

TROLLEYBUS

Vol. 64 No. 764

March 2025



The Magazine of the British Trolleybus Society



*Gloucester's Trolleybus
Derby 172
Rotherham Anniversary Tour*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 764. March 2025

Editor: Dave Chick

23 Pryor Close, Purley on Thames,
Berkshire RG31 6UG
editor@britishtrolley.org.uk

Assistant Editor: Dave Hall

9 Hanover Court, Fieldfare,
Swindon SN3 5BG
wiltshireman@aol.com

Production Editor:

Peter Braybrooke

6 Tubbenden Lane, Orpington,
Kent BR6 9PN
prodeditor@britishtrolley.org.uk

Preservation News Editor:

Jody White

20 Cunningham Crescent,
Chatham, Kent ME5 0ES
museumnews@britishtrolley.org.uk

World News Editor: Colin Page

worldnews@britishtrolley.org.uk

Distribution: Derek Pearson

25 Caldbeck Drive, Woodley,
Berkshire RG5 4LA
distribution@britishtrolley.org.uk

Subscriptions and

Membership: Paul Dicken

8 Glan Llyn, Llanfairpwll,
Ynys Môn LL61 5YX
secretary@britishtrolley.org.uk

Website:

<https://www.britishtrolley.org.uk>

Printed by Barden Print, Birkby
Huddersfield. Tel: 01484 422522

*Trolleybus should be regarded as
overdue to subscribers if not
received by the 20th of each
month.*

© The British Trolleybus Society
Registered Charity No. 1033666

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 7 March 2025. Paul Lacey, well-known local transport historian and author, presents 'Behind the Bus - Views of Reading's Past'

Friday 4 April 2025. Graham Bilbé presents a selection of very interesting black and white transport related photos.

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 19 March 2025 (Meeting starts at 14.30)
Alan Murray – Austrian trolleybus systems

Wednesday 16 April 2025 (Meeting starts at 19.00)
Martin Eady on a subject to be advised

Monthly Prize Draw Winners

January

£50 Robert Winfield, Leeds
£40 Stephen Oliver, Marple
£30 Charlotte Nimmo, London

February :

£50 Roger Clark, Abingdon
£40 Charlotte Nimmo, London
£30 Francis Whitehead, Reading



The only trolleybus built by Gloucester Railway Carriage and Wagon Company was exhibited at the 1933 Commercial Motor Show and later sold to Southend.
[Gloucestershire Archives]

Happy 90th Birthday, Bournemouth 99!

Our Park Royal-bodied Sunbeam MS2 is 90 years old this month. It was the tenth of what became a fleet of 84 similar trolleybuses and was delivered on 4 March 1935, entering service 21 days later. It gave more than 28 years' service and was purchased by this society, then known as the Reading Transport Society, after withdrawal in September 1963.

For many years we have wanted to rectify the electrical problems and bodywork faults which have become apparent and which will require an estimated expenditure of about £32,000.

Profits from the 2025 Monthly Prize Draw will add to the £4,000 which was available at the beginning of the year.

The project has now been significantly boosted by a generous donation from member Chris Williams. The Society's Committee is very grateful to Chris for the confidence he has given us that the project can proceed.

New Committee Member

The BTS Committee has co-opted Simon Guppy to serve as a Committee member until the Society's AGM in October, when he will be able to stand for election.

Simon has been assisting with maintaining the Society's website for

several years and has taken on the role of Webmaster since Peter Short's death last year. Simon brings an additional set of skills to the Committee and I am very pleased to welcome him to our governing body.

Dave Chick

Chairman

Burntwood

The Society's bungalow and grounds adjacent to the Trolleybus Museum at Sandtoft require regular attention. Not previously recorded in these pages is that following the extensive plumbing work in the bungalow last year, David Hanchett did a great deal of refurbishment. As well as tidying up the areas where radiators had been removed, David emulsified the walls in two rooms, so the Pink Room is now Blue and the Helicopter Room has lost its helicopters!

In February, David spent a few days working on the boundary area between Burntwood and the Museum's future car park, removing weeds and pruning trees and shrubs to provide a much more "cared-for" appearance, with some assistance from Nathan Duffy.

A small group has been formed to deal with the management of the property.

Right:

David Hanchett starts work on tidying the western boundary. It now looks much better!

[DG Chick]



Gloucester's Trolleybus

By Mike Smith

Gloucester never had a trolleybus system, but the Gloucester Railway Carriage and Wagon Company (GRCW) did build one trolleybus, but only one, in 1933. It was exhibited at the 1933 Commercial Motor Show.

What prompted the GRCW to build it? Their primary area of operation was the railway industry, but they had built many buses and coaches over the years and a selection of them can be seen in the magazine advertisement, dating from 1933. AEC, Guy, Karrier, Leyland, Ransomes and Sunbeam had all been active in the trolleybus market for many years but in the early 1930s, the market for trolleybuses was looking very good indeed, so GRCW decided to join it.

The 9 February 1934 edition of Commercial Motor magazine contained an article entitled "British Trolleybuses for Modern Systems" and the introduction to that article, reproduced here, tells us the way the public transport industry was thinking about trams, trolleybuses and motorbuses in 1934.

"Latest British models show remarkable advance in design, resulting in lower floor levels, convenient entrances, improved accessibility, increased seating capacity and enhanced appearance. It is exceedingly doubtful whether any new tramway track will be laid to replace that which is becoming worn out in a large number of English towns, where tramways were constructed early in the present century, and 1934 has all the appearances of being a trolley-bus year.

When the track has to be attended to, the opportunity may well be taken to reconstruct the

road surface and, as the overhead equipment may still have some useful life in it, the trolleybus is found to provide a means for making the most economical change to a more suitable form of transport. It involves no radical change in output on the part of the central power station, and permits the utilisation of a British fuel to be continued. Furthermore, the trolleybus enables the surfacing of the main roads of a town to be brought up to date and rendered less dangerous and inconvenient for all classes of traffic. It permits peak loads to be handled in units at least as big as the trams, which, in most cases, are old fashioned and of relatively small capacity.

It is economical in operating cost per mile, it handles its passengers at the kerbside and, with its rapid acceleration and deceleration, it has a high average speed over town routes; this means increased mileage and receipts per vehicle per annum.

Route extensions are more quickly and less expensively made than with tramways. The trolleybus is as mobile within its own route as is any other vehicle, and if a vehicle breaks down it can be overtaken. On hilly routes the power and braking are admirable, in residential areas the silence of the machine is appreciated and in all districts the smoothness of acceleration is a convenience to passengers and conductor.

Thus the trolleybus offers attractive advantages for industrial districts, whilst having features of economy in both installation and operation which make it interesting

as a replacement system where peak-load conditions have, hitherto, been served by the high unit capacity of the tramcar.

It is always possible for motorbuses to be used in conjunction with trolleybuses, their inherent route flexibility supplying just the characteristic which is absent in the trolleybus, and so enabling new housing estates and occasional services to be cheaply catered for. This, in fact, appears as things are at present, to provide the ideal road-travel combination for urban areas in which the traffic is heavy on some of the routes.

British trolley-buses have been much improved in the past year or two, particularly as to the disposition of the motor and in the arrangement of the loading platform and seating layout."

The article goes on to discuss the various trolleybus models offered by British manufacturers in early 1934 and says this about GRCW's offering:

"GLOSTER.

A newcomer to the market, yet of particular interest because of its low floor height and convenient central entrance, is the Gloster trolleybus made by the Gloucester Railway Carriage and Wagon Co., Ltd., Gloucester. Having been designed only last year, it embodies no old ideas whatever.

The motor is located behind the rear axle and offset from the longitudinal axis of the vehicle so that the differential case does not obstruct the gangway floor. The auxiliaries are conveniently located in a bank outside the main frame on the offside (between the axles), where they are completely insulated on Floatex mountings and are easily accessible. A special design of all-metal body has been produced which gives the double-

decker a fine appearance. Access to the contactor panel, situated at the extreme front, is obtained either through the inside cover or from the road, after removing a front panel. A low-voltage Simms motor dynamo set gives 24-volt lighting of constant brilliance.

The traction equipment is a product of Crompton Parkinson, Ltd., Chelmsford. The chassis is of particularly straightforward layout and combines simplicity of mechanism and layout with the provision of every modern feature desirable for satisfactory and economical operation."

Much of what has been described above can be seen in the photograph of the vehicle's chassis, taken from the Commercial Motor's article.

The other photographs are reproduced with permission from Gloucestershire Archives and are from their collection. They are all covered by GRCW photograph number 4913 (Archive's document reference D4791/16/92). They were all taken at the GRCW's works by the company's photographer. "GLOUCESTER" is displayed on the destination blinds at both ends of the bus and the badge on the front of the vehicle says "GLOSTER".

The trolleybus was sold to the Corporation of Southend-on-Sea in 1935, becoming their fleet number 122, registration JN 3822. Its double deck, central entrance body could seat 54 people.

An agreement for the supply of a "Gloster" Trolley Bus between the Gloucester Railway Carriage and Wagon Company Limited and the Corporation of Southend-on-Sea is held by Gloucestershire Archives (document number D4791/27/21). From it we learn the bus was sold to the Corporation of Southend-on-Sea for £950, 95% of which was due by 15

February 1935 and the balance of 5% no later than 20 June 1935. The agreement contains a clause stating a competent mechanic must be provided for a period not exceeding seven days to ensure the satisfactory condition of the trolleybus.

In a letter dated 25 October 1934, the price of £950 was agreed and we learn from the letter the trolley base supports had been redesigned and that an oil leak in the exhaustor had been fixed. The price included delivery and a new propeller shaft. The contents of the letter suggest the bus was already in service at Southend-on-Sea before the sale was agreed. The registration number JN 3822 was issued by the County Borough Council of Southend-on-Sea in 1934, supporting the theory

it was in service at Southend-on-Sea before the purchase date of 15 February 1935.

Trolleybus services finished in Southend-on-Sea in October 1954 but the Gloster bus was withdrawn a few years earlier in 1950 and was scrapped.

This article was originally published in the February 2024 edition of Stroud Vintage Transport and Engine Club Newsletter and is reproduced with permission. The other photographs are reproduced with permission from Gloucestershire Archives. My thanks to Mike Smith, Stroud Vintage Transport and Engine Club and Gloucestershire Archives.

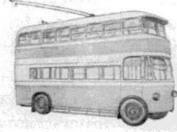
DGC

GLOUCESTER

Railway Carriage & Wagon Co., Ltd.

One of a fleet of 36 motor single-deck trolleybuses built by us at the Gloucester Corporation Transport Works.





Builders of

- Single Deck Buses
- Double Deck Buses
- Long Distance Coaches
- Trolleybuses
- Tramcars
- Chassis
- Railcars
- Electric Trains
- Commercial Vehicles



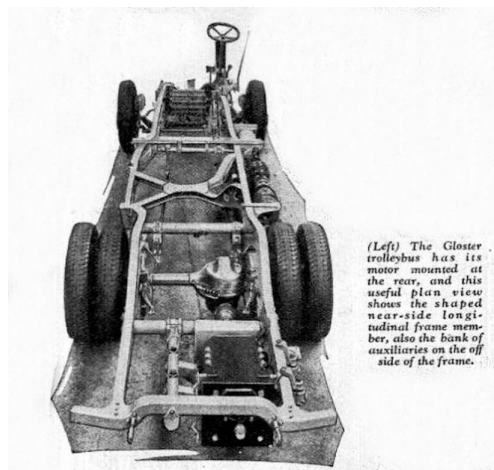
HEAD OFFICE:
GLOUCESTER

Telephone:
"State, Home, Glas."
Gloucester 3111 (3 lines)

LONDON OFFICE:
THAMES HOUSE, MILLBANK,
WESTMINSTER, S.W.1

Telephone:
"Eros, Chorus, London"
Victoria 6481 (2 lines)

Above left:
An advertisement for GRCW's products.



(Left) The Gloster trolleybus has its motor mounted at the rear, and this useful plan view shows the shaped near-side longitudinal frame member, also the bank of auxiliaries on the off side of the frame.

Above right:
The chassis.

*Right:
The vehicle's stylish,
modern lines are
evident.*



*Below:
The central staircase.*



Sixty Years Ago: Derby 172's tow from Derby to Reading 21 March 1965

Article and photographs by Tony Belton

When we drove to Derby on Saturday 20 March 1965 the weather was perfect, so it was a big surprise when we awoke the following morning to find that it was snowing! The reason for the trip was to collect newly preserved Derby trolleybus number 172 and tow it behind Dennis Lancet coach KJH 900 to Smith's Luxury Coaches of Reading for storage.

Because of the weather we had to make a big decision; do we continue with the tow or cancel it for another weekend? Hesitantly it was decided to go ahead although the weather conditions were gradually getting worse. The roads were treacherous, and at times it was difficult to get traction; for many miles we only did approximately four miles per hour as we were sliding all over the place especially on gradients. With considerable jams building up behind us we had to pull in at any opportunity we could to let the traffic pass.

As we approached what turned out to be a long steep hill we gradually ground to a halt and although we tried to dig away the

ice and snow we just couldn't move. We were stuck there for what seemed like an eternity until a Land Rover appeared on the horizon; we frantically waved it down and to our great delight it stopped!

The driver agreed to assist us and towed both KJH 900 and 172, still hitched together, for some considerable distance which was far more than we could possibly have expected. Eventually we made it on the M1 motorway which had thankfully been well gritted. We stopped at the first available service station, which was Watford Gap, for a well-deserved breakfast and then continued our journey; by the time we got to the outer London area the roads were dry and there was no sign of any snow! Thankfully the final part of the journey to Reading was uneventful.

"The Last Time" by the Rolling Stones was number one in the charts





Page 48: It's 10 March 1965 and eleven days before the tow: withdrawn 172 is in Ascot Drive depot alongside 203 and 195 which still have a few more months of service left.

Above: It's half past eight on 21 March 1965 and at Ascot Drive depot exit final preparations are being made for the long trip to Reading. [Fred Ivey]

Below: Sometime later we are stuck in the middle of nowhere. Paul Creswell is clearing away the ice/snow around the tyres whilst Mike Dare looks ahead for any vehicle that may be able to get us out of the predicament we are in!





Above: The Land Rover is being attached to the front of 900 and hopefully we will be on our way in a few minutes.

Below: We've at long last arrived at Watford Gap Motorway Services for a well-deserved break. 172 and 900 are parked alongside two Standerwick double-deck coaches NRN 614 and SFV 419 plus a single-deck Yorkshire Traction coach.





Above: Now in London with nice dry roads, we have parked on the A406 North Circular Road opposite The Ace Café where we had a nice hot cup of tea.

Below: The final view of the day, having arrived successfully at Smith's Luxury Coaches yard in Rose Kiln Lane at Reading. [Unknown photographer]



Commemorating Rotherham's Trolleybuses – Sixty Years On



The Rotherham Trolleybus Group's anniversary tour of the former Rotherham area trolleybus routes will be on 11 October 2025, departing Rotherham Railway Station at 11:00.

The tour will use a preserved vintage bus from South Yorkshire. [Availability permitting of course!]

Anyone can join the tour, but reserving a place is essential. Rotherham Trolleybus

Group members may book now by emailing David Hanchett:

david.hanchett@talktalk.net

Others may book after 2 April.

The RTG's AGM will take place at the South Yorkshire Transport Museum at 2.00pm on the same day, for members only.

Picture: Neil Lewin, Rod Bramley collection



Dave Embery

After this edition of Trolleybus had been completed news was received that Dave Embery, one of this Society's earliest members and a former Chairman, passed away on 18 February. Dave and his wife Jenny have always been great supporters of the Society and last September we were delighted to give them a ride in our

preserved Reading motor bus, Reading 47, as part of their 60th wedding anniversary celebrations.

Our condolences to Jenny and to Sarah, Dave and Jenny's daughter.

A full tribute will appear in a future edition.
DGC

Bradford 712 on the Isle of Wight

By Frank Brown

In mid-2017 I came across former Bradford trolleybus 712 (712 DKY) languishing in a yard on the outskirts of Newport on the Isle of Wight. It was one of a batch of Karrier W types (703-739) with Roe / Park Royal bodies delivered during 1945/6. All received new East Lancs front entrance bodies during the late 1950s.

Once part of the Winkleigh collection, 712 arrived on the island converted to a hospitality / playbus for the Festival music festival circa 2015, but after 2016 the

festival moved to Dorset and 712 was abandoned and seemingly forgotten. However, it has been moved to Willow Farm (in the shadow of Carisbrooke Castle) onto a glamping site containing novelty accommodation (including a Wessex helicopter and submarine, amongst others).

The downstairs of 712 is used as a communal cooking facility, upstairs I believe is empty.

The photographs were taken on 18 June 2024.



MUSEUM & PRESERVATION NEWS

Edited by Jody White



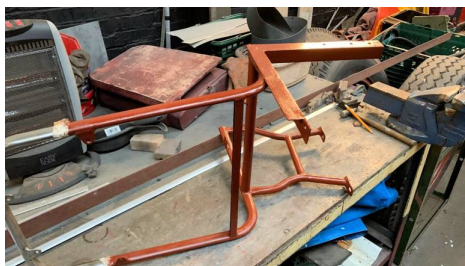
The Trolleybus Museum at Sandtoft

The Museum is getting ready for the new season, which starts on the weekend of 5 and 6 April, followed by a week of opening from Monday 7 to Friday 11 April. Come to see the developments that have taken place over the winter and help to get the new season off to a flying start!

There will be plenty of activity during March as we prepare for reopening, with a working week on the railway from Monday 10 to Sunday 16 March. The weekend of 15 and 16 March will also be a general working party.

Cardiff & South Wales Trolleybus Project

Firstly, those of us at the Welsh trolleybus restoration project wish everyone a belated



The unique single offside front upper deck frame from Cardiff 262 receiving a red oxide undercoat.
[Keith Walker]

Happy 2025. If anyone visits Barry on a Tuesday or Saturday, they are most welcome to visit us at the Barry Bus Museum. After the festive break, followed by some seasonal ailments, we're back to work!

At the front of both 262 and 243, their secondary resistor banks have had their wiring reconnected and their outer covers fitted as we are endeavouring to steam clean both the front axle areas on both vehicles.

Cardiff 243 has been used as a sales outlet with many transport books, etc, to raise funds. While doing a needed 'tidy up', we also found items that had been mislaid. As mentioned in the last report, we are in receipt of the special profile saloon window rubber, so some of the internal metal trims on 243 were paint stripped and given a coat of red oxide primer. We are pleased to mention that the cost of window rubber was sponsored by project members. Unfortunately, we must also replace the rear emergency door rubber on 243, which became unserviceable after the fire. We are currently awaiting our order.

Red oxide paint was also applied to some seat frames on 262.

Finally, the two forward internal roof vents, which had gone missing prior to 243 arriving back home, are now in hand. These are being modelled to similar ones on 262.



Internal metal window trims for Cardiff 243 being painted in red oxide undercoat.

[Keith Walker]

Keith Walker

Long Shop Museum

The progress on Ipswich 26 stopped over the Christmas and New Year period as the team took a well-earned break, but we are back in action from 7 January 2025.

The cabin flooring has been put in place but not yet permanently fixed, so we now have a nice and even safe space to work in. Measurements have been taken from similar seats on the Ransomes trolleybus at the Ipswich Transport Museum and rough spacing marked onto the floor. We have contacted a local car trimmer who has identified the quantities of materials we will need to cover the frames and seat boards. It was planned to have the seats ready for this year on the strength of a grant application submitted last year. Unfortunately, the grant was unsuccessful so seating will be deferred until funding becomes available. The remaining window frames are in production and are planned for fitting during the first quarter of 2025.

In the last report, the front tinware was offered up to the framework for fettling. Over the Christmas break Trevor has been busy with his welder adding new metal to the



No. 26's front tinware, which will fit over the framework seen in the previous photograph
[Paul Chandler]



The front end of Ipswich 26 following reframing.
[Paul Chandler]

missing bits and cutting out and replacing the rusty parts. Work has started removing the tinware at the rear and these will undergo a similar process of rust removal, panel beating and additional new metal. The framework underneath is in pretty good condition. Some repairs are evident from previous accident damage and apart from some very minor areas no major attention is needed.

Our focus now is on making further grant applications to complete the work. Our unsuccessful application would have provided a significant pot of money over a three-year period to achieve our goal. The team are naturally disappointed but remain committed to realising their vision of a near complete example of a period Garrett trolleybus.

On the Museum site, work continues apace to repair the roof of the Long Shop in time for our Easter opening. We look forward to the return of visitors and engaging with the many vehicle enthusiasts and their questions.

Paul Chandler

World News

Edited by Colin Page



Numbers in parentheses indicate the previous edition of Trolleybus containing news of that operator

BULGARIA Burgas

Trolleybuses returned to the city after several years on 3 February 2025 when operation resumed on line T1 between the centre and the western terminus at Saint Peter. This followed unexpected overhead and vehicle refurbishment at the end of 2024. The weekday timetable provides a 25-minute interval service in the morning and late afternoon/evening. Vehicles from the fleet of 22 Škoda 26 Trs delivered in 2014 are being used, although a third of them have already been used for spares.

The earlier system comprised two lines (T1 and T2) which used common intermediate wiring but slightly different termini at either end. These were withdrawn in 2020 and 2019 respectively due to repairs and critical works to overhead and roadworks. Occasionally trolleybuses have appeared on the T1, but the last use was on 29 August 2022 when they were withdrawn and with no plans at the time for them to return, particularly since significant numbers of electric buses were subsequently introduced.

CHINA Beijing

What is understood to be the largest fleet of trolleybuses in the world is in use, numbering around 1,250 battery-equipped vehicles. All are 2-axle rigids except for articulated buses used on the BRT lines.

A replacement programme defines the oldest Neoplan and Youngman trolleybuses from 2013 to 2014 being replaced first but the fleet of approximately 230 BRT articulated buses also have to be replaced in the foreseeable future. They are subject to significant body stress on the three BRT lines (numbered BRT1 to 3) they are used

on, having long stretches without wires and operating in battery mode. There are two versions, with left- or right-hand doors for boarding on platforms with half-height doors.

31 lines also comprise the street-running routes and are numbered 3, 6, 19, 22, 38, 42, 65, 70, 101 to 111, 113, 115 to 118, 124, 128, 135 and 301. E-buses were running on line 114 in October 2024, and line 112 has been discontinued for about 3 years.

CZECH REPUBLIC Brno (763)

Further information indicates that 20 of the last of the Škoda 21 Tr trolleybuses from 1998 to 2004 are being donated by DP Brno to Kharkiv, Ukraine. The 21 Tr fleet comprised 43 new vehicles (nos 3001 to 3043) and 24 bought second-hand from Jihlava, Hradec Králové, České Budějovice and Pardubice. 21 went into service (3044 to 3064) and three were used for spare parts



The first Škoda 33 Tr for České Budějovice seen being delivered in February. [DPMCB]

At the end of 2024, twelve, including some withdrawn in the autumn, were transported to Tuřany Airport (Brno) to be prepared for shipment. This left nine still in

service, but 21 Tr service finished on 14 February, when 3063 was the last to operate. Eight are also to be shipped to Kharkiv, namely fleet nos 3010, 3014, 3021, 3028, 3031, 3052, 3058 and 3064. It is believed the ninth, no. 3063, will now become the exhibit for the Technical Museum.

CZECH REPUBLIC Praha (755, 756)

After months of legal wrangling over its tender for the supply of seventy 2-axle trolleybuses, on 9 January 2025 Dopravního podniku hl. m. Prahy (DPP) signed a framework agreement with the Turkish manufacturer, Bozankaya. This enables DPP to order numbers of trolleybuses it requires each year up to 2030 to a total of 70, to match the expansion of the network. The type is designated SNG T12 with a passenger capacity of 82 (32 seated). Electrical equipment is provided by Medcom.

Then on 3 February 2025 DPP published a new tender for supplying on a framework basis 180 trolleybuses in battery-driven configuration (90 rigid and 90 articulated), to be called off as required over the next five years, again to match the on-going expansion of the trolleybus network.

FRANCE Lyon (750)

With 34 HESS LighTram 19DC trolleybuses (fleet nos 2001 to 2034) delivered in 2021 SYTRAL (owners of the trolleybus fleet) concluded a framework agreement in 2022 with HESS, declaring a need for 250 trolleybuses of a similar type. In 2024 they signed from this agreement a contract with HESS which ordered 141 trolleybuses, leaving an option to purchase the other 109 in the future. The order calls for 58 to be delivered in 2025 and the rest in 2026. The first one (given fleet number 2801) was delivered in mid-January 2025, with a press release on the 17th, and immediately entered trial service. It carries the new red fleet livery which is to be retrospectively applied to the rest of the fleet, including the first Hess LighTrams. These 58 will be used on lines C1 to C4, replacing the Cristalis artic.

Advance notice is given that from June 2025, trolleybus operation on lines C3, C13 and C14 will be removed from the

centre, along Rue de la République and Place des Terreaux, where the Hôtel de Ville stop is located. They will run instead in off-wire battery mode, between Pont de la Feuillée, then along the Saône via the Quai de la Pêcherie or Quai de Bondy to the Pont Alphonse Juin then to Les Cordeliers. These new routes will make it possible to avoid regular diversions and interruptions related to events and demonstrations along Rue de la République and Place des Terreaux, which are estimated to occur for about fifty days a year. Line C18, which currently has its terminus at the Hôtel de Ville, will now run to the Cordeliers stop. The off-wire operation for each of the four routes will be provided by the new Hess LighTrams, running in battery mode. It is not known if the overhead will be removed from the Hôtel de Ville area as a result.

From the same date a new line, C23, is to be introduced between the Cordeliers and Grandclément stops to provide extra capacity for line C3. It will start from the Cité Internationale terminus on the existing C5 line. C4 and C5 are to be combined into an extended operation of line 5 which will connect Jean Macé station with Rillieux-la-Pape, where it will serve the new Osterodes district. The new LighTrams will also be assigned to these two lines.

FRANCE Nancy (762)

Ten of the HESS trolleybuses had been delivered by the beginning of November 2024 with the remaining 15 due by the middle of February 2025.

Further extensive test runs took place in the other two sectors of Jean Jaurès/Mon Désert and Division de fer/Mouzimpré, following the first test runs in the CHU-Vélodrome sector. These were completed and signed off on 15 and 16 January 2025. Electric power was fully switched on to both sectors on 14 January, with testing completed by the 16th. The Foch Bridge at the station was reopened to traffic from 20 December 2024.

This left only civil engineering work on the Place de la République/Boulevard Joffre area (near the railway station) and on Avenue Leclerc in Essey-lès-Nancy to be completed by the end of February 2025.

At the same time street fittings with the usual STAN stop equipment and ticket machines were to be installed at the redesigned 24 stops. The final sessions of driver training were scheduled to take place from the beginning of February and last until the end of March. This would enable a shadow service without passengers to be carried out in March. Another aspect of these stages of commissioning has been to determine diversionary routes that trolleybuses would be able to travel along should these be required during normal operations.

GERMANY Solingen (763)

The Solingen Trolleybus Museum provided trolleybuses during the second weekend of Advent (7 & 8 December 2024) for St Nicholas rides over sections of the system. The 15 tours were fully booked soon after tickets went on sale in October.

HUNGARY Szeged (759)

Four of the Ikarus 280t trolleybuses leased from Budapest in late 2023 (223, 224, 226 and 246) returned there in July 2024. 215 and 268 have remained in Szeged as they were used for spares.

T400 to T403 entered service in October 2024. The four Solaris Trollino 18 AC Nos.316-319 were withdrawn from service in Salzburg at the end of September 2024 and shipped to Szeged in late 2024, where they are being adapted for further service. The trolleybuses, dating from 2005, had been acquired from La-Chaux-de-Fonds in 2013 for operation in Salzburg.

ITALY Parma

Approval was given at the end of January 2025 by the City council for the TRM (Trasporto Rapido di Massa) project which is designed to strengthen the local public transport system. The main feature will be an 8 km corridor to be created in a north-south direction. The route is to be operated by trolleybuses and the line itself will be more than 70% wired. It will connect the

local railway station in the city centre and the south campus of the university. Parma City Hall will apply for funds from the Italian Ministry of Transport.

POLAND Tychy (755)

Based in its tender of 29 April 2024, Tyskie Linie Trolejbusowe (TLT) accepted on 27 October 2024 the bid received from Solaris. Then after funding from the EU was confirmed on 18 December 2024 TLT signed the contract for the supply of eighteen 2-axle trolleybuses, valued at PLN 50m (€11.73m). They will be fitted with Škoda Electric equipment which includes traction batteries with an off-wire range of about 20km. Delivery will begin in autumn 2025 with completion by February 2026.

SWITZERLAND Winterthur (762)

A correction is required to the date shown to the item in Trolleybus 762 concerning the conversion of route 5 to trolleybus operation. It took place on 15 December 2024 (not November), as did the opening of the turning circle at Schloss Wülflingen on what became route 22.

Worth noting is that the wiring of the turning circle at Schloss Wülflingen is arranged so that the loop crosses the wiring of route 2 from Wülflingen heading to the centre thereby enabling trolleybuses on the new route 22 to layover in the layby provided as part of the new roadworks. This is now shown as Schloss in timetables.

With thanks to: Československý Dopravák, Plzenské trolejbusy, Škoda Group, Sustainable Bus Trolley:motion

Rear cover;

Lyon's Latest

Lyon 2801 is the first of 141 new HESS LightTram 19DC trolleybuses scheduled for delivery in 2025 and 2026. It introduces a new livery which also will be applied to the existing fleet

[HESS AG]

