

TROLLEYBUS

Vol. 65 No. 774

January 2026



The Magazine of the British Trolleybus Society



*Bournemouth 99
Nottingham 578
Vancouver*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 774. January 2026

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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 7 February 2026

- Our annual visit from Reading Buses CEO Robert Williams, lifting the lid on what the future holds for our favourite bus operator!

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. All meetings commence at 14.30.

Meetings Organiser John Parkin, 59 Beechwood Court, West Street Lane, Carshalton SM5 2QA. Email trolleybus654@aol.com.

Wednesday 21 January 2026

- Martin Jenkins - British Trolleybuses (excluding London) in colour 1949 to probably 1966.

Wednesday 18 February 2026

- Alan Murray - Mexico and New Zealand.

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 8 January 2025

- Speaker and subject to be confirmed.

Monthly Prize Draw Winners for December

Bonus Draw:

- £100 David Smith (East Leake Leicestershire)
- £80 Alan Murray (Horsham, West Sussex)
- £60 Shaun Bradbury (Reading, Berkshire)
- £40 David Snellgrove (Watford, Hertfordshire)
- £30 Paul Dicken (Llanfairpwllgwyngyll, Anglesey)
- £20 Robin Bence (Greater Manchester)

Front cover: Despite the Schaffhausen closure a lot of good news is coming from Switzerland. Fribourg's bus service 6 has recently been converted to trolleybus operation. No. 6604 is seen at work on the first day, 1 October 2025.

[Jordan Gondeau]

Happy New Year!

We welcome the New Year with a view below of Beograd (Belgrade) 2026. The Belkommunmash AKSM-321 on route 41 is turning left from Svetogorska into Takovska on its way to Trg Republike on 17 October 2013. Tony Belton

Coming in 2026

BTS Weekend at Sandtoft 23 – 25 May. We will be running as many BTS trolleybuses as possible. Come and support us!

125 years of municipal transport in Reading will be celebrated in October. The Society was founded in Reading and we will be taking part in the celebrations. More will be revealed nearer the time.

Prize Draw Boosts Bournemouth 99 Fund!

The Bournemouth 99 fund has swelled by £1,655 as it has benefitted from the 2025 Monthly Prize Draw profits. There is much work to do to make No. 99 ready for the 60th anniversary of the closure of Bournemouth's trolleybus operations, which is just over three years away.

Thank you to all subscribers to the 2025 Draw. Adding this sum to the large donation we received earlier this year, the Society will be able to investigate the vehicle's condition and commission remedial work.

Best wishes for 2026 to all our members.



Letters to The Editor



Walsall Used Ticket Boxes

In the caption to the lower photograph on page 233 of December's Trolleybus, Tony Belton makes reference to the colours of the used ticket box on a Walsall Sunbeam.

Re Tony Belton's mention of the coloured used ticket boxes on Walsall trolleybuses, I heard about these many years ago from the late Mike Dare. This possibly apocryphal but



 Another photograph showing the colour of Walsall's used ticket boxes. One of the ex-Ipswich vehicles, Walsall 351 is seen on route 32 passing Leamore turning circle on Bloxwich Road.
[Tony Belton]

The answer to his question may be found on page 51 of the best-selling Trolleybooks publication "Walsall Trolleybuses", now unfortunately out of print. Originally Mr Cox had chosen yellow and black to draw attention to the boxes, colours quite often used today to draw attention to a feature, but also the colours of Wolverhampton Wanderers football club. Hence the change to red and white, Walsall F C's colours.

Thanks Tony for yet another interesting and well illustrated article.

Bob Rowe

amusing story was told to a group of visitors being shown around Sandtoft by Mike, while we were viewing one of these boxes.

Apparently, the Transport Manager, Mr Edgley Cox, being infuriated by the fact that passengers deposited their used tickets on the floor of his buses, and not in the box provided, decided it was time to do something about it. His idea to solve this problem was to make the boxes more conspicuous and to that end he arranged for them to be painted with orange and black stripes.

This caused an outcry from a number of passengers who said "I'm not putting my ticket in that box - that's the colours of Wolverhampton Wanderers F. C.!" Unfazed by this faux pas, Mr Edgeley-Cox duly



▲ Reading 113 had been newly-restored when seen operating at Sandtoft's fiftieth anniversary event on 24 August 2019. [DG Chick]

arranged for the boxes to be repainted in the colours of Walsall F. C.

On another matter, I was very impressed with the photographs of Cleethorpes 54 and could not help noticing that the style of the Park Royal bodywork is very similar to that of Reading 113. Any chance of some pictures of 54 and 113 together, please?

Tony Williams,

Good idea – I'll see if it can be arranged.
DGC

Reading the December issue of Trolleybus, there was a question concerning the used ticket box colour on the Walsall vehicles.

Presently the team colours for the home shirts are red and black but in the 1960s the strip was red shirts and white shorts, changing to white shirts with red shorts and the time of the closure of route 29.

Of course, the colour of the box on the vehicle might have been a coincidence.

Alan Butler



▲ The similarity of the Park Royal body design pointed out by Tony Williams can be seen in this view of Cleethorpes 54 on its launch day, 1 November 2025.

[DG Chick]

Restoration Progress: Nottingham 578

Last month I reviewed several trolleybuses where restoration work is making good progress. One vehicle I did not mention was Nottingham 578 which is based at the East Anglia Transport Museum at Carlton Colville. Nottingham 578 is a B.U.T. 9641T three-axle vehicle with a Brush H38/32R body which entered service on 1 December 1951 and was withdrawn on 10 October 1965. It was one of a batch of 101 vehicles of which the first 25 (500-524) had 8ft wide bodies and the rest 7ft 6in. wide.

On withdrawal it was purchased by Alan Calderbank, a member of the Nottingham Trolleybus Group and was taken to Plumtree on 6 January 1966. It moved to Sandtoft on 8 December 1974 under the ownership of Steve Collins and Phil Howard. Between arrival and its departure to Boughton on 14 June 1994, various amounts of work were carried out, including stripping out the upper deck and replacing stair casings, lino and laths. The ceilings and the seat frames were repainted, but the original upholstery kept. The lower deck was similarly treated but the floor and

laths were left alone. It was externally repainted too.

On arrival at Boughton the intention was to refurbish the lower deck. It was stripped ready for replacing but was put back together hastily and given an external repaint ready for the trip to Nottingham for display in The Old Market Square for a Nottingham Heritage Transport event on 22 September 2018. Following this event Keith Hopkinson rebuilt the front end and cab area.

In 2022 Phil Howard (who was sole owner by this time) sold 578 to the London Trolleybus Preservation Society and it was taken to Carlton Colville where it is now undergoing a complete refurbishment. The upper-deck seating has been re-upholstered whilst the lower deck has been stripped out once more for complete refurbishment of lino and laths and to have all the upholstery replaced, at a cost of £11,000. Work continues, replacing window rubbers being the next main task.

Dave Hall

Photos by Keith Hopkinson



▶ The lower deck showing preparations being made for the new lino, replacement of side panels following which the re-upholstered seats were fitted.

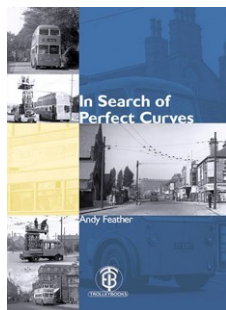


▶ The completed upper deck with the newly re-upholstered seats.



Book Review

In search of Perfect Curves by Andy Feather.



A4 Hardback
297 x 210mm

126 pages, 251
photographs, plus
16 maps and
diagrams

ISBN
9-780904-235357

Published by Trolleybooks for £28.00
plus postage.

This is the autobiographical story of a Bradford school lad who loved trolleybuses. In the mid-1960s the author befriended the overhead linesmen of the city's trolleybus system who allowed him to follow them on their work activities, including those at night. Andy has published in chronological order his notes of his adventures. A prominent theme describes the individuals and how they worked together with their electric steeds and the Transport Department. Then an exquisite album of photographs taken by the author adorn the pages, to which the publishers have commendably added relevant photos from the archives. Their captions follow the story, being placed next to the adjacent described events. Andy includes details of his relationship with BCT when they employed him in a clerical role from 1968.

Overall, it is certainly an unusual publication although not necessarily unique. Do not expect a reference book. There are no fleet or route lists or route wiring diagrams. Several relevant overhead and electrical

drawings and outline maps are however included. Dates relate simply to the story. Nor is it a technical treatise on how overhead is designed, installed, or maintained although there are many "engineering details" scattered in the text and diagrams which usefully add to our general knowledge. But if you read every word, you should be able to relate to and increase your experience of how the trolleybuses were kept running. Andy says a knowledge of Bradford's geography and trolleybus network could be useful. I agree but then I had the benefit of being a student at the university from the end of the 1960s!

Volume two will continue the author's story during the last two years of trolleybus operation in the city, followed by the story of the Sandtoft Trolleybus Museum where he was a founding member and remains active to this day. Tantalisingly, stories of other museums such as Transperience are to be included. I have no idea how the second volume will match this first one in style or content but if just the presentational quality is similar then treat yourself and acquire both.

Colin Page

Buy your copy of In Search of Perfect Curves from BTS Sales. All profits help with the Society's work to maintain and preserve historic trolleybuses. Use the link below or write to:

BTS Sales
1 Mentmore Road,
Leighton Buzzard
LU7 2NY

[In Search of Perfect Curves – British
Trolleybus Society](#)

A visit to Vancouver

Words and photographs by Ian Stubbs

Ian Stubbs travelled to Canada in May 2025. Although some battery-electric buses have been purchased the existing trolleybus fleet is

to be replaced with new trolleybuses and the fleet size potentially doubled.

Below: 2239 is heading north in Granville Street towards Waterfront. The early May sunshine highlighting the adverts for the Vancouver Symphony Orchestra venue.

Page 10, upper: A steady stream of trolleybuses uses Granville Street. 2204 heads to the eastern district on route 7 to terminate at Nanaimo Station, it is closely followed by 2251 which will then head due east to Hastings on route 14.

Page 10, centre: Articulated 2573 travels along Granville Street, probably to take up service on route 3 to Main Street but will terminate at Marine Drive Skytrain station using the relatively new wiring linking the former Main Street terminus with the Skytrain station.

Page 10, lower: Route 41 was reintroduced since my last visit in 2014, following many years of motorbus operation. It runs along 41st Avenue from the terminus close to the Dunbar loop to end at Joyce-Collingwood Skytrain station, passing the site of the former Oakridge depot which is now undergoing redevelopment. 2255 is seen at the leafy surrounding of its western terminus.

Page 11, upper: The eastern terminus of route 41 at Joyce- Collingwood Skytrain station is a much more urban landscape. 2120 is laying-over before starting the westbound journey.

Page 11, centre: Stanley Park provides one of the most picturesque settings for a trolleybus terminus. The long route 19 from the western suburb of Metrotown ends here. 2243 has just arrived and will shortly depart travelling through downtown Vancouver and Kingsway to reach Metrotown.

Page 11, lower: Vancouver is increasing its use of electric traction. The existing fleet of trolleybuses are to be replaced by new ones, but in its efforts to cut pollution some battery-electric buses have been purchased. H32313 is recharging at the Marpole loop, which was once the terminus for routes 20 and 17 but now use Marine Drive Skytrain station







MUSEUM & PRESERVATION NEWS

Edited by Dave Hall



The Trolleybus Museum at Sandtoft

The Museum has announced an exciting programme of events for this year.

- Easter Saturday 4 April Sunday 5 April 1940s Weekend. Monday 6 April open day.
- Tuesday 7 April to Friday 10 April Weekday opening
- Saturday 18 April Sunday 19 April 6-wheeler Weekend
- Saturday 2 May to Monday 4 May Yorkshire Made and Operated Weekend
- Saturday 23 May to Monday 25 May British Trolleybus Society Weekend
- Tuesday 26 May to Friday 30 May Weekday opening
- Saturday 13 June Sunday 14 June Father's Day Weekend
- Saturday 27 June Sunday 28 June Wings & Wheels
- Saturday 11 July open day Sunday 12 July Atkinson Lorries
- Saturday 25 July Gathering Preview Sunday 26 July Sandtoft Gathering
- Saturday 8 August Sunday 9 August open days
- Monday 24 August to Friday 28 August Weekday opening
- Saturday 29 August to Monday 31 August 80 Years of BUT
- Saturday 19 September Sunday 20 September Blues & Twos
- Saturday 3 October Sunday 4 October Eastern Buses
- Saturday 17 October open day
- Sunday 18 October Isle of Axholme Running Day
- Saturday 31 October Twilight open day

Artist in Residence

Thanks to one of the first grants from the North Lincolnshire Cultural Futures Community Grants scheme, the Museum has appointed its first Artist in Residence, Julie Oxenforth. Julie will attend all the open days in April and May, running workshops and staging an exhibition in the green tram body.

Cardiff & South Wales Project

It may have been a while since the last report from this side of the River Severn but the team at the Cardiff & South Wales Trolleybus Project, haven't been resting on their laurels with vehicle restoration but have attended two shows on the same day! raising much needed funds.

Cardiff 262

Both the front wheelarches have finally been fully attached after their profiles had been adjusted and on the offside the wooden framing had to be replaced as it still contained fire damage. Work on the final narrow rear upper deck ceiling panel refit has been completed although its offside timber framing also required attention, but it now has new double feather edge beading at its seams. Due to necessity the accumulation of donated books was moved from 243 into 262 lower saloon so we could speed up work on the doodlebug, so the only other job to report on 262 is measuring up for new cab blinds.

Cardiff 243

The internal undercoat repaint has temporarily ceased as our painter is on sick leave. However, after clearing out the saloon, the old red plastic Herzim trim insert removal was completed and,

after ordering new, Bob and Chris have been making good progress which with the special Herzim tool speeds things



The new Herzim plastic in its aluminium trim around 243's door partition and side destination box.
[Keith Walker]

up. Unfortunately, the aluminium trim housing around the emergency door



The goalpost shape aluminium trim around the Emergency door on 243 which had to be rectified so the plastic would fit.
[Keith Walker]

had been damaged so the plastic insert could not be fitted. However, after a new aluminium section was grafted in, that area is now complete.

Similarly, we have measured up for the front bulkhead blinds but what surprised us was that the blinds are on the saloon side. Additionally, another surprise is that 243 had a horizontal handrail across the front cab bulkhead. We have a replacement rail and have found three suitable support brackets.

As often happens, we do have some setbacks. One job that didn't go as planned was whilst retaping a section of 243s nearside boom where it sits

under the retaining hook. Our intention was after completing this job, the under-tension booms would be returned to the dummy overhead wires, but while slowly moving the boom upwards, it broke away from Keith and shot upwards, being arrested by disused cable ducting. A previous repair at the trolleybase end had bent the boom! The only thing to do was remove the boom to the bench where luckily with heat the boom was straightened and after it was retaped it was reunited with its base, the spring re-tensioned and both booms are now where they should safely be.



Cardiff 243's nearside boom having heat applied to successfully straighten it.
[Keith Walker]

With Christmas getting closer the Project wishes readers a very Merry Christmas and a Happy New Year, and if during 2026 you are ever near Barry depot on a Tuesday or Saturday pop in and say hello.

Keith Walker



World News

Edited by Colin Page



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

A Significant New Year

2026 could be a significant year as we accept the reality of the transition taking hold of traditional (classic) trolleybuses powered directly from the overhead wires to practically every newly-delivered vehicle now taking traction power from a combination of overhead and/or batteries chargeable from the overhead or static chargers. These, when combined with an increasing confidence in IMC technology and capabilities, are allowing operators to instigate arrangements to exploit the off-wire capability, especially by removing wires in town centres and extending services away from the overhead into the suburbs. Meanwhile shadowing this revolution is the growing number of operators for whom electric buses are challenging the trolleybus as a replacement mode of propulsion, particularly regarding cost.

Expected in early 2026 are the deliveries to Tallinn, Estonia, which will see the trolleybus system reintroduced, the reintroduction of trolleybus services in La Chaux-de-Fonds, Switzerland, and then to Vancouver, Canada where a start will be made on fleet replacement.

The editorial team will be pleased as always to receive any reports and photos to include in the column.

Colin Page

BULGARIA Khaskovo

Located in the southeast of the country this operator lays claim to having the smallest trolleybus system in Bulgaria. At the end of 2025, the actual existence of such a facility must be questioned. Circular route 108 with branch 308 to the depot (giving a combined total length of 8 km) require three trolleybuses to meet the timetable but now there are only two Škoda 24 Tr vehicles in operational order from the five bought in 2020/21. These are

2419 with Citybus body (ex- Plzeň 503, new 2005) and 2421 with Irisbus Citelis body (ex-Teplice, 167 new 2006). The third is 2420 (ex Plzeň 498) which was however only withdrawn in March 2025 after sustaining accident damage and thereby reducing the operational fleet availability below requirements. Their erratic serviceability together with overhead in need of upgrading and replacement and an influx of new electric buses mean that trolleybuses often don't run. Ongoing delivery of more electric buses enables the Transport department to claim having the first fully electric fleet in the country but probably sees the definitive demise of the trolleybus system as a recognised mode.

Of the five Škoda 24 Trs the other two are 2422 (ex-Teplice 165) and 2423 (ex-Teplice 168) which have both been out of service for a long time.

Two Škoda 14 Tr08/6 (nos. 1011 and 1012) acquired from Szeged, Hungary, and used after a complete overhaul reside in the depot but have been out of use since 2021.

CZECH REPUBLIC Opava

MDPO (the Opava Municipal Public Transport Co) issued a tender on 18 November 2025 for the provision of eleven battery electric buses and three partial trolleybuses. The specification is extensive, with the invitation complicated by the availability and location of suppliers. This initial report is recording the event.

GREECE Athens (772)

The disagreements about whether the trolleybuses and overhead should stay or be removed appear to have been overcome with very recent developments which make the outcome something of a compromise. (WN Editor's note – nothing has been noted which can be classed as official although comments add weight to the observations).

Route 20 from Neo Faliro via Kastella to Drapetsona, one of the three trolleybus routes in Piraeus, closed on Friday 5 December 2025. It had been in continuous service

carrying passengers since 1948. It is possible that interlinked routes 16 and 17 have closed at the same time, otherwise they will do so within weeks. The removal of trolleybuses from the seaside town marks the start of what now looks like a planned downsizing of the trolleybus network rather than complete closure. The plan indicates that overhead will be removed across the city of Athens apart from along main roads, representing a reduction in length of about two thirds. These roads will then see trolleybuses continue to run along them on existing routes to the outer suburbs. There they then will run in off-wire battery mode along those roads now bereft of wiring. A fleet of new trolleybuses with IMC capability is to be acquired to replace existing vehicles. It is aimed to have the necessary works in place to complete the plan by 2027.

HUNGARY Budapest (765, 771)

The earlier report in April 2025 noted that BKV were in the process of giving a complete overhaul to six of the eight Ganz-Solaris Trollino 12 trolleybuses which it had acquired from Naples (CTP) through a dealer, for return to service. This occurred in October 2025. The Naples fleet numbers were 121/2/4/7 to 9. Two others, 125 and 130, were used for spares. New equipment installed includes cameras, seats, trolley poles and a new driver seat common with other trolleybuses. The air conditioning unit has been upgraded. A replacement Iveco (Euro 3) diesel engine and Kirsch generator set has also been installed which, it is emphasised, is being provided for emergencies and not normal service use. The plan to convert the voltage rating from the original 600v to the Budapest system rating of 750v has not been enacted. The switching gear has however been installed but is disconnected.

The first unit was trialed in May 2025 and then all six entered service on 4 October 2025 on routes 70, 77 and 78. Use spread to route 74 from 1 November. Fleet numbers are 621 to 626.

There have been a few defects, for example with the doors and trolley poles but these are considered no more than have been routinely encountered with the other Trollinos in the fleet. Occasional problems with the on-board electrics operating with the voltage difference are being monitored and adjusted as experience is built up.

There is no evidence yet of these having replaced any existing trolleybuses as was originally envisaged.

LATVIA Riga

Operator Rīgas Satiksme has embarked on a programme of market consultations as it announces plans to buy new trams and trolleybuses following many years without updating and renewing the fleets. The exercise will solicit a wide spectrum of information from suppliers across the worldwide industry and including matters such as supply of spare parts, battery costs and lifetime maintenance. This will allow a tender invitation document to be "transparent" about RS's desires and avoid legal battles surrounding allegations of secrecy and corruption about earlier deliberations which have stalled progress for many years. Also, the tender specifications should not be seen to favour any particular supplier, by openly discussed specific wishes beforehand and thereby allow competitive offers. RS has declared its preference to buy trolleybuses but recognises that the decision to buy and thereby continue with them must be fully justified against the alternative of full electric battery buses, especially with respect to costs.

For trolleybuses, the overall target requirement is for fifty rigid (maximum length 13m and capacity of seventy passengers) and fifty articulated machines which can be either 18m/120 passengers single-articulated or 24m/170 passengers double-articulated formations. Main and general specifications are to meet existing standards with cameras now being specified instead of mirrors. Traction batteries are to be provided, capable of 20km travel per charge although the means of charging is not specified.

MEXICO Guadalajara

Yet another place appears to have joined the recent spate of seeing the end of trolleybus operation when the last route (no 400 but running as 5 in the last days) closed at the end of November 2025 with the arrival of a new fleet of Chinese electric buses from Sunwin. It is noted though that no official announcement has been made about the closure. At the maximum extent of the system routes 200, 300, 400, 500 and 600 were electrically powered but by 2010 only 400 and 500 remained. Consideration was then given

to renewing the aging fleet with fifty new trolleybuses. However, only 25 DINA Ridder E trolleybuses appeared, with route 500 continuing to be operated with existing trolleybuses.

Lately little maintenance has been carried out on the new machines, with cannibalisation common and gradually numbers dropped as failures could not be returned to service. In recent months just one trolleybus has been available, when the decision must have been made to cease operations especially as the electric buses have been deemed so successful.

RUSSIA Industry - UTTZ

After two years' work the Russian company UTTZ (Ufimsky tramway-trolleybusnyj zavod)

Articulated trolleybuses have never found widespread favour in Russia. The construction of this prototype can trace its roots back to the much earlier company of BTZ Bashkirskij trolleybusnyj zavod founded in the city of Ufa. It went bankrupt in 2017. That year UTTZ emerged as the successor and started to build 2-axle rigid trolleybuses in collaboration with the other Russian company of NEFAZ. Production merged with the Belarussian company MAZ who supplied the bodies. Over seven hundred trolleybuses were built in the following five years.

The MAZ body is derived from the earlier type 215 for diesel buses, which was developed into the 216. From this just two trolleybus variants of the 215 were built. A 216T trolleybus body variation was drawn up



We report in these columns that Russian manufacturer UTTZ has produced a prototype articulated trolleybus, designated UTTZ-6243.01 and using a MAZ-216 body. It is seen in this official view. [UTTZ]

has completed the first articulated trolleybus prototype, which it has named "Gorozhany". It was type-designated UTTZ-6243.01 and has been provided with a body supplied by and in close collaboration with the Belarussian company MAZ. During the construction phase the Russian Institute which oversees design work redesignated the project and consequently the type has also been referred to as UTTZ-6247.01.

as a design in 2018, but which has now been changed into and be used to create the reality of this articulated prototype as a three-axle vehicle.

Assembly of the "Gorozhany" was completed in March 2025, with the first test drive taking place in Ufa on 27 March 2025. At the end of April, it appeared in Moscow where it was shown at a public transport exhibition from 28th to 30th of that month. At the end of May it went to St Petersburg as

part of TransportFest and on 28 June went to Nizhny Novgorod for their 78th anniversary commemoration of trolleybus transport. Its first use in public service was back in Ufa from 16 October to 16 November. Then it went to Kursk where the local operator indicated it would also put it into service for a month and giving free rides.

It is 18.25m long, 2.55m wide and 3.70m high with trolley poles down. A single asynchronous motor rated at 180 kW drives the rear axle. It is designed as a partial trolleybus running off traction batteries which are located on the roof of the front section of the articulation. Connection of the poles to the wires provides the IMC facility. Batteries with various ratings can be installed but these change the size which in turn affects range and passenger carrying capacity. A 73.4 kWh output provides a range of between 20 and 40 km with the maximum passenger capacity of 150 with 44 seated.

RUSSIA Kaliningrad (760)

Following the delivery by the early part of 2025 of the trolleybuses listed above the operator promptly ordered another 20 Sinara 6254 machines, this time of the 01 type, which definitively denotes an extended off-wire facility, and which was specified here of up to 45km.

Nine were delivered between 10 and 14 November 2025 with the rest due by the end of the year. They will displace existing vehicles dating from between 2006 and 2009 and thus provide a fleet of about forty trolleybuses mostly less than two years old.

The order reinforces Kaliningrad's commitment to trolleybus operation as mentioned in the previous report, after earlier considerations were made of withdrawing them in preference to electric buses.

SWITZERLAND La Chaux-de-Fonds (762)

The previously reported technical difficulties with the Hess BGT N2D trolleybuses are virtually all corrected and thus, subject to confirmation, trolleybus operation of the La Chaux-de-Fonds network will recommence in February 2026. Currently nos. 161-178 are available for service with a further twelve vehicles to be delivered in the course of 2026. (DB)

SWITZERLAND Schaffhausen (773)

Trolleybuses ceased running on the single route 1 on Sunday 14 December 2025. After the last day of normal service on the Friday, there being no service on the Saturday, VBSH provided a special service on the 14th with two trolleybuses running every twenty minutes from 13:05, starting with trips from Ebnat to Waldfriedhof thence shuttling to and from Neahausen Zentrum. The second trolleybus returned from Waldfriedhof at 16:06 to Ebnat arriving at 16:12 and thereby bringing trolleybus operation to an end. Two "Elektrobuses" (sic) provided an intermediate service between the trolleybuses. A note on the timetable stated, "no guarantee for timetable adherence."

Operation has ended following the arrival of the replacement Irizar battery buses. The first trolleybuses ran through the streets on 24 September 1966.

(DB, GM)

USA Philadelphia (773)

More details of the tender indicate that the 38 new trolleybuses will be 40ft (12m+) long and include latest features such as cameras and information systems. The batteries are to be regarded for back-up (emergency) use but powerful enough for service operation off wire of up to 20 miles should this need evolve in the future. The first trolleybus is to be delivered six months before the rest.

With thanks to: Československý Dopravák, Trolley:motion, Gunter Mackinger and David Bowler (attributed as GM and DB in the reports)

My apologies to contributors to last month's World News that their details were omitted. Belated thanks to you!
Dave Chick

STOP PRESS

The La Chaux-de-Fonds Town Council announced that service 302 Tourbillon - Charrière will revert to trolleybus operation on 20 February 2026. A small event in the form of an inaugural run will take place.

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Rear Cover captions: Photos by Jordan Gondeau.

Upper: The technical difficulties TransN has been experiencing with its newest Hess trolleybuses have been mainly resolved, which will permit trolleybus operation to be reintroduced in La Chaux-de-Fonds in 2026. TransN 175 is seen in service on 25 September 2025.

Lower: Bern's trolleybus system is set to expand with the delivery of more double-articulated trolleybuses which will facilitate the conversion of a battery-bus route to trolleybus operation. Trolleybus 27 is seen in the picturesque Old Town, with the Zytglogge clock tower in the background, on 22 September 2025.

