

TROLLEYBUS

Vol. 65 No. 776

March 2026



The Magazine of the British Trolleybus Society



*Farewell Piraeus
Hess
Pontypridd
London 1521*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 776. March 2026

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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.*

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BTS NOTICE BOARD

Reading Meetings

Held at the Reading District Oddfellows' Hall, 118b Oxford Road, Reading RG1 7NQ. Admission: There is no charge. However, a suggested donation of £3 for BTS/NTA members or £4 for non-members would be appreciated to help cover the cost of hall hire and refreshments. Meetings commence at 19.30. Organised by the BTS. NTA members are welcome.

Meetings Organiser Graham Bilbé, 12 Belle Avenue, Reading RG6 7BL. Email grahamebilbe@btinternet.com

Friday 10 April (Note the date is a week later than normal as 3 April falls on Good Friday)

- To Be Confirmed.

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 March

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

Wednesday 15 April

- John Scragg – Views of 'Southern Hemisphere Trolleybuses' which should cover photos taken in New Zealand, South Africa and South America (Argentina and Chile).

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 March

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

Wednesday 8 Apr

P Godding: 'Buses in the West Midlands'; Paul will show us a variety of vehicles and operators in the WM.

Monthly Prize Draw Winners

January Draw

- £50 Simon Guppy (Bristol)
- £40 Chris Williams (Southampton, Hampshire)
- £30 Martin Heywood (Coulsdon, Surrey)

February Draw

- £50 Andrew Barton (Reading, Berkshire)
- £40 Keith Burbidge (Bournemouth, Dorset)
- £30 David Smith (East Leake Leicestershire)

Front Cover: Piraeus, the Athens port, lost trolleybus services 17 and 20 in December. See Tony Belton's feature in this edition. The vehicles were kept in good condition as can be seen in this view of Athens Lancia 1099. The vehicle on route 20 is departing the one-way terminus at Drapetsona.

[Tony Belton]

TROLLEYBUS 776

Farewell to the Splendid Piraeus Trolleybus System

By Tony Belton

In December 2025 Piraeus trolleybus routes 17 and 20 were replaced with

electric buses; the overhead removal started straight away.



📷 My first visit to Piraeus was on 11 February 1988. The initial photo I took shows Lancia 1089 on the then solitary route 20 at Piraeus Docks with two ships as a backdrop. A very smart overhead layout enhances the view.

Page 44, upper: The Piraeus fleet consisted of Lancias which were housed at a small and dilapidated trolleybus depot at Neo Faliro; the location was very close to the terminus of route 20.

Page 44, lower: Route 20 turned out to be an extremely interesting route with plenty of photographic opportunities. After leaving Piraeus, on its journey to Drapetsona, number 1095 passes disused tram track; at the time quite a lot of tram track and overhead could be found around the Harbour area.

Page 45, upper: Shortly after leaving the terminus at Neo Faliro, the trolleybuses encountered a sharp left turn with a rather awkward camber into Alexandrou (illustrated). I observed two vehicles performing this task and they both appeared to manage well; however, on closer inspection of the shop fronts you could see damage where other vehicles haven't been so lucky.

Page 45, lower: My next visit to Piraeus was on 26 November 1992. By now route 20 had been joined by new route 17 which was served by Lancias transferred from the Athens fleet. The new route started in Piraeus at Akti Miaouli and after leaving the Harbour it turned right from Akti Kondili and followed a huge one-way system before returning to the Harbour. This picturesque view shows part of the very long outer one-way terminal loop at Ayios Georgios.







▲ 1118 on route 20 is just about to end the long descent on its journey to Piraeus from the direction of Neo Faliro. The brightly coloured backdrop shows the masses of accommodation in the hills rising above the trolleybus.

▼ Eight years later, in February 2000, I made my next trip to Athens. I picked a bad week for my visit as a series of drivers' wildcat strikes were taking place. I paid two visits to Piraeus during my stay, the first time all drivers were on strike. On the 20th I saw four vehicles all out of service running into the depot to join yet another strike. I was glad I made the journey though as I discovered that the elderly Lancia trolleybuses had now been replaced by redundant ZIU 682s from Athens' main fleet. I managed to photograph ZIU 3010 showing route 20 which had just passed the "Ieros Naos Agia Triada Hagia Triada Cathedral" on the left of the photo.



▶ A year later in February 2001 I paid an unscheduled visit to Athens: new trolleybuses were being delivered, and I was interested in getting photos of old and new together. Whilst there I made a quick visit to Piraeus on the 22nd and noted that nothing had changed since 2000 except there were no strikes. ZIU 3023 on route 17 is photographed in the centre of Piraeus.



▶ By the time of my next trip to Athens in November 2004 all the ZIUs had been withdrawn upon the arrival of the replacement fleet. The Piraeus ZIUs had been replaced by very smart Neoplans with an interesting body style as can be seen in this view of 6097. It's viewed on a new stretch of road approaching Drapetsona on route 20 on 26 November.

▶ There were two railway level crossings on route 17: southbound on Egaleo and northbound on Etolikon. A very smart Neoplan 6109 crosses the southbound crossing on Egaleo. Unfortunately, I never saw a train using either of the crossings during any of my visits. Note the extensive protection to the trolleybus overhead wiring.



Hess Buys Kiepe Electric

On 29 January 2026 Kiepe Electric GmbH in Düsseldorf, announced that it had sold its trolleybus electrical systems division for an undisclosed sum to Swiss manufacturer Carrosserie Hess AG in Bellach. The division also manufactures power collection and support mechanisms (trolley poles) which are included in the sale and provide Hess with proven technology.

Kiepe is now focussing entirely on electrical systems for the railway industry. However, it will continue to

provide personal links to existing operators whose trolleybuses have Kiepe equipment but with Hess providing the technical support from its Italian base. From 2002 Kiepe (founded in 1906) was a partner in Vossloh AG as Vossloh Kiepe until 2017 when it became part of the Bremse Group. They sold it to Heramba GmbH in 2023 but following Heramba's insolvency in 2025 Kiepe became a separate operation.

Colin Page



▲ As we report in *World News*, Zurich has revoked its framework agreement with Hess for the supply of new trolleybuses following late delivery of the current orders. By the end of 2025 only 7 of a batch of 13 LighTram 25DC vehicles had arrived. No. 1 is seen on 31 August 2025. [DG Chick]

Pontypridd's Arches

By Colin Allan

As I was watching the BBC News on Friday 23 January, I saw a view of Pontypridd that reminded me of a wonderful trolleybus photo. Behind reporter Chris Mason you could see two bridges that span the River Taff. There was the road bridge and, just behind it, the hump-backed Old Bridge of 1796.

But it was the road bridge which caught my attention. There's a view

in "Trolleybus Trails" by James Joyce (published 1963) showing a 1946 Karrier W trolleybus crossing the bridge which has "elegant arch supports for the overhead."

As Joyce described, "the overhead was supported by a quaint arrangement of two cross-arches with elaborate ironwork decoration, while alongside was the ancient hump-backed bridge used by pedestrians."

▶ *This is not the Roy Marshall photo that appeared in Trolleybus Trails, but it is the same vehicle, Pontypridd No. 9, a 1946 Karrier W/Park Royal, in exactly the same spot. [C Carter]*



◀ *Coming in the opposite direction is similar vehicle No. 12, built in 1945. When the system closed in 1957 9 and 12 were two of four trolleybuses sold to South Shields for further service.*

[C Carter]

Sixty Years Ago: London 1521 On The Move Part 2

Story and photographs by Tony Belton

In the November 2025 issue of Trolleybus (772) we looked at the tow of 1521 from Measham to Uxbridge.

Today we look at the second part of the tow, this time from Uxbridge to Carlton Colville, on 18 March 1966.

Before we towed any trolleybus I used to go to the Automobile Association (AA) offices at Leicester Square and for a small fee they would work out a route for us for a vehicle that was fifteen-foot, six-inches high. On this occasion their routing explained there was a low bridge on the A12 approaching Carlton Colville which meant we would have to go on diversion. This was obviously most inconvenient; the route the AA suggested turned out to be extremely tortuous as we came across two hills that were too steep

for KJH 900 so we ground to a halt. On both occasions we had to contact local farmers to get us out of trouble and tow us up the offending hills with their Land Rovers!

Overall, the journey took so long that we didn't arrive at CC until very late in the evening in the pitch black. On the journey back to London we couldn't find the offending low bridge on the A12! Upon contacting the AA they apologised profusely and admitted that they hadn't updated their records. They kindly refunded my fee.

No.1 in the charts was
The Walker Brothers with
"The Sun Ain't Gonna Shine
Anymore"





▣ Whilst at Uxbridge Ernie Quinten decided to make a publicity stunt out of the event.

Page 50: KJH 900 towing London 1521, just departing the yard at Uxbridge on its way to Carlton Colville.



◀ The first offending hill we came to. Here we are parked up waiting for a local farmer with his Land Rover to arrive. For safety reasons we have put “chocks” under the rear wheels.

▶ The second hill was some distance away from the first and this shows the second farmer with his Land Rover about to get us out of trouble.



◀ The following morning, 19 March, we parked 1521 in its temporary position before making our way back to London. Little did we know how we, the London Trolleybus Preservation Society, would be involved in Carlton Colville within a very short distance of time. [Fred Ivey]

Book Review

London Trolleybus Depots Part 4 by Hugh Taylor.



Hardback
300 x 220 mm

208 pages, 318
photographs, (16
of which are in
colour)

ISBN
9781910654569

Published by Adam
Gordon. Price £39

The book includes traffic circulars, staff trolleybus details and trolleybus/tram blind facsimiles. Overhead wiring maps for the three depots are included.

I have been asked to review the latest book on London's trolleybus depots, authored by Hugh Taylor. This is the fourth in a series, but there is still another to come. This latest book has over 200 pages (the page numbers follow on from previous depot books) with in excess of 300 photos of both trams and trolleybuses and including some 16 trolleybus pictures in colour. I counted around 45 full page pictures, which really bring to life the full tram and trolleybus environment. Each is accompanied with detailed captions, including special blind displays and unusual short-workings.

The depots included are Highgate (formerly Holloway); Clapton (formerly Hackney) and Stamford Hill, with a good number of interior shots. Those buying the book should ensure it has a three-page insert giving details of the wiring layouts.

The work of a number of well-known and some not so well known enthusiasts are included and I will share a few names: Fred Ivey, John

Clarke, Tony Belton, Denis Battams and Peter Mitchell. Peter is to be commended for meticulously recording time and date of photos, enabling the author to provide details of individual journeys. There are also many official London Transport photos. Of course, every picture has a story to tell and this is accompanied by blind layouts, fare charts, time cards and vehicle movements between depots. Hugh does a great deal of research to provide these details.

This book is highly recommended, not only for the tram and trolleybus photos and operational details but also showing the changing face of London. I do have one criticism or perhaps suggestion – it is very much also a book about tram depots as well as trolleybuses and with some 62 tram pictures, including a number full page, I feel some tram enthusiasts may overlook this book, especially on a bookshop shelf, so perhaps the word “tram” should have been included in the title?

John Parkin

Available from BTS Sales in the Sandtoft Trolleyshop or by post for £39 plus £3.90 postage using the link below.

[BTS Shop – British Trolleybus Society](#)

MUSEUM & PRESERVATION NEWS

Edited by Dave Hall



The Trolleybus Museum at Sandtoft

Come and Help!

Working parties

The final railway working week of the winter will run from Sunday 8 to Sunday 15 March (inclusive). Other work will also be available on these days and Saturday 14 and Sunday 15 March will also be a general working party, preparing for the Museum's new season, which will start at Easter.

It is hoped that the Sandtoft & District Railway will be formally opened with a special event on the weekend of 13 and 14 June.

Artist in Residence

Thanks to North Lincolnshire Cultural Futures project funding, made possible by the National Lottery Heritage Fund, the Museum has appointed its first Artist in Residence. Julie Oxenforth will attend all the open days in April and May, running workshops and staging an exhibition in the exhibition centre.

Open Days

The Museum reopens at Easter and has an exciting programme of events planned for the year.

- **Easter Saturday and Sunday 4 – 5 April. 1940s Weekend.** The 1940s come alive with trolleybuses and visiting vehicles and entertainment from the era, re-enactors and trade stalls.
- **Easter Monday 6 April. Open Day**
- **Tuesday 7 – Friday 10 April Open every day**

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

Cardiff & South Wales Trolleybus Project

It's been extremely cold, as if you need reminding, but after a break over Christmas and New Year the team returned and work has progressed on both Cardiff 243 and 262.

243

On 243 the application of the plastic Herzim trim into the internal aluminium moulding was completed, though it is not the season for serious painting inside or out. The side areas beneath its seat rails and behind the bench seat cushions have received a coat of Smooth Black Hammerite.



▲ Cardiff 243's motor with missing cover.

▼ The in-house produced cover fitted to the motor.

[Keith Walker]



While walking inside 243 it was noted that the large inspection hatch above the motor was developing a sag and, on investigation, we discovered the need for a piece of angle iron.

During a look at its motor we noticed that it had an exposed opening which should have some sort of cover to exclude water ingress, so an in house produced box was made and fitted. Both the bench seat footrests have been secured to their steel frames.

262

Work on our 'decker 262 hasn't been extensive, just having its front staircase handrails secured and with a slight increase in temperature its airbrake pipework secured to its front axle.

Keith Walker

Keighley Bus Museum Trust

A fire broke out at Dalton Mills, close to Keighley Bus Museum on Saturday 26 July 2025. Unfortunately, the wind blew embers from the fire on to the roof of the museum, damaging roof voids across sections of the building. One section of the roof had been alight and caused smoke to enter the building, which was flooded with water whilst the fire was being fought, but luckily none of the vehicles were badly affected.

Since then the museum has been closed to the public and access very restricted to vehicles owners while a clean up and repairs were carried out. However, there is light at the end of the tunnel (or building!).

The toolboxes on the floor and the "sparkies" are in. Part one of the final installation of the new fire status equipment is being fitted, and we are progressing nicely. As a Charitable Trust we rely almost entirely on public and private donations, open days etc, and our main financial backers are our rent payers without whom we would not exist. It is those, together with our public support and help from the community (both public & business)

that we owe our sincere thanks. This is a big step forward for the Museum and there are one or two outstanding works to do prior to allowing a return of the public, but limited access to our members to get to their vehicles is getting nearer.

Michael Berry

Schaffhausen Correction

In last month's retrospective on the Schaffhausen trolleybus system, Tony Belton referred to the Berna vehicles as Bredas. Tony says that he is "totally embarrassed" and apologises for the error. I add my apologies as I should have picked it up.

My thanks to Alan Murray for bringing the error to my attention.

DGC

New BTS Bank Account

The BTS has moved banks recently to Metro Bank. Many of you will be receiving a notice that your subscription is due for renewal on 1 April. This will give details of the new bank account and we encourage members to renew by bank transfer, if possible. This is our preferred method of payment as it is the most cost-effective for the Society.

This change also affects Sponsor Trolley supporters, who have been contacted by David Beach with details of the change.

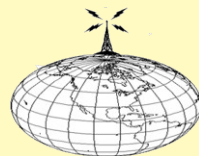
Bruce Lake

Cherryll Crowther would like to thank everybody who came to see Bruce off on his last journey and also those who sent their love.

We will be publishing a tribute to Bruce in the April edition of Trolleybus.

World News

Edited by Colin Page



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

BULGARIA Vratsa

Indications are that trolleybus operations in this city may have 'withered away'. A court case which was opened by the European Court around 2023 about infringing EU rules, concerning the supply of the nine trolleybuses acquired in 2021, was moved to a preliminary hearing in December 2025.

These are that the supplier Avto Engineering Holding Group had doubled the price of the order and that it had failed to make clear the trolleybuses were provided by the Belarus manufacturer BKM as their 32100D model (nos BP0001T to 9T). They comprised the fleet but in the last year or so their availability became increasingly uncommon, down to four or five occasional daily duties running on the two routes 1 and 2 and often substituted by electric buses which now predominate.

CZECH REPUBLIC Praha (775)

On 14 January 2026, DPP trolleybus no. 508 (Škoda 24 Tr Irisbus Citybus built in 2005) was used on the first couple of test and measurement runs under the new wires between Na Knížecí – U Waltrovky. This will become trolleybus route 52 following electrification of what is motorbus route 137. The success of these now preludes opening to electric public service in the spring. New overhead and power supplies have been installed along the route with two exceptions which are not wired. The first is at the eastern end, from Santoska past the stop at Ženské domovy then across the river to the central terminus at Na Knížecí. The other is at the outer terminal loop at U Waltrovky. 508 was bought from Plzeň (their number 500) in 2020. Although it is included in the operational fleet it is usually used for testing, being of 2-axle outline and uniquely

has an auxiliary diesel engine allowing runs without electric power.

The first opportunity for passengers to ride on one of the four ex-Zlin Škoda SOR TNS 12 trolleybuses (511) took place on 31 December 2025 on route 58 (erroneously shown as 28 in T775). It is noted that the original electric equipment (Cegelec) was exchanged for standard Škoda electrics on these trolleybuses before the trials started.

The first Bozankaya SNG12T trolleybus (515) started its acceptance trials based on route 58 on 3 February 2026.

ESTONIA Tallinn (770)

The Deputy Mayor Joel Jesse posted photographs at the end of January 2026 showing the first of the Škoda 32 Tr trolleybuses in the final stages of construction at the premises of the body manufacturer SOR Libchavy. The complete order of these eighteen 12m rigids and twenty-two 18m artics will be delivered by May 2026. Trolleybus operations will resume in July on routes 81, 83, 84 and 85, presently being operating by motorbuses.

ITALY Pescara (772)

Patronage is increasing on line V1 following the introduction of trolleybuses in September 2025 but use of them is often limited to daytime operations because of driver shortages. The overall intention is to increase the number of services and run the trolleybuses for more hours, particularly in the evenings and Sundays. The intention to buy two more trolleybuses remains.

MEXICO México City (775, 769)

When first announced in January 2025 "Line Zero" was the designation given to the project to provide a BRT corridor along a ring road around the city centre and using electric buses. At the beginning of February 2026, the Mayor announced the plan has been modified to use trolleybuses on the entire route as the mode of transport. Short lengths of the route may not be wired. The



▲ Tallinn will regain its trolleybus system in July. The first of 18 Škoda 32 Trs is seen prior to completion at the premises of SOR Libchavy. [TLT]



length is 46.1 km with 76 stops. 260 trolleybuses would be purchased by the city itself, STE (Servicio de Transportes Eléctricos de la Ciudad de México) who would then operate the service, rather than the concessionaire contractor who was involved in initial planning.

At the end of January City Hall announced that it was providing funds to the concessionaire operators of routes 2, 14 and 25 for them to scrap minibuses and

replace them with 44 new trolleybuses. These routes intersect with and parallel parts of trolleybus route 13 between Mixcoac and Constitución de 1917, which is also being extended. For the time being wiring on the 13 route will be used where the 2, 14 and 25 run along it, with wiring for these to be installed at later dates.

MOROCCO Marrakech

Reports indicate that operation of the last trolleybus service left in Africa, in Marrakech, had probably ceased in December 2025. The 14th was a likely date when the carrier was expected to change, and the route itself included in a revised and extended service using motorbuses. The one line ran from Bab Doukkala to Al Massira. It is believed that, of the ten trolleybuses delivered when the line opened on 29 September 2017, only three had been in use since 2022 when the line was reinstated after an earlier closure because the wires were brought down by a traffic accident. Fifteen 2-axle trolleybuses, carrying the trade name Veyron G92 were acquired from the Chinese company of Yangzijiang (later known as Dongfeng Yangtse) and designated as WG6120BEVHR. All were

constructed but five were never delivered because of financial difficulties between supplier and buyer. It is possible that the ten only operated using the installed traction batteries and were connected to the wires simply for in-motion charging. They ran in this mode in 2021. The line length was 11km of which 7km was wired.



▲ *Bucharesti started receiving the first Chinese trolleybuses for an EU country at the end of January 2026. Yutong is working with a Romanian distributor to supply its U12 trolleybuses.* [STB]

ROMANIA Bucharesti (769)

Delivery started at the end of January 2026 of the twenty-two Anadolu Automobil Rom (AAR) 2-axle trolleybuses in conjunction with and using Yutong U12 trolleybuses. They are badged "Yutong." This was seven months after the order was placed. Fleet numbers are likely to be 5601 to 5622, judging by images seen. They are adorned in the latest fleet livery as seen in the image above. Capacity is 92 passengers with 32 seated. Batteries provide an off-wire capability of 20km. With the order supplier (AAR) being based in Romania, this has enabled a manufacturer based outside the EU to bid for tenders originating from European countries. The U12 was originally designated as T12.

SERBIA Beograd (768)

Electric power returned to the wires following completion in September 2025 of the road construction works which had caused the removal from April 2025 of trolleybuses on all routes except the 22 and 40. Therefore 19, 28, 29 and 41 returned to use alongside the 40 although this and 41 then reverted to motorbus operation within five days. Then route 40 together with

21 (not used for four years) saw trolleybuses return on 1 December 2025.

The status of 22 is not clear. Belkommunmash BKM 321 trolleybuses alone provide the services with two or three BKM 333 artics being used on peak hour rosters on the 40.

SWITZERLAND La Chaux-de-Fonds (774)

The inaugural trolleybus service ran with political representatives and journalists on 20 February 2026 at 16:00 from Place de la Gare. (DB).

SWITZERLAND Luzern (757)

Of the trolleybuses expected this year 24 artics and 7 double artics (all with IMC capability) will see the oldest trolleybuses withdrawn and conversion of motorbus routes 12, 19 and 20 to trolleybus operation. The withdrawn trolleybuses will be donated to Zhitomir Ukraine (q.v. that report) and are expected to be 10 artics (Hess Swiss Trolley 3, 201 to 208 from 2004 plus 209 and 210 from 2006) and 3 double-artics (Hess LightTram 25 BGGT-N2C, 231 to 233 from 2006).

SWITZERLAND Zurich (770)

VBZ announced at the beginning of January that it was intending to revoke the

framework agreement for the supply of 166 trolleybuses made with Hess AG in 2022, citing delivery delays of vehicles already ordered. Thirteen LightTram 19DC trolleybuses (ordered from 68 in the agreement, nos 210 to 222) have been delivered in 2025 but of the 25DC double articled due in 2025 (13 ordered out of 98, with fleet numbers starting at 1) only around seven had been delivered by the end of 2025. Production problems are believed to be due to the transfer of manufacture from Belarus to Portugal due to the Ukrainian situation. Then problems with those in service relating to prescribed battery charging rates not being achieved and defects with the HVAC system are also adding to the situation. They are intended for use on new trolleybus route 69 for which wiring installation is almost complete. Consequentially, conversion of this to electric operation has had to be postponed as use of older machines was never envisaged.

A new tender would call for a mix of 100 electric buses and 100 trolleybuses although an offer does not have to include trolleybuses. It is recognised that there may only be one trolleybus manufacturer able to respond if only European suppliers are invited (Solaris). An unrestricted world-wide tender invitation could also open the prospect of realistic (low) prices being offered.

UKRAINE Ivano-Frankivsk (763)

On 31 December 2025 (the forty-second anniversary of the start of trolleybus operation) the first of nine new trolleybuses was introduced to the public. Manufacturer is the Lviv-based Electron company. They are of articulated layout, designated T19002 and powered with electrical equipment supplied by the Polish company ENIKA. LFP-type batteries provide off-wire operation of 15 km. The line on which they will be used awaits the outcome of a survey

conducted with passengers. Eight have been funded by a European Investment Bank loan while the ninth has been supplied as an EU non-repayable grant.

UKRAINE Kyiv (738)

After years have passed without Kyiv DP being able to procure new trolleybuses due to emergency regulations pertaining to the war, a tender was issued in January 2026 which called for sixteen 12m rigid trolleybuses to be delivered by the end of the year. The cost will be funded by the city. Two manufacturers replied with closely matched prices. BAS Motors, based in Lutsk (and who took over the operation of Bogdan Motors around 2023) was outbid by Politechnoservis. They will provide trolleybuses designated as a PTS T12309 model which is based on the Turkish AKIA Ultra LF12 platform and which uses Ukrainian electrical equipment. No provision is made for off-wire battery operation – the fitted battery only has capacity for about 1 km travel – in effect making it a classic trolleybus. They have supplied 84 trolleybuses to various Ukrainian operators since 2022.

UKRAINE Zhitomir

Preparations are in hand for the transfer of withdrawn trolleybuses from Luzern (LVB) to Zhitomir. The timescale extends from April 2026 to December 2027. The donation is being arranged by the Swiss State Secretariat for the economy (SECO). The deal also involves transfer of spares and driver training.

With thanks to: David Bowler, Jordan Gondeau, Československý Dopravák, Trolley:motion

Rear cover captions. Photographs by Jordan Gondeau

Rear cover, upper: One of the latest batch of Hess 19DC trolleybuses for Fribourg is No. 6616, seen on 1 October 2025.

Rear cover, lower: In Neuchâtel on 25 September 2025, TransN's 172 is followed by 165.

