

TROLLEYBUS

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June 2025



The Magazine of the British Trolleybus Society



*Osh, Kyrgyzstan
UITP in Athens
60 Years Ago. Bulwell Depot Closure*

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British Trolleybus Society

No. 767. June 2025

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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 June 2025. Dave Hall will present a variety of old films of many UK tram and trolleybus systems.

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 18 June 2025 Keith Farrow – Some lesser-known trolleybus systems worldwide and a preview of "London Trolleybus Operation Volume 2" which will be the pool of candidates from which the final photographs are selected.

West Midlands Transport Circle

BTS members are invited to attend WMTC meetings on the second Wednesday of each month (not August) at Bradmore Community Centre, Wolverhampton. Start 19.30, finish 21.45. At half-time we have a break with tea/coffee/biscuits! Visitor entry £3. Full details of upcoming talks are on the website <https://westmidlandstransportcircle.wordpress.com/>

Wednesday 11 Jun D Goodwin Transport in Malta – a look at military, air and road transport on the island.

Wednesday 9 July R & J Pearce More Walsall Trolleybuses

Monthly Prize Draw Winners

Due to circumstances beyond our control, the May prize draw will be held over until the June meeting, where a double draw will take place.



Front Cover: Osh 01 (delivered new in 2011) on line 2 at the southern terminus Student's town, seen on 21 October 2024

[Lars F. Richter]

Kyrgyzstan's Trolleybuses Part 3 Osh

Article and photographs by Lars F. Richter

Lars' visit to Kyrgyzstan's three trolleybus systems was undertaken with two friends in October 2024.

Looking back at our trip to Kyrgyzstan (and Kazakhstan – as usual we also included tram systems and KZ has three of them) we can say that Osh was the city we liked the most of all places visited. It was probably the weather – about 30 Celsius.

Our flight there from Bishkek got cancelled and we thus lost a day (having to wait till the next morning). We made it straight to the depot and had again no problems to talk our way in.

The depot is very full of “new” trolleybuses from Bishkek which they overhaul one by one and then press into service. When they are spruced up and repaired they get a new fleet number on the front but the old Bishkek number remains on the sides and back. They even managed to get the digital displays working on some of them. Many of these buses came from the capital with the old plastic destination signs still inside (same in Naryn) and we thus managed to take home a few souvenirs from all three KG trolleybus systems (but all are Bishkek signs – Osh uses cheap laminated printed signs and of course we took a set).

We did ride the two lines but discovered that most of the way the traffic is so intense

(just as in Bishkek – Naryn was very different) that it is completely impossible to take any good photos (they never leave enough space – one needs a quiet morning or weekend maybe to get good photos). But the southern terminus is ideal for photos and we spent rather a long time there seeing all vehicles in service (they run every few minutes).

We managed a few more spots later but would like to return one day and hopefully find some nice spots along the routes, hopefully with less traffic. They told us that two more lines are planned (there is quite a long non-revenue line connecting the two northern ends of lines 1+2 with the depot near one of them but there are almost no people living along this quite industrial area and thus there is probably little passenger potential – maybe they will go to the airport which is not that far from the depot). They should get about 100 trolleybuses from Bishkek and will surely need a bigger depot for this huge fleet. In Osh you pay when you exit the trolleybus! We will return once the new lines are operational for sure. We then flew back to Bishkek for one more day minus one of our group who had flown back to the US via Istanbul from Osh.

This is the last of the Kyrgyzstan reports, but the concluding episode will detail the visit to Almaty, Kazakhstan.

Page 104, upper: 02 (ex Bishkek 1806) - not to be confused with local 002 - undergoing overhaul for service here. All Photographs taken on 21 October 2024.

Page 104, lower: “Ugly duckling” 03 (new in 2010 - the only one in town) on line 2 on Isanovo Street.

Page 105, upper: 04 (new in 2012 - not to be confused with 004) on line 1 at the southern terminus Student's town.

Page 105, lower: 016 on line 1 at the Microrajon Manas-Ata” loop (the wires continue west from here without seeing service to pass the depot near where it joins line 2).

Page 106, upper: 017 at the northern Avtovokzal terminus (this batch of “Optimas” is all in green).

Page 106, lower: 48 from 2001 parked up at the depot (it was still in use earlier this year but with the new arrivals from Bishkek probably is no longer needed).

Page 107, upper: Training vehicle 1604 from Bishkek arrived here in September and is not yet used (will they convert it back to normal passenger use?).

Page 107, lower: 1617 must be one of the newest additions (not yet listed on transphoto as having been transferred from Bishkek) but needs work to be done like all the ex-Bishkek fleet so far.









UITP Trolleybus Committee Meeting

Report and photos (taken on 10 April) by Gunter Mackinger

Between 8 and 11 April, Athens public transport company O.SY hosted UITP's 42nd Trolleybus Committee meeting. Trolleybus officials from almost all over the world came together to discuss technical as well as economic questions of today's trolleybus developments and particularly the high potential of IMC trolleybuses with the worldwide Green Deal.

O.SY as an important trolleybus operator was a perfect host for the international trolleybus community!

At the conference the first trolleybus generation was represented by trolleybus 704 (Fiat/CGE – 1939) as well as trolleybus 8064 (Neoplan/Kiepe – 2004) which was just coming from refit in O.SY's workshops.



Above: UITP's 42nd Trolleybus Committee meeting, hosted by O.SY Athens

Page 109, upper: The oldest Athens trolleybus is Fiat/CGE 704, built in 1939.

Page 109, lower: As new, following a general overhaul, is Neoplan/Kiepe 8064, built in 2004



Sixty Years Ago: End of Bulwell Depot Trolleybuses

Words and Photographs by Tony Belton

On 31 May 1965, Bulwell depot in Nottingham ran its trolleybuses for the last time, being replaced by motorbuses the following day. Bulwell ran two routes: the 42 from Basford Northern Baths to Old Market Square and the 44 from Bulwell Hall Estate to Colwick Road, which at eight miles was Nottingham's longest trolleybus route.

An enthusiast's recollections

Number 563 became a "celebrity" on the last night of service 44 and closure of Bulwell Depot on 31 May 1965. It was the last service trolleybus from Colwick Road but was duplicated from the City by 538 that followed as the last service trolleybus to Bulwell Hall Estate. Trolleybuses were running in to Bulwell Depot then being transferred under power to Parliament Street for scrap or further service.

563 had a puncture in Main Street, Bulwell (the street behind 563 in the

photo) and thus became the last trolleybus to leave Bulwell for Parliament Street. Unfortunately, on Alfreton Road the power was cut off. The breakdown truck 809 was summoned but the crews thought that given the occasion, 563 should continue "under its own steam". It was towed to Canning Circus where, with 809 clearing the way, 563 using gravity and battery combination coasted down unwired Wollaton Street via Theatre Square, Upper and Lower Parliament Streets, coming to rest at the junction of Lower Parliament Street and Huntingdon Street where gradient, battery and luck ran out. It was towed the last +/-400 yards to Parliament Street depot in triumph – a memorable night!

Number one in the charts was Long Live Love by the shoeless Sandie Shaw



Nottingham 546, on route 44 from Bulwell Hall Estate to Colwick Road, is entering Radford Road at "Fiveways" Basford passing the Shoulder of Mutton public house, which is no longer with us.



Above: Nottingham 550 on route 44 is passing under the Great Central Railway overbridge on Hucknall Lane (it was sited between Bulwell Market and Bulwell Hall Estate, near Carey Road). I understand that the bridge was demolished in 1964/5.

Below: Nottingham 574 on route 44 with crew posing is parked at Piccadilly outside Bulwell depot waiting to enter depot for the very last time.



BTS AGM and Members' Day 2025

The Society's Annual General Meeting will be held in the Regal Cinema at the Trolleybus Museum at Sandtoft on Saturday 18 October, starting at 5.00pm. By this time the Museum will have closed to visitors and members who wish to attend only the AGM will have free entry.

The Members' Day will immediately precede the AGM. It will be an open day at the museum with all the museum's usual attractions. The following day will be the Isle of Axholme Running Day so it's well worth planning to make a weekend of it.

Best Wishes to Andrew Barton

Andrew is well-known to Society members as being a BTS Committee member and the Monthly Prize Draw Organiser. Members who attend Reading meetings know Andrew because he opens up Oddfellows Hall for us every month, administers entry, issues car park permits and when the meeting has ended locks up again.

At the time of writing Andrew is in hospital. The BTS Committee wishes Andrew a speedy recovery and we look forward to seeing him at meetings again.

Commemorating Rotherham's Trolleybuses – Sixty Years On

Bookings are being taken for the Rotherham Trolleybus Group's anniversary tour of the former Rotherham area trolleybus routes.

The tour will be held on 11 October, departing Rotherham Railway Station at 11.00, using a preserved vintage bus from South Yorkshire, availability permitting of course! Anyone can join the tour, but

reserving a place is essential by emailing David Hanchett

david.hanchett@talktalk.net

The RTG's AGM will take place at the South Yorkshire Transport Museum at 2pm on the same day, for members only.



Model Tram, Bus and Railway Exhibition Saturday 16 and Sunday 17 August Open: 10am to 5pm both days

Organised by Crich Tramway Village, ten layouts will be featured. Trams will be operating in the street for the public to take rides on. Other attractions will be the woodland walk, Robert Whetstone Model trams on static display, car park and café.

Venue: The National Tramway Museum, Crich Tramway Village, Crich, Derbyshire, DE4 5DP

Admission: Adult 25.00, Concession 25.00, Child 15.00, Family 55.00

Contact: John Huddleston 01773 854321

Email: john.huddleston@tramway.co.uk

Website: www.tramway.co.uk



MUSEUM & PRESERVATION NEWS

Edited by Jody White



Trolleybus Museum at Sandtoft

Free Entry on Saturday 7 June

A volunteer recruitment day is being held at the Museum, with free entry. All will be welcome to learn how the Museum operates and about the roles available. Because there will be no entry charge the David Croft Depot will be open to visitors and new signage will be unveiled, including a tribute to David Croft. The Museum paid no VAT when the depot was built, saving about £50,000, but VAT rules mean that it cannot be opened on days when visitors pay for entry.

The Museum is recruiting to fill vacancies and to increase the volunteer team so that the number of open days can be increased.

To enquire about volunteering at the Museum, please email

volunteering@sandtoft.org

Sandtoft & District Railway Opening

An independent inspection of the S&DR is scheduled for 20 May. Depending on any recommendations that may emerge from the report the railway could open soon afterwards. A formal launch event will be held later in the year.

Events

[Open Days – The Trolleybus Museum at Sandtoft](#)

- Saturday 14 – Sunday 15 June Father's Day Weekend
- Saturday 28 – Sunday 29 June Tractors Weekend, with displays of vintage tractors and agricultural equipment. On Saturday only there will also be a display of classic cars.
- Saturday 12 July Atkinson Lorries Preview Day
- Sunday 13 July Atkinson Lorries Day, featuring a display of classic Atkinson lorries
- Saturday 26 July Sandtoft Gathering '25 Preview Day (open 12.00 – 17.30)
- Sunday 27 July Sandtoft Gathering '25 (open 10.00 – 17.30)

Cardiff and South Wales Trolleybus Project

As Spring commenced, the Cardiff and South Wales Trolleybus Project had not let the grass grow underfoot, with its limited number working on restoration tasks on both Cardiff 243 and 262.

Cardiff 243

The chrome ladder support bar above the rear destination box was reinstalled, once a pair of aluminium end caps were machined up.

The rear blind had its mechanism overhauled, end drivers and tubes fitted, and destination blind installed.

Installation of two of the offside inspection hatches was completed and their spring-loaded opening retainers were stripped down and serviced. These are now in place.

The doors have received new budget locks and using an old retainer plate as a pattern, new plates that accept the budget lock are being fitted to the body pillars.

The hatch board above the motor had been overdue for renewal. A new two-piece angle iron frame had to be made and fitted followed by new tongue and groove timber inserts.

The removal of 243's front springs has now started. Dealing with these heavy parts without a pit is taxing, to say the least, but that is the interesting part of vehicle restoration!

Cardiff 262

The rear blind had its mechanism overhauled, end drivers and tubes fitted, and destination blind installed.

After painting the front destination box, its tubes and end drivers were fitted. We thank member Carl Isgar for donating an original full blind of West routes, which interestingly feature planned routes that never materialised.

The rear destination box had a coat of white paint, with light fittings and wiring to the rear platform light and after probably

two decades it was reunited with its opening door, complete with new budget



The budget lock receiver plates, both new and the old, which was used as pattern.

[Keith Walker]

locks. Finally on destination boxes, 262's narrow side destination box had its internal structure updated then its door fitted with a new piano hinge before its blind was made



The underside driver's cab cleaning in progress on Cardiff 262.

[Keith Walker]

serviceable. Installation of three of the offside inspection hatches was completed and their spring-loaded opening retainers were stripped down and serviced. These are now in place.

Like 243, the doors of 262 have received new budget locks and, using an old retainer plate as a pattern, new plates that accept the budget lock are being fitted to the body pillars.

It was hoped that the front area beneath the driver's cab on 262 could be steam cleaned, but it has been a slow job removing a large quantity of accumulated dirt and grease from a lubrication system

that obviously did not work - but due to restricted access this is ongoing.

Keith Walker

Ipswich Transport Museum

The 1922 ex-Eastern Counties Tilling-Stevens petrol electric double decker was moved from our museum to a site in the Southampton area for professional bodywork restoration.

Meanwhile, Ipswich 44 was moved from a pit and into the same place it was kept when it first arrived at the Museum in 2022. The area is now fenced off as a restoration work area.

Whilst Ipswich 44 had sat over a pit for the past couple of years, no work had yet been done on the underframe or traction electrics and it had reached the point that certain necessary jobs required it not being positioned over a pit.

A new canvas roof covering has been fitted and it will be a lot easier to paint this now, particularly at the front of the roof. The front end can now receive attention. In addition, attention is now being turned to the wheels that it currently sits on, with the tyres being fit for disposal only. New tyres were purchased a couple of years ago (not cheap!) and a programme of removing the wheels and getting the hubs shot-blasted and painted will commence soon, followed by painting and fitting of the new tubes and tyres. Whilst the wheels are off, the opportunity will be taken to give the condition of the brakes a once-over. The handbrake is working again for the first time since we got the bus!

Stephen Cobb

We send our best wishes for the work ahead! Jody





Page 115, inset right: Ipswich 44 being moved into the back yard at Ipswich Transport Museum after removal from the pit. [Stephen Cobb]

Above: Ipswich 44 on tow to the fenced-off area inside the depot [Stephen Cobb]

Below: Ipswich 44 after being transferred to the fenced-off restoration area. [Stephen Cobb]



World News Vilnius

Photos by
DG Chick

Right: Three types of trolleybus are expected to disappear from the Vilnius fleet with the delivery of further new vehicles. At one time Škoda 14 Trs predominated. Four of the type are seen in this photograph taken on 17 May 2017.



Left: When this May 2017 view was taken four Škoda 15 Trs were in service, a figure which has now reduced to two.

Right: In 2004 - 2006 a fleet of 45 Ganz-equipped Solaris T15s was purchased. The 40 remaining in service are expected to be replaced by new trolleybuses which have yet to be ordered.



World News

Edited by Colin Page



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

AUSTRIA Linz (766)

Operator Linz Linien GmbH issued a tender on 20 March 2025 for a framework contract for the supply of up to 39 double-articulated trolleybuses to complement the current fleet of 20 Van Hool Exqui.City 24T trolleybuses built from 2017 to 2019. These are insufficient for a full trolleybus operation for the existing routes (45 and 46) requiring constant motorbus substitution of some duties. Therefore, additional trolleybuses have been included to provide a full complement for these, with 16 trolleybuses for the new 48 line. The balance would be available for future extensions. Delivery of the first twelve is expected in early 2027. Maintenance for sixteen years is also included.

BOSNIA & HERZIGOVINA Sarajevo (765, image 766)

The new trolleybus line 105 between Sarajevo, Trg Austrije, and the neighbouring town of Vogošća, 8km to the north, reopened on 27 April 2025. The first line (destroyed in the Yugoslav war) closed on 17 April 1992.

CZECH REPUBLIC České Budějovice (766)

The end of operation after 34 years of Škoda 15 Tr and 15 TrM trolleybuses was marked on 2 May 2025 when special rides were made on lines 2, 3 and 9 with three vehicles. Fifty-two saw service with the newest arriving in 2004. The fourteen new Škoda 33 Tr SOR trolleybuses are numbered from 412 and entered service on 8 April.

Line 15 from České Vrbné to Papírenská – točná was converted to trolleybus operation from 1 May.

ECUADOR Quito (766)

The new fleet of Yutong articulated trolleybuses ET01 to ET60 went into regular service on 1 April 2025. Various big celebrations took place in the city.

Some more of the 113 Mercedes-Benz/Hispano O 405 GT trolleybuses from 1995 and 1999 have therefore been withdrawn. About 20 of these remain in service, which combined with the new vehicles has enabled substitute diesel buses to be withdrawn from the trolleybus lines.

FRANCE Nancy (766)

After speeches in front of the cathedral at midday on the opening day 5 April 2025, public service on T1 was introduced at 14:00hrs when trolleybuses with invited guests simultaneously left for the two termini; CHU Brabois in the south-west (using no 12) and Essey Mouzimpre to the east (no 16). Also, at the same time no 17 left Brabois with musical accompaniment and 60 passengers who had registered on-line while no 1 left Essey Mouzimpre as the first passenger carrier.

The line follows the route of the erstwhile TVR except for a short length between Clinique Pasteur and Essey Roosevelt. Instead of the inward-bound service travelling along President Roosevelt and Ave Foch T1 now follows the outward-bound TVR alignment along Ave General Leclerc to President Roosevelt. There are two unwired sections along pedestrian areas: between Montet Octroi and Jean Jaures and between Mon Desert and Division de Fer. At the Brabois terminus trolleybuses turn under battery power. There are then two sets of wires side-by-side at the stop which join at a trailing frog at the exit onto the main wiring. A similar arrangement has been installed at Essey Mouzimpre but with three lanes. 25 stops all provide level access to the trolleybuses, replacing 28 stops provided for the TVR. The fleet comprises 25 Hess LighTram ® 25

double-artic trolleybuses (fleet nos 1 to 25 - no zeros), with a capacity of 154, including seating for 46 and seven spaces for bicycles and wheelchairs.

At the April start, 17 trolleybuses were available with 15 required for a seven-minute service frequency. Availability of the remaining eight trolleybuses by mid-May has enabled the service requirement of 21 vehicles to provide a five-minute interval at peak times.

The depot remains at Rue Marcel Brot which is not connected by wire to line T1 although a circuit of wiring runs within the depot perimeter, as it did with the TVR system. All the TVR guide rails along the route have been removed but with a short length in the depot. Operation remains with Keolis Grand Nancy.

Bombardier trolleybuses 8 and 20 from the TVR fleet remain in Nancy in the hands of a Belgian enthusiast.

ITALY Milano (762)

From the framework order for ninety Solaris Trollino 18/Kiepe trolleybuses, signed in 2018, the first order for 30 (800 to 829) was delivered by 2020. The last of the next batch of fifty ordered in 2021 (830 to 879) went into service on 13 January 2025, along with six others numbered between 854 and 878. From the remaining additional ten ordered in 2022 (880 to 889) the first to go into service was 881 which did so on the same day. Four others entered service on 4 April 2025.

At the end of February 2025, work began on Viale Umbria between Porta Romana and Calvaire to provide a dedicated lane for route 92. The former market on the alignment was to be demolished, with new trees and car parking places provided. New wiring and traction poles are to be installed, with construction works scheduled to be completed in 2026. Route 92 is also being curtailed at its southern terminus (near to the above roadworks) necessitated by roadworks in Viale Isonzo. Instead of terminating at the Viale Umbria/Lodi M3 stop, trolleybuses will turn at the roundabout at Piazzale Lodi. A temporary terminus has been set up in Viale Umbria. Stops west of the roundabout and the turning circle at Via Isonzo are suspended.

ITALY Verona

It is nearly ten years since the go-ahead was given for a new trolleybus system in this city. Construction started on 16 December 2016 but change of scope and lack of funding have since delayed and/or stopped progress until a revised plan in 2023 secured increased support from the European Investment Bank of €62m, creating a total package of €150m. This allowed construction to restart. Planned opening is now in 2026. Thirty-nine articulated trolleybuses had been ordered from Hess with Kiepe electrics, but the status of both suppliers has since changed.

The first vehicle was produced in 2020 but now with ABB electrical equipment. Testing of it then took place in Biel. Subsequently a total of six were built but have remained at Hess's factory in Bellach. Hess has agreed to send these six to Verona and start construction of the remaining 33. These will be to the extended lighTram® 19 DC (18.75 m) variant, as Hess has ceased production of the shorter (18 m) model.

LITHUANIA Vilnius (759)

On 8 April 2025, the last trolleybus of the order for 91 Škoda 32 Tr battery trolleybuses, (no 1814, though not the last fleet number), was put into operation by VVT (Vilniaus viešasis transportas). Fifty have been allocated to depot number 1 (Antakalnio transporto departamentas), 1 being the prefix to the fleet number. The other forty-one have gone to the newer depot 2 (Viršuliškių t/d), prefix 2. There is concern with the latest vehicles that seats at the rear are having to be 'railed off' because of weight distribution problems on the two axles since the battery is a single unit rather than having two separate batteries for traction and HVAC/ancillaries as installed on the initial models. These deliveries have enabled the numbers of Škoda 14 Tr trolleybuses in service to reduce to about 40 allocated to depot 1 and about 10 in depot 2. Together with the two remaining 15 Trs they are now used mainly on weekday peak duties and as back-ups at weekends. Most routes see them in use at these times except 6 and 10 which are exclusively operated with 32 Trs. It is anticipated they will be withdrawn in early

2026 when more 32 Trs and articulated 33 Trs are due to be delivered. These deliveries will also enable the forty remaining Solaris Trollino 15AC 3-axle trolleybuses to be withdrawn. Note, for anyone anticipating a visit to see them that none of the 14 Trs or 15 Trs will be in use during the national holiday period between 23 June to 31 August 2025.

MEXICO Mexico City (766, 765)

On 12 May 2025, after three years of construction and almost a year of delay, the 18.5 km long intercity trolleybus corridor from Santa Martha eastwards to the south-eastern city Chalco was scheduled to be opened, despite three intermediate stations (of the 13 planned) not yet being completed. It is designated as line 11 and built to bus rapid transit (BRT) standards, in the middle of the road and along viaducts, thereby separating much of it from other road vehicles. Trolleybuses required to provide the service are drawn from the fleet of 102 Yutong ZK5180C artics (with fleet numbers in the series 24XXX) delivered up to the beginning of 2025. A large depot has been constructed at Chalco to house them.

At Santa Martha it will connect with another BRT trolleybus corridor, line 10 and 8km in length, between Santa Martha and Constitución de 1917, which is also fully elevated and was largely opened in October 2022. An extension from the original terminus at Acahualtepec has been constructed eastwards to Santa Martha and although already completed, was still not put into operation when the new line 11 was due to open in May. Opening awaits completion of the unfinished check-in areas of the Santa Martha terminal. Meanwhile construction is almost complete on a conventional trolleybus line westwards from the Constitución de 1917 terminus to Mixcoac, which will be designated line 13. This follows much of an earlier trolleybus line which was suspended at some date in the past. It will be operated by the licensed operator "Corredor Eléctrico Ermita Mixcoac" (CEEM) who also operates other

trolleybus lines in the city with rigid and articulated types. It is possible that direct connections will be made with line 10, currently operated by city carrier STE, and that inter-connecting operations could be made between the two.

Referring to "Trolleybus" (766), conventional trolleybus line 12 from Tasqueña to Persur was operationally opened on 4 June 2024, but with much wiring still to be installed. Fourteen Yutong rigid trolleybuses were delivered from China which were deployed on 21 April 2025 on the route. It is not known if these are part of the fleet of 500 new trolleybuses promised by President Claudia Sheinbaum when she took office as Mayor in 2019. Over 400 Yutong trolleybuses in 12m 2-axle and 18m articulated configuration have been delivered to the beginning of 2025.

In March the Mayor of Mexico City, announced that construction of a 6 km trolleybus route is about to start in the southern part of the city from Ciudad Universitaria – Huipulco and designated as line 14.

SWITZERLAND Biel/Bienne (757)

Bern lighTram double artic trolleybus no 49 visited Biel on 22 April 2025. It was possibly for familiarisation examination as Biel has an option for purchasing 18 double artics within its live order for new rigid and articulated trolleybuses.

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

Rear cover: Nancy Opens. Photographs by HESS AG

Upper: Two of Nancy's new HESS lighTram trolleybuses are seen at Brabois terminus

Lower: Trolleybus No. 7.

