed by the end of 2025. The trolleybus infrastructure will be ready by 30 April 2026 and Prague's third trolleybus line is expected to be operational in May 2026.

FRANCE Lyon

Contracts have been signed for road construction work to begin this autumn for the BRT line between Part-Dieu and Les Sept Chemins. The start of regular services is planned for 2026. The new lighTram® 19 battery-equipped articulated trolleybuses, which were ordered under the framework agreement concluded in 2022, will be used on this line.

FRANCE St Etienne

Eight battery-equipped Solaris Trollino 18s with Škoda electrical equipment are to be purchased, with delivery scheduled for next year.

GERMANY Eberswalde

A 700m extension is to be built from the Ostend terminus. Construction work is expected to start at the end of this year and should be completed within 20 months.

GERMANY Esslingen

Following Van Hool's bankruptcy, the order placed in November 2022 for the delivery of 46

trolleybuses will not be fulfilled. Delivery of 34 battery-equipped articulated trolleybuses was scheduled to start in May followed by 12 two-door 12m trolleybuses from November.

The city is now examining with its lawyers how it can proceed in the matter and is looking for ways to be able to award the contract again as soon as possible.

HUNGARY Szeged

Four SOR TNS 12 trolleybuses with Rail Electronics CZ equipment (numbered T-400 - T-403) have yet to enter service despite having been delivered between March and June. The manufacturer has significantly extended the homologation process and they were not expected to enter service before September.

PORTUGAL Coimbra

The city council has decided against resuming trolleybus operation as part of its public transport service. However, there is support for the possible introduction of a tourist line along the waterfront.

ROMANIA Baia Mare

Five articulated trolleybuses have been ordered from Solaris to replace elderly Swiss trolleybuses dating from the 1980s.

ROMANIA Bucuresti

Because the 100 new Solaris Trollinos are replacing buses as well as older trolleybuses, older vehicles will remain in the fleet for some time to come.

Six of the Ikarus 415T/Astra trolleybuses delivered between 1997 and 2002 have now been

refurbished and painted into the green livery.

ROMANIA Mediaș

Trolleybus operation resumed on 16 July after almost two years' suspension while the overhead network was expanded and modernised. Five new Solaris two-axle trolleybuses are to be purchased, increasing the present fleet of three Trollinos to eight in the next year.

ROMANIA Timișoara

Turkish company Bozankaya is to supply 33 new trolleybuses to replace most of the Škoda 24 Trs, 50 of which were delivered in 2008. The present fleet is entirely composed of 12m vehicles, but the new deliveries will comprise eight 12m trolleybuses (model SNG 12T) and 25 articulated (model SNG 18T)

SWEDEN Landskrona

Three new Solaris Trollino 12s with Škoda electrical equipment have been on test in Plzeň. They will be operated by Keolis Sverige which will take over the operation of local public transport in December 2024 from the existing carrier Nobina Sverige.

SWITZERLAND Bern

Planning approval for the conversion of bus line 10 Bern-Köniz/Schliern to trolleybus operation was expected by the end of June. 13 double-articulated trolleybuses will be supplied by Carrosserie HESS AG and are expected to be used on line 10 from summer 2026, bringing a significant increase in capacity on this line.

The section with overhead line will be around 2.6 km, between the Monbijou stops and Brühlplatz in Köniz. This requires the construction of three rectifiers for the power supply. The rest of the 5.7 km long route is to be driven in battery mode. The section of bus line 10 to Ostermundigen is to be converted to a tram line with implementation expected in 2026.

SWITZERLAND Biel/Bienne

It is currently planned that the double-articulated trolleybuses on order are to be used on new Line

2024 and a further four in 2025 with which to electrify two motorbus services. Electrification of service 5 Dätttau –



All trolleybuses currently operating in Switzerland are either articulated or double-articulated. That will change with the delivery of a batch of 12m trolleybuses to Biel/Bienne in 2029. [HESS AG]

1 from the stadiums to Brügg from 2029. The commissioning of the 14 lightTram® 19 DC and 4 lightTram® 12 DC is planned by the end of 2027. The latter will be the first 12m vehicles branded lightTram®. HESS last produced 12m trolleybuses in 1988/89 for Luzern, although a batch of seven "midi-trolleybuses" of 9.7m length and 2.4m width was produced for Lyon in 1999.

The new vehicles will have traction batteries and will replace 21 diesel buses. There is an option for up to 50 more vehicles (including double-articulated), which could continue to replace diesel buses with trolleybuses from 2030 onwards.

SWITZERLAND Neuchâtel

Technical problems with the new HESS trolleybuses led to some of the withdrawn high-floor trolleybuses having to return to service. The company expected to have resolved the problems by mid-year.

SWITZERLAND Winterthur

Stadtbus Winterthur will receive six more Hess articulated trolleybuses before the end of

Technorama will permit the replacement of seven diesel buses, reducing the undertaking's CO2 emissions by 900 tonnes annually. The new in-motion charging trolleybuses will use overhead wiring between Rosenau and Ohrbühl necessitating 2.425kms of additional wiring supported by 96 traction poles and 36 wall rosettes, and battery power on the Rosenau to Dätttau and Ohrbühl to Technorama portions. By the beginning of August, additional overhead wiring in both directions was aloft in Bahnhofplatz including crossings and with all frogs in place at Technikumstrasse, Turnerstrasse and Museumsstrasse. As at 10 August, bracket arm traction poles complete with hangers were in place along Industriestrasse and Rudolf-Diesel-Strasse with some conductor wires already loosely attached. Some traction poles are in place in Seenerstrasse. The electrification requires four new transformer rectifiers. It is anticipated that in-motion charging trolleybuses will replace

motor buses on service 5 on 15 December when the annual national timetable revision takes place.

Electrification of service 7 Bahnhof Wülflingen – Melchor, which parallels service 5 between Gaswerk and Ohrbühl, will be completed by the 2026 timetable revision. About 3km of overhead wiring will be required along Schlosstalstrasse between Zürcherstrasse and Fachschule, and from Grünenstrasse to Sulzerallee.

Canton Zürich has contributed CHF 18 million for the electrification of services 5 and 7 which together with the existing trolleybus services (1, 2, 3) will enable the undertaking to carry 90% of its passengers in a climate-neutral way.

SWITZERLAND Zurich

VBZ has called for 15 new articulated trolleybuses from the framework agreement with Hess, the delivery of which is scheduled before the end of this year. 13 double-articulated trolleybuses are also expected to arrive from the beginning of 2025. The vehicles will replace SwissTrolley3s 144-161 which date from 2006/7 and for an expansion of services on line 46. A further seven articulated trolleybuses have been ordered for line 69, with delivery planned from mid-2025. VBZ has received planning approval for the erection of overhead lines along line 69. Construction work was scheduled to start in mid-2024, with trolleybus operation expected to start at the end of 2025.

In cooperation with the companies Kiepe and Hess, the battery packs are to be removed from the 144-161 series and installed in double-articulated vehicles of the 78-90 series. For this purpose,

Nos. 154 and 155 were decommissioned in April 2024. No. 78 is currently being converted in order to gain appropriate experience.

UKRAINE Industry

Electrontrans is a Ukrainian-German joint venture founded in 2011 to supply the Ukrainian market with new public transport vehicles. The company's technical team included former LAZ employees, the company being placed into liquidation after protracted problems under Russian ownership. The only trolleybus type



Ukraine's Electrontrans has not built any new trolleybuses since before the Russian invasion, but an order has been received from Ivano-Frankivsk for its Electron T19. [Electrontrans]

introduced so far is the 12m Electron T19, the development of which was largely influenced by production and operational experience with LAZ E183 vehicles. From 2014 to 2020 a total of 62 trolleybuses were delivered, two to the city of Khmelnytskyi and 60 to Lviv.

Since Ukraine was invaded by Russian troops in February 2022 the development and production of public transport vehicles has been reduced, with some production plants damaged, the need to adapt production for war production

transport companies lacking investment funds. Despite the continuing war there has been some limited purchases of new trams and trolleybuses.

The company has now won a contract to build its first battery-equipped trolleybuses, for Ivano-Frankivsk. The nine vehicles are designed to have a range of 15km in battery mode.

UKRAINE Ivano-Frankivsk

A contract for the supply of nine battery-equipped trolleybuses has been awarded to Electrontrans for its T19 model with electrical

equipment by Polish company ENIKA. The purchase will be funded using a loan of €3 million from the European Investment Bank, the remaining €615,000 being provided as a non-repayable grant. Delivery is expected next year.

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Rear Cover, upper: On tour on the Eston Road extension, Teesside, 31 March 1968. [Tony Belton]

Rear Cover, lower: Teesside 3 with 5340 behind. The route extension at Fabian Road, Grangetown, 31 March 1968 [Unknown Copyright]

