

TROLLEYBUS

Vol. 65 No. 775

February 2026



The Magazine of the British Trolleybus Society



*Schaffhausen: Closure and Retrospective
Q1 Exports via Dagenham Docks
Lublin*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 775. February 2026

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:

Dave Hall

9 Hanover Court, Fieldfare,
Swindon SN3 5BG
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
members@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 6 March

- Graham Bilbé – European Tramway visits

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 18 February 2026

- Alan Murray - Mexico and New Zealand.

Wednesday 18 March

- John Laker – London trolleybuses in various parts of the capital

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/>

Wed 11 February 2026

- Annual General Meeting followed by: L. Moore presents 'Pheasey to Carmarthen – by bus'.

Wed 11 March 2026

- David J Hayes: 'Black Country Rail Freight part2'

Monthly Prize Draw Winners for December

- There will be a double draw in February

Bruce Lake

We are very sad to report that Bruce died on 23 December. His substantial contribution to this Society and to the development of the Trolleybus Museum at Sandtoft will be the subject of a tribute in a future edition.

To celebrate Bruce's life the Museum opened specially for members on New Year's Day and around thirty members rode on Huddersfield 619 and Bradford 844. The cover photo shows the two trolleybuses, with 619 bearing a "Bruce Lake Special" headboard.
DG Chick

VBSH Schaffhausen: Trolleybus System Closure

Photographs and article by David Bowler

The last day of normal trolleybus operation in Schaffhausen was 12 December 2025 although only two trolleybuses, nos. 101 and 103 were seen in use, and the remaining schedules covered by articulated diesel buses and Irizar electric battery buses.

As of 12 December 2025, overhead wiring remained in place between the Mühltentor stop at the south end of Grabenstrasse in the town centre and the Scheidegg stop on the Neuhausen (south) side of the roundabout at the junction of Schaffhausenstrasse with Zentralstrasse, and on the other side of Schaffhausen town centre all points beyond the south end of Fulachstrasse, i.e. the Waldfriedhof loop and the access route to Ebnet Depot (formerly the majority of the Herblingertal service 9 to the Georg Fischer factories). Thus, all wiring through Neuhausen am Rheinfall to Herbstäcker and through Schaffhausen town centre had already been removed. Latterly, trolleybuses on service 1 operated between Neuhausen Zentrum and Waldfriedhof.

Trolleybuses have not been operating at weekends for some time and there was no service on Saturday 13 December, but an exception was made on Sunday 14 December 2025 when two trolleybuses decorated with floral tributes at the front and

photographs from Schaffhausen's trolleybus history inside ran a free service every 20 minutes from 13.05 ex-depot until 16.12. Hess SwissTrolley 3 no. 102 driven by Claudia Stricker, a young lady who has been keen on trolleybuses since childhood and reportedly the last driver in Schaffhausen to qualify on trolleybuses, and no. 104 driven by the longest-serving trolleybus driver, were in service. Thereafter the traction power was cut off.

Negotiations are now underway with prospective purchasers of the seven battery-equipped single-articulated vehicles.

The closure, originally intended for 2027, was brought forward due to the number of pending road construction and building projects along the remaining route which, notwithstanding the traction batteries, would have made expensive overhead alterations necessary. Until mid-2017 there were active plans to convert diesel bus services 3 Sommerwies – Krummacker and 5 Bahnhof – Herblingen to trolleybus operation. The premature closure has been known for some eighteen months but was not made public until very recently. No longer can we travel to the world-famous Rhine Falls by trolleybus.

Page 24, upper: 101 leaving Ebnet roundabout Ebnetstrasse, heading for the town centre on 12 December.

Page 24, lower: Seen climbing Rheinhardstrasse on 14 December, 102 is being driven by Frau Stricker.

Page 25, upper: Decorated with flowers and cantonal and nation flags, 102 waits at the Alpenblick stop in Stimmerstrasse on 14 December.

Page 25, lower: With Frau Stricker still at the wheel, 102 stops beneath the Scheidegg rewiring gantry at Neuhausen on 14 December.

Page 26, upper: 103 at the Niklausen stop on 12 December.

Page 26, lower: On the same day as the previous photo, 103 turns into Birkenstrasse.

Page 31, lower: Another photographer takes a similar shot to David's of 104 at Waldfriedhof on 14 December.

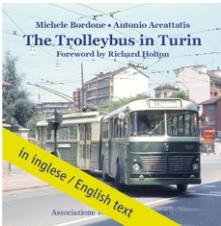






Book Review

The Trolleybus in Turin by Michele Bordone and Antonio Accattatis..



Softcover
210 x 210mm

144 pages, 125
photographs, (33
of which are on
colour) plus 16
maps and
diagrams

ISBN 978-88-946249-1-5

Published by Associazione Torinese
Tram Storici ETS Price €20

English language edition, translation by
Tomasso Garosci and Richard Holton.

Although this is primarily a photographic record there is enough text to document the history of Turin's municipal trolleybuses and the separate Turin – Chieri and Turin – Rivoli operations in a reasonable amount of detail.

Several photographs show the Schiemann double-ended trolleybus being used for an experimental service at Turin Expo in 1902 and of the same vehicle on test beforehand at Teltow, near Berlin.

The first trolleybus service opened in January 1931 but after further routes had been introduced the major expansion of the system that had been planned was halted by the Second World War, although more services opened in the 1950s.

Every route is dealt with chronologically by date of opening. There is also a chapter on the vehicles and a fleet list.

Some contemporary newspaper reports are included, also translated

into English. Mainly these announce new trolleybus services, but one 1955 quote from La Stampa records the rather comic situation that arose when by ministerial decree the trolleybuses were equipped with post boxes. Users of this "express service" started to ask questions when the mail failed to arrive at its destination, only to find that no arrangements had been made to empty the boxes!

Although the English language edition was published in 2025, I suspect that the original text is older. It is stated that newer trolleybuses "are fitted with a diesel generator" and there is no reference to In Motion Charging, which is now prevalent.

This well-illustrated book provides a welcome addition to our knowledge of Italian trolleybus operation.

Available from ATTS, Turin's Historical Tramways Association, which is a non-profit association open to private individuals and public institutions.

www.atts.to

Contact: info@atts.to

BTS Membership Email Address

It has been necessary to change the Membership Secretary email address, which with immediate effect is members@britishtrolley.org.uk



Memories of Schaffhausen Trolleybuses

Photographs and an abridged memoir by Tony Belton

My first visit to Schaffhausen was on 2 June 1996. The system consisted of two routes: number 1 Waldfriedhof to Herbstäcker and number 9 Herblingertal to Neuhausen Zentram.

There were four types of trolleybuses in service: two of the two-axle Bredas, one articulated Breda, the one and only articulated Volvo/Hess of 1975 plus the eight new NAWs dating from 1991/2.

My next contact with Schaffhausen trolleybuses was when I visited Valparaiso in Chile in March 2000. Two ex-Schaffhausen Bredas were in service carrying their Schaffhausen fleet numbers: articulated 102 plus two-

axle 203. Both vehicles appeared to be in excellent condition.

When I went back to Schaffhausen on 15 August 2007, only route 1 remained using the eight NAW/Hess trolleybuses numbered 111 to 118. Route 9 had been withdrawn along with the original Bredas and the Volvo/Hess trolleybus. The NAW trolleybuses were of high floor configuration but to assist passengers the vehicles knelt as the doors opened.

My final look at Schaffhausen took place on 24 April 2013. The NAW trolleybuses had been replaced in 2011 by seven low-floor Hess articulated trolleybuses of type Swisstrolley 3 (fleet numbers 101 to 107).



Schaffhausen two-axle Breda number 204, one of five (201 to 205) dating from 1996, has just departed the stop outside the Herblingertal depot on Ebnetstrasse; the vehicle on route 9 is on a short working to Schaffhausen Bahnhof.



▲ The one-off articulated Volvo/Hess number 106, purchased in 1975, is photographed on route 9 on its way to Neuhausen Zentrum.

▼ Articulated Breda trolleybus number 102 dating from 1966, is shown here in service on the Valparaíso trolleybus system on 23 March 2000, still in its Schaffhausen livery.





▲ Two-axle Breda trolleybus 203 is also photographed in Valparaíso on 23 March 2000, looking clean and tidy in its original Schaffhausen livery.

▼ Back in Schaffhausen on 15 August 2007 we see NAW 117 on the remaining route 1 on a journey to Waldfriedhof.





▲ During 2007 and 2008, the former level crossing on the Railway at Zollstrasse had been replaced by an underpass. Here we see Swisstrolley 3 number 102 on route 1 using the new facility on 24 April 2013.

▼ [From Schaffhausen Closure article, pp23-26, *infra*.] Another photographer takes a similar shot to David's of 104 at Waldfriedhof on 14 December.



Dagenham Dock 20 February 1961: Q1 Exports

Words and photographs by Tony Belton

Amazingly, on 20 February it will be the 65th anniversary of my visit to Dagenham Dock to photograph the London Q1 trolleybuses being loaded on to the “Anna Oldendorf” for their new life in Spain. We remember this occasion with two photos taken on the day.

The photograph on page 33 shows 1819 and 1791 being lifted into the air ready to be lowered on to the “Anna Oldendorf”. 1819 would enter service in La Coruna with fleet number 25 and 1791 in Pontevedra as number 102, where it would retain its open platform.

The first view, below, shows 1776 in the hold; the space was very tight and unfortunately the batteries had packed up on 1776 so it couldn't be moved in any direction. It left the dockers no alternative but to secure the vehicle and leave it where it was. This caused another problem that now two fewer trolleybuses could be accommodated on the trip.

1776 went to Pontevedra but never entered service. Maybe the problem on board ship was larger than just the batteries?





MUSEUM & PRESERVATION NEWS

Edited by Dave Hall



Cardiff & South Wales Trolleybus Project

First, we wish all our report readers all the best for the New Year.

Our progress during December was inhibited by seasonal illnesses and longer-term ailments but we managed to complete some interesting jobs.

243

Work on the single decker 'Doodlebug' 243 saw the completion of inserting the red Herzim trim into the internal aluminium mouldings. We have had an early spring clean inside to provide a better idea of what needs doing. The large inspection hatch above the motor required strengthening and a section of



The strengthened hatch board above 243's motor.
[Keith Walker]

angle iron was fitted. Our attention turned to the side bench seat footrests and the loose timbers were removed, the angle iron framing was cleaned up and given a coat of Hammerite and the timbers replaced loose again as we'll need chassis access before fitting.

On the offside bench seat vertical panel there is an opening for access for inspection/ maintenance to 243's torsion bar, so a new plate was made and fitted.

262

Over on 262, its front staircase nearside long handrail has been fitted and secured to the front upper deck panel (see picture).



Forward staircase handrail at the top of the front stairs.
[Keith Walker]



 (p 34) *The garden seat frames, our winter fundraising project. Let us know if you are interested!*
[Keith Walker]

Having concluded our vehicle work we turned our efforts to a long overdue fundraising project: garden seat assembly. As many readers involved in vehicle restoration understand, raising cash to support the vehicles is vital. For many years we have had three sets of cast iron seat frames that have been confused as ex-tramcar, so having purchased decking planks, a start has been made ready for Spring 2026. First the planks were cut to length and then slit for the slat widths. Presently the cast iron frames are being stripped of old paint. If any reader is interested in a seat or can promote this fundraiser, please contact the project for more details.

Christmas 2025 Trolleybus Rides

Decorated trolleybuses are ideal for Christmas operation. Colin Page reports.

Santa Claus used trolleybuses decorated with fairy lights to help him in many cities during the festive season. Locations included Athens using VanHool A399T no. 7020 with

destination display Kala Christougenna (Merry Christmas). In Bratislava he used Škoda 31 Tr no. 6819 showing Visele Vianoce (Happy Christmas).

Budapest saw him using Solaris Trollino 18 no. 9100 as his Mikulas Troli (St Nicholas trolleybus) on 77. Chisinau must claim the prize for the largest fleet with at least four carrying lights. Debrecen saw Škoda 26 Tr Trollino 12D no. 378 on routes 4 and 5 and in Pardubice he used Škoda 9 Tr no. 353. The airport in Prague would no doubt be useful for navigation, where Solaris NS24 no. 407 was suitably festooned for use on route 59.

Salzburg saw VanHool NGT no. 279 on service 85 Weihnachtsobus (Celebration Night Trolleybus) to Europark. 85 recognised this as being the 85th year of trolleybus operation.

In Dayton, preserved Marmon-Harrington TC-48 no. 559 was commandeered by Santa to provide free rides on the four Saturdays from 29 November, between 16:00 and 18:00 hours, with events and rides centred on Wright Stop Plaza. Rides ran from WSP via Main St, W Fourth St, S Ludlow St, W Monument Ave and back to WSP.

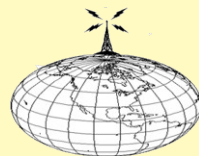
 *Cardiff operated decorated trolleybuses for the Christmas period every year between 1962 and 1968. BUT 227, seen here at Gabalfa on 16 December 1967, was one of four Christmas trolleybuses that year.*

[Robin Helliar-Symons]



World News

Edited by Colin Page



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

BULGARIA Sofia

On 19 December 2025 Sofia City Transport announced it was awarding its tender to the Škoda Group for the supply of 75 new trolleybuses. 35 will be 12m SOR/Škoda 32 Tr trolleybuses, due in twelve months' time, to be followed three months later by 40 18m Solaris/Škoda 27 Tr articulated buses. Contract signing depends on approval of EU financial subsidies. Their off-wire capability will enable them to be used beyond the present limit of the overhead network provided for ten trolleybus routes, particularly on motorbus routes which presently operate under existing wires.

CZECH REPUBLIC České Budějovice (767, 768)

Completion of the delivery of the second batch of 21 Škoda 33 Tr trolleybuses (from the order for 35) was celebrated on 17 December 2025. All have been named, chosen by a public vote. Indications are that fleet numbers follow on as 426 to 446.

Tests have been conducted by DPMCB during the autumn on routes 1 and 14, which will be followed by intensive winter climate tests to determine the operational capabilities in freezing conditions. The overall results will be used to expand the use across the system of the fifty battery trolleybuses which now run in the city.

CZECH REPUBLIC Praha (773)

The first of the four Škoda SOR TNS 12 trolleybuses (originally going to Zlín) started trial running on route 28 from 19 December into 2026. This followed various modifications to match DPP specifications, especially to the battery charging regime (see details in T770). Their fleet numbers are 511 to 514.

Meanwhile the first of the 30 Bozankaya SNG 12T trolleybuses arrived in Praha on 6 January 2026, having left Ankara on 24

December 2025 for transhipment via Istanbul, the Black Sea and by road through Romania. Six more were due to arrive later in January, with all units scheduled for delivery by the end of April. Fleet numbers are 515 to 544.

The last homologation test with the (second) prototype Bozankaya trolleybus (fleet no 510) was successfully completed on 21 December 2025, having accumulated 33,000 km of running, 3k more than the test specified. It ran again on the 22nd and 23rd when the formal test ended. However, such had been the interest generated for it by the public that a special dispensation was made by the DPP and the Rail Authority to enable the first passenger-carrying duty to be run. This happened on 28 December when enthusiasts and others were treated to a free morning trip from Palmovka which also ventured beyond route 58 to visit future 'virtual' trolleybus termini. The following day a closed event took place for those involved in supporting trolleybuses, which thereby became the last passenger-carrying event for 510. It was then prepared for handing back to Bozankaya. 510's nickname of "Boženka" has been transferred to the production trolleybuses.

CZECH REPUBLIC Teplice (760)

Škoda delivered the first eight (of seventeen) new 12m, 2-axle 32 Tr trolleybuses to the city on 16 December 2025. They were expected to enter service on the 22nd. Fleet numbers are assessed as 125 to 132, judging by the delivery line-up photo.

The 160kW asynchronous motor can run from either 600v or 750v. In-motion-charging enables 12km of off-wire running. Capacity is 95 passengers with seats for 35. The body has three doors and air conditioning, modern information system, and cameras.

GERMANY Solingen (765)

Of the batch of VanHool trolleybuses nos. 251 to 270 dating from 2002/3, thirteen remain in service and all will be withdrawn by the autumn of 2026 when the delivery of the replacement twenty-four Solaris/Medcom BOB artics have been delivered. The first of these was due to arrive in January when homologation tests will be undertaken. Substantial roadworks in 2026 in the Wuppertal area will need diversions for all vehicles except trolleybuses which will run through them with dedicated traffic-light control.

The 2026 programme of public rides provided by the Trolleybus Museum Solingen e.V. has been published. They will run from 19 April to 11 November. For details see Public Trips 2026 - Obus-Museum Solingen e.V.

GREECE Athens (772, 774)

Following the end of trolleybus operation on routes 17 and 20 on Friday 05 December 2025 the overhead crossings with the tram network were removed two days later. This leaves route 16 as the last trolleybus route in Piraeus. More details were provided at the turn of the year of the proposed trolleybus overhead network from 2027, which will be provided in a later issue of this column.

ITALY Verona (767, 768)

The opening is now scheduled for the first half of 2027. On the four proposed lines the overhead of the first between the centre and the south should be completed by February 2026. This will allow operational commissioning to start. Overhead construction continues on the rest of the network, to be completed by the end of the year. Completion of the depot facilities on Str della Genovesa, on the south line, is imminent. Installation of the substations is complete. The first six Hess 19DC trolleybuses have been tested in Bologna and will move to Verona shortly. The remaining thirty-three will be delivered directly from the factory during 2026.

MEXICO Mexico City (767,768, 769)

Construction of the first section of route 14 between Ciudad Universitaria – Estadio Azteca began in December 2025 in anticipation of being used for football World Cup patronage in June 2026. It is 6.5 km

long. A tender has been issued for eighteen trolleybuses which recognises the short delivery time required. A future extension will continue the route northwards from the University to the Chapultepec metro line 1 station.

Route 13 (see T 769) is being extended by a branch from Mixcoac to Taxqueria in the south of the city, about 10 km long and paralleling part of the 13. It is not known if a new route number is being allocated. The existing private operators will be invited to scrap various vehicles and use trolleybuses instead, although the funding mechanism for this is not known.

On route 11, construction started on 15 December 2025 of a 5 km long extension to Ixtapaluca which will have twelve stops. Completion is due in June 2027. New trolleybuses are to be purchased to provide the service.

POLAND Lublin

Solaris has been awarded a new contract for the supply of 20 Trollino 12 trolleybuses for the Municipal Transport Company in Lublin (MPK Lublin), which will bring the trolleybus fleet size to eighty. Passenger capacity is 80 with 29 seated. Delivery is scheduled for the beginning of 2027.

MPK is proud to be among the leaders of 'Electromobility' technological development in Poland and the specification demonstrates this. The trolleybuses will carry LTO batteries with in-motion-charging for 15km of off-wire operation. Latest equipment will be provided such as General Safety Regulation 2 (GSR2) systems including a Blind Spot Information System (BSIS) detecting cyclists in blind spots, and a Moving Off Information System (MOIS) monitoring pedestrians and cyclists in front of the vehicle and alerting the driver. There are USB ports and a passenger counting system, allowing for analysis of passenger flow. The HVAC system will include a preconditioning function which allows the trolleybus' interior temperature to be optimised before departure. Proprietary eSConnect software will be installed, enabling remote vehicle monitoring, diagnostics and operational support.

ROMANIA Galați

In his report on 18 December 2025 the mayor announced that operation of the trolleybuses will be eliminated “in the near future”, saying, *inter alia*, that the technology is outdated. The one route, no 102 runs south from Batiera Traian to the centre then southwest to Micro 19. S.C.Transurb S.A., as the main operator for the city, uses seventeen Solaris Trollino 12/ Skoda 26Tr trolleybuses, fleet numbers 1678-91,1715/16 and 22, dating from 2017-18.

Replacements for these will focus on new electric buses and the tram system to provide a fully electric network.

SWITZERLAND Biel/Bienne (757, 767)

On 19 December 2025, the Federal Office of Transport granted Bieler Verkehrsbetriebe (VB) the permit to start expansion of the overhead network in February 2026 with the construction of 2.3km of new wiring in three sections. This work, which had been outlined in 2023, will fill in gaps of existing wiring in the Bözingenfeld area. The concept indicates that these short sections, together with some modifications to the existing network are all that is needed to electrify the entire local transport system in Biel. Construction will be concluded by the end of 2026 with commissioning and operation to follow in 2027.

Hess is supplying four lighTram® 12DC 2-axle and fourteen lighTram® 19DC articulated trolleybuses, all provided with IMC batteries. Options for another 11 rigid, 18 artic and 18 double artic would not be required before 2029. Incidentally, before the 12DCs arrive, all trolleybuses running in Switzerland are articulated vehicles.

The first new section runs from Zollhais/ toll house (where bus route 2 diverges from trolleybus route1) along Solothurnstrasse then via Roger-Federer-Allee, where the 2 rejoins the terminus of route 1 at the Stadien/Tissot Arena. The second section will run from the Stadien terminus and follows route 2 through the bus underpass beneath the A16 motorway along Zürichstrasse to the Centre Boujean. Here a turning loop is to be created at the roundabout at Allmendweg. It can thus be envisaged that routes 1 (now extended) and

2 (continuing) will both run in trolleybus mode to this new terminus. Route 2 will then continue in off wire mode turning back towards its existing terminus at Biel Orpundplatz where it reconnects with routes 1 and 4, (the other trolleybus route in 2025). Ninety-four new traction poles will be installed on these two sections. The third new section along Solothurnstrasse will see a second overhead line installed from the Solothurnstrasse/Länggasse junction eastwards to the Zollhaus, so that trolleybus traffic on route 2 will also be able to operate in both directions on this part of Solothurnstr. Presently (2025) overhead is only provided westwards from Zollhaus, and which forms the latter part of the turning circle along Henri-Durant Str of route 1.

A new rectifier station will be installed by Biel Transport at the underpass of the A16 to provide sufficient power to these extensions.

SWITZERLAND Zurich (765, 770)

Wiring for the conversion to trolleybus operation of route 69 was completed in December 2025. However, of the first seven new Hess lighTram® 25DC trolleybuses to be used, only numbers 1 to 4 were available, with 5 and 6 being prepared for duty. Motorbuses will run to the new timetable until all the 25DCs are ready. Of the seventeen original double articulated NGTs (61 to 77) nos 65, 72 and 75 have already been withdrawn.

With thanks to: Československý Dopravák, Trolley.motion

Lublin Captions for page 39

Upper: Lublin's trolleybus system has been modernised and expanded in recent years. Fleet modernisation will continue with the delivery of another 20 new Solaris Trollino 12s next year, as we report in this month's World News.

Lower: A new bus station adjacent to the main railway station opened on 8 January 2024; see the report in Trolleybus 752, March 2024. It has solar panels and a rainwater recovery system on the roof and on the ground there are “anti-smog” paving stones that can absorb pollutants from the air. A feature of the building is the pillars such as those seen behind 3923, on of 38 Ursus trolleybuses with Ukrainian Bogdan bodies.

Lublin's Trolleybuses

Photographs by Richard Horne on 11 August 2025, except where shown

Lublin's trolleybus system has been modernised and expanded in recent years. Fleet modernisation will

continue with the delivery of another 20 new Solaris Trollino 12s next year, as we report in this month's World News.





◀ With services moved to the new bus station, overhead has been removed from outside the station, where 2013 Solaris Trollino/Medcom 3893 is seen turning on 14 April 2015.

[DG Chick]



◀ Ursus/Bogdan 3927 passes the Cathedral of Saint John the Baptist



◀ 3968 is a Solaris Trollino 18 Mk IV.