

TROLLEYBUS

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April 2026



The Magazine of the British Trolleybus Society



*La Chaux-de-Fonds reopens
Bern 55 in Arnhem
Bruce Lake*

TROLLEYBUS

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British Trolleybus Society

No. 777. April 2026

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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 1 May

- 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 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). Wednesday 15 April

Wednesday 20 May

- John Parkin – Trolleybus medley at home and abroad – "What comes next?"

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 Apr

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

Wednesday 13 May and 10 June

- Presenter and subject to be advised

Monthly Prize Draw Winners

March Draw

£50 Charles Bicheno (Harrow, London)
£40 Andrew Barton (Reading)
£30 Roger Clark (Abingdon, Oxfordshire)

Front Cover: Seen on its inaugural run launching La Chaux-de-Fonds' new trolleybus system, transN 164 glides along Av. Léopold-Robert on 20 February. [Jordan Gondeau]

BTS AGM

The Society's Annual General Meeting is to be held on 10 October by Zoom videoconference, starting at 14.30. The Committee has decided on this approach to make the meeting accessible to the maximum number of members wherever they live. More details will be published later in the year.

Sponsortrolley

Following the recent change of bank by the Society, we are very grateful to Sponsortrolley supporters for changing their payment arrangements promptly. We had used the same bank account for more than 60 years and it was an account type which the bank no longer supports, so we were obliged to change. The Committee apologises for any inconvenience that may have been caused to members. We also thank David Beach for facilitating the smooth changeover.

BTS Archivist

The Society's Archivist, Dave Hall, has decided to stand down from the BTS Committee and from the role of Archivist, taking effect after the AGM in October.

Dave originally housed the archive in his home but after the purchase of the Burntwood premises it was gradually transferred to an archive room in the bungalow. The Committee wishes to thank Dave for his work over many years to establish and maintain the archive and photo archive, after Dave scanned a huge number of photographs. The latter has provided authors with photographs for many publications.

Now we need someone to take over the role. This involves collecting publications and other archive material

and making sure that it is referenced and stored in appropriate conditions. Could that be you? Please contact chairman@britishtrolley.org.uk to express your interest.

BTS Collection Rated by the Bus Inspectors

The Bus Inspectors project to grade the nation's heritage buses and coaches is being run by the National Association of Road Transport Museums (NARTM), of which the BTS is a member. Its purpose is to make sure the historical significance of each of the UK's 10,000 historic buses and coaches is properly understood and documented for generations to come. They are touring the UK's museums and collections to see the vehicles, hear their stories and collect information.

On 10 and 11 February project manager Ray Bignall visited Sandtoft with his fellow inspectors Gerard Butler and David Sheppard to assess the Museum's collection, including the BTS fleet. Our motorbus Reading 47 was included, although not on site. It was not possible to complete the process on those days and so Ray returned on 10 March. Dave Chick and James Race helped with the assessments and were also interviewed by David for the next Bus Inspectors podcast. There have been five fascinating episodes so far and they can be found using the link below.

[The Podcast | The Bus Inspectors](#)



La Chaux-de-Fonds reopens

"What a pleasure it is to finally see the trolleybuses back in La Chaux-de-Fonds!" That was the reaction of our member Jordan Gondeau after he witnessed the reopening of the Swiss city's trolleybus system on 20 February. Also present for the occasion was member David Bowler and his wife Trudy, who was born locally. Jordan and David have provided photographs and reports, which have been combined here.

The city's first system opened on 23 December 1949, gradually replacing the tramway, which closed on 16 June 1950.

In 2011 Transports publics neuchâtelois SA (transN), the public transport operating company in the Neuchâtel canton, announced plans to replace the trolleybuses with hybrids, partly because the bus station was to be demolished and relocated with the overhead at the railway station to be removed. The city council was split on whether the trolleybuses should remain or be abandoned and as a compromise all overhead was retained, other than at the station terminus. The system closed on 21 May 2014 and all the trolleybuses went for further service elsewhere.

The first signs of a return emerged at the end of 2020, with full-scale tests conducted using two vehicles from other Swiss networks: a Hess lighTram 19 DC from TPF (Fribourg) and a VanHool Exqui.City from TPG (Geneva). In 2021 transN placed an order with Hess for new trolleybuses for Neuchâtel and La Chaux-de-Fonds.

After several months of testing and driver training, the official launch took place on 20 February using Hess lighTram 19 DC No. 164.

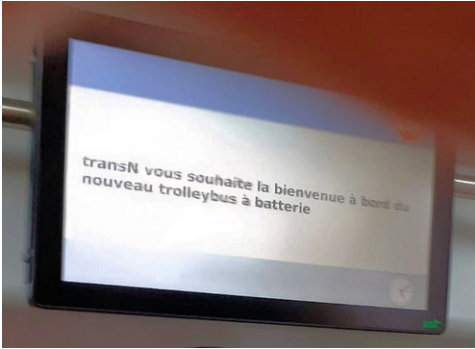
David Bowler: The first journey at 16.30 was reserved for TCN senior management and members of the La Chaux-de-Fonds Council. I was fortunate to be the sole "non-official", together with Trudy, to be invited to join the inaugural run. We travelled non-



▲ The bus station is unwired, so this section is operated in battery mode. 164 before the start. [David Bowler]

stop from the railway station to Charrière and return - there were no opportunities to alight for photography at any stage - until reaching a point in Av. Léopold-Robert immediately prior to turning into the new bus station in front of the railway station (about 100 metres southwest of the previous bus station) where the trolleybus de-poled. Once into the bus station a number of speeches onboard were made by Cédric Aubry (Directeur général TCN),

Théo Huguenin-Elie, La Chaux-de-Fonds Councillor and Representative to



 *The internal display for the inaugural day.*
[David Bowler]

the TCN Board, and several others, with reference being made to a guest from the British Trolleybus Society being on board.

Jordan Gondeau: A second inaugural run, open to the public, departed at 16.55 using the same section of the route. This journey was free of charge and was reasonably full. Following this, 164 entered commercial service on the entire length of line 302 until the end of service at around 20.00. The network structure is unique in Switzerland, with a separate "Weekday" network (Monday to Saturday) from the

"Evening and Sunday/Holiday" network. It is important to note that the trolleybuses will only operate during the day.

- Monday to Friday: 05:30 to 20.00. Charrière - Railway Station - Combe-à-l'Ours - Tourbillon (some trips are limited to Combe-à-l'Ours).
- Saturday: 06.00 to 19.00. Charrière - Railway Station - Combe-à-l'Ours.

The new bus station has no overhead wiring and junctions in the overhead line elsewhere are either locked out of use e.g. Av. Léopold-Robert into Rue de Armes-Réunies, or have been removed, from the bus station into Av. Léopold-Robert and vice versa. Reportedly, sections of the overhead wiring have been updated and the remainder, together with the power supply infrastructure, thoroughly renovated. The Tourbillon area also lacks overhead lines.

Currently only two trolleybuses are based in La Chaux-de-Fonds and only line 302 is operated. It will transition to 100% trolleybus operation over the coming months. Within two years, with the arrival of the second phase of the order, lines 301 and 304 will also be equipped.

 *The VIPs wait to board transN 164 for the inaugural run. David Bowler is just left of centre in the group, wearing a light-coloured jacket.*
[Jordan Gondeau]





▶ A later departure in battery mode.
[Jordan Gondeau]

▶ Just before 18.00, with dusk falling and the lights coming on.
[Jordan Gondeau]



▶ A little later on, at Charrière.
[Jordan Gondeau]



633 was one of three Solaris Trollinos purchased in 2005. They were sold to Ostrava, Czech Republic, where they still operate in these colours. It is seen at Charrière terminus on 17 May 2014, a few days before the first system closed.

[David Bowler]

▶ On 18 November 2020, Fribourg Hess lighTram 19 DC 6604 is seen being tested on the La Chaux-de-Fonds network, accompanied by a tower wagon.

[Jordan Gondeau]



◀ transN No. 113, a 1990 NAW/Hess, turns outside the station using the overhead that was subsequently dismantled, on 6 August 2005.

[DG Chick]

Bruce Lake

Bruce Lake, who passed away on 23 December, had a life-long enthusiasm for trolleybuses. His experience working in the electrical industry equipped him with skills that were prized at the Trolleybus Museum at Sandtoft while his interest in trolleybuses world-wide contributed to building a fascinating collection of overseas vehicles at the Museum. For several years his interest in and knowledge of overseas operators was shared with BTS members through his editorship of our World News column.

Huddersfield's trolleybus system inspired a generation of enthusiasts including Bruce. Although he was only 16 years old when his local system closed, Bruce and friends of a similar age did much to celebrate Huddersfield trolleybuses by organising tours and saving trolleybuses 619 and 631. The different local enthusiast groups coalesced into what became the West Yorkshire Transport Circle, which was one of the founding societies at Sandtoft in 1969.

Through that Sandtoft connection several lasting friendships were forged between members of our Society and WYTC. In 1992 WYTC decided to become part of the BTS, strengthening our Society by bringing their trolleybuses, members and ideas with them. Bruce will be remembered for his major contribution to developing the Trolleybus Museum at Sandtoft, through vehicle

acquisition, electrical work, trolleybus and bus driving and his many years as Company Secretary, a demanding role in itself. It was Bruce who led the Museum through the process to achieve Accreditation in 2010, demonstrating that the Museum is "professionally run, sustainable and trustworthy"; this was a huge step forward. Bruce also led the first re-Accreditation, in 2015.

More recently, Bruce continued to show his dedication to the Museum, not only by visiting whenever he could. He attended a dementia group and promoted the Museum there, always making sure that he had a supply of leaflets to take with him.

A more detailed appraisal of Bruce's life and his achievements at the Museum will be published in Sandtoft Scene.

For this Society, in addition to being our World News Editor, Bruce set up our first website and provided others with invaluable help and guidance. Bruce also had his own website devoted to Huddersfield trolleybuses.

I will remember Bruce as being softly-spoken, thoughtful, articulate and as someone who understated his importance in the scheme of things. Most of all, all of us who knew him will miss Bruce as a friend. My condolences to Bruce's partner, Cherryll Crowther, and to the rest of his family.
DGC

Alan Roi and Terry O'Halloran

The Society has lost another two friends recently.

Alan Roi (1952 – 2026) was prominent in the Tramway Historical Society of New Zealand and was a leading figure in trolleybus preservation in that country. Alan often contributed to our Museum & Preservation News column. Tramway Historical Society President Jonathan Day said, "Alan's passion and knowledge will be sorely missed around Ferrymead".

The Society's Committee was also sad to learn that member **Terry O'Halloran** (1945 – 2025) had passed away aged 80. Terry had been actively promoting the use of trolleybuses to UK authorities and had advocated retrofitting diesel buses with electric motors as an affordable way to implement new systems. He had patented a method of rewiring trolleybooms and at one stage purchased a Wellington Designline which he had intended to ship to the UK to demonstrate a modern trolleybus to UK authorities, although this did not come to fruition.



▲ In April 2018, Bruce is seen outside Pardubice railway station with a statue of Czech railway engineer Jan Perner, who played a key role in developing the railway network in the Austro-Hungarian Empire. The bronze sculpture had been unveiled the previous year.



▲ Bruce celebrated his 70th birthday on 17 April 2022, which fortuitously coincided with the Museum's Easter Sunday open day. It was a bittersweet occasion, because Bruce knew that with his declining health it would be his last opportunity to drive a trolleybus. Also, on behalf of the consortium of owners, Bruce officially handed over Huddersfield 619 to the BTS. Nevertheless, it was a happy occasion, meticulously planned by Bruce. As Tea Trolley Café Manager, Cherryll was renowned for her special cakes. Bruce cuts another masterpiece, his birthday cake depicting Huddersfield 619.



▶ Bruce is seen in 619's cab, ready for his final trolleybus drive. Graham Bilbé accompanied him.

Fifty Years Ago: Bern 55 in Arnhem

Words and photographs by Tony Belton

In April 1976, Bern trolleybus number 55 visited the Arnhem trolleybus system as a demonstrator.

During its stay a tour was arranged for the vehicle to take place on 2 April 1976. The tour on 55, an articulated FBW delivered to Bern in 1974, covered practically all the Arnhem system in trolleybus mode. During a visit to the depot the crew showed off

its capabilities in diesel mode after which they took the vehicle out for a trip around the city using the diesel engine, before raising the booms and finishing off the trip as a trolleybus.

No.1 in the charts was
Brotherhood of Man
with

"Save Your Kisses For Me"

▶ Page 71, upper: Bern 55 during the tour is parked behind Arnhem 174 on route 1 at the Velp terminus on Rembrandtlaan. 174 was a DAF MB200, one of ten delivered to Arnhem during 1974.

▶ Page 71, lower: Bern 55 has changed position with Arnhem 174 at the Velp terminus as it was now time for 55 to depart.

▼ Bern 55 had just arrived at the depot situated at Westervoortsedijk for the start of the tour; the crew had taken the vehicle out on a test run to check that everything was working correctly.







◀ Bern 55 returned to the depot for a short break during which the vehicle was changed into diesel mode; in this view it is giving some of the enthusiasts a trip round the yard in a very impressive diesel mode.

▶ For photographic purposes, Bern 55's front side and rear panels were opened during the visit to the depot to show the modern up to date equipment.



▶ It's evening and Bern 55 is at the railway station terminus; it was the end of the tour but still some enthusiasts wanted more! An excellent visit was had by all participants.

MUSEUM & PRESERVATION NEWS

Edited by Dave Hall



The Trolleybus Museum at Sandtoft Open Days

- Saturday 18 April – Sunday 19 April Six-Wheeler Weekend featuring The Museum's three-axle trolleybuses. Sunday only: a display of classic MG cars.
- Saturday 2 May – Monday 4 May Yorkshire Made and Operated, featuring buses built in Yorkshire and that served the county.
- Saturday 23 May – Monday 25 May BTS Weekend, featuring the Society's trolleybuses.
- Weekday Opening Tuesday 26 – Friday 29 May Open every day

Open Days – The Trolleybus Museum at Sandtoft

Preserved Trolleybuses in San Francisco by Dave Hall

News is in short supply at this time of the year so I thought I would highlight this heritage fleet. Although the San Francisco Railway Company (known as MUNI), operates a modern fleet of buses and trolleybuses, the city also operates a heritage transport fleet including cable cars and streetcars in everyday operation as well as historical streetcars from around the world and some of its historic trolleybus fleet on special occasions. These are operated by MUNI in partnership with the non-profit making preservation group Market Street Railway Company (MSRy). The six preserved trolleybuses are:

50 Trolleybus operation commenced on 6 October 1935 when the Market Street Railway Company (MUNI's rival transport operator but not connected to

the current MSRy) opened Line 33 - Third and Harrison Streets (Downtown) to Waller and Stanyan Streets (Golden Gate Park) using nine trolleybuses (51-59) built by J.G. Brill in Philadelphia. MUNI took over the Market Street Railway Company operation in 1944 and the last of these trolleybuses were taken out of service in 1954. None survived.

MUNI planned to extend the original trolleybus Line 33 from 6 February 1988 and wanted to hold a special event using a Brill similar to the original 1935 vehicles. In 1987 they obtained Seattle 641, a Brill Twin Coach GWFT trolleybus dating from 1940 which looked similar. It was repainted in the original Market Street Railway Company green and white livery and given fleet number 50. It operated in service for just two hours before breaking down and has not seen service since. It is believed to be stored at the Cow Palace arena in Daly City near San Francisco.

506 MUNI commenced trolleybus operation on 7 September 1941 when Line R 'Howard' commenced running from Beale and Howard Streets to Army Street (now Cesar Chavez Street). They purchased nine St. Louis Car Company trolleybuses and numbered them 501-509. They were delivered in the blue and yellow livery that MUNI was then applying to its streetcars, but with a solid yellow front, which made them very visible on the streets. 506 was withdrawn in 1954 and was exhibited infrequently over the years as a non-runner. It is currently having restoration work carried out.

776 This was one of 190 Marmon-Herrington trolleybuses built in Indianapolis, Indiana, which entered service in 1949/50, a period which saw many streetcar routes replaced by trolleybuses. The livery for these vehicles was the iconic green and cream “Wings” design. They remained in service until 1977 and 776 was saved by a small group of preservationists who set up a charitable group – today’s MSRY. It is the most used of the preserved trolleybuses for special occasions, the last use recorded being for the farewell to Potrero Trolleybus Yard events held between 6 and 13 February 2026.

5300 Between 1976 and 1977 the trolleybus fleet was completely renewed and 343 Flyer E800s entered service (in addition to two that had entered service in 1972/3). They received the iconic livery of California Poppy Gold, Sunset Glow and white created for MUNI by famed San Francisco industrial designer Walter Landor. 5300 was retained for operation in its heritage fleet and operates on special occasions and especially the annual MUNI Heritage Transport Weekend.

7031 Between 1992 and 1994, sixty Flyer E60s entered service based at Potrero depot. They remained in service until 2015 when New Flyer XT60 articulated trolleybuses replaced them. 7031 was to be auctioned off in 2019. However, following requests from interested preservation groups, MUNI withdrew it from the auction and it remains in storage.

5538 One of 240 ETI/ Škoda 14TrSF trolleybuses which entered service between 1999 and 2003, replacing the Flyer trolleybuses. They were gradually replaced by 185 New Flyer XT40s, the last one surviving until 2019. Retained for the heritage fleet, it normally operates on special events although it was off the road due to battery problems at the 2025 MUNI Heritage Transport Weekend.

Other San Francisco trolleybuses survive elsewhere:

- Marmon-Herrington 536 and Twin Coach 641 (in service 1949-1977) are based at the South California Railway Museum at Perris, California.
- Marmon-Herrington 541 was donated to Marmon for research.

Page 75, upper: MUNI No 50 (ex-Seattle 614) operating briefly on a special event to mark the trolleybus Line 33 extension on 6 February 1988. [Peter Ehrlich]

Page 75, centre: St Louis Car Company 506 on display at Ferry Plaza on 11 November 2012 for the MUNI Centenary Event. [Photo sourced from Wikipedia]

Page 75, lower: Marmon-Herrington 776 at the Van Ness and North Point terminus is on driver training duties on 17 September 2025 in preparation for the MUNI Heritage Transport event the following weekend. [David Hanchett]

Page 76, upper: 5300 is awaiting departure at Ferry Plaza during the MUNI Heritage Transport weekend on 21 September 2025. [Dave Hall]

Page 76, centre: Škoda 14 Tr 5538 is seen arriving at Ferry Plaza at the MUNI Heritage Transport weekend on 24 September 2023. [DG Chick]

Page 76, lower: 7031 is approaching the junction of Ocean and Persia Avenues on 7 March 2014. It had the distinction of being the very last vehicle painted in the 1975-era Landor two-tone orange and white paint scheme. [Peter Ehrlich]





World News

Edited by Colin Page



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

BRAZIL São Paulo (EMTU BR)

The first of ten four-axle Mercedes-Benz/CAIO/Eletra "E-trol" battery-powered articulated trolleybuses were delivered in 2025. The rear section is borne on twin axles. Fleet numbers are 8600 to 8609. The overhead and power supply for use on the new BRT line are now under construction. Use of seventy-two of these "E-trol"s is planned. Running for 17.5 km from of São Bernardo do Campo, Santo André and São Caetano do Sul to the metropolis of São Paulo, overhead wiring is being installed in one direction only, with trolleybuses making the return journey on battery power.

CANADA Vancouver (765)

The first Solaris 12T trolleybus (no 27001) of the order for 107 arrived in Gdynia, Poland at the beginning of March 2026 for testing. It was allocated Polish registration no P27 00P22 during its stay. All will be delivered to Vancouver in phases through

CZECH REPUBLIC Praha (776)

Test driving with the first of the Bozankaya trolleybuses, 515, started on 2 February on route 58. Carrying passengers as part of its final acceptance trials started on the afternoon of 12 February 2026 on the same route. The tests included some which could not be done by the prototype 510 and highlighted for example problems with the interaction of the on-board information system. One specific Praha-related test checked the automatic pantograph retraction mechanism. Any final modifications required will be made on those already in Praha but those yet to leave the factory in Turkey will receive them there before shipment.

CZECH REPUBLIC Teplice (760, 775)

Just two Škoda 25 Tr trolleybuses (212 and 213 from 2008) have operated in the city. To commemorate their demise Městská doprava Teplice ran a farewell ride with 212 during the morning of 7 March 2026 on routes 104 and 105. Symbolic handover to

one of the two replacement 18-metre Škoda 33 Tr trolleybuses took place at lunchtime on the Anger loop. The delivery date for these two is believed to have been simultaneously with the 32 Trs at the end of 2025.

FRANCE Lyon (769 764)

New Trambus line TB12 opened on 28 February 2026 between Gare Part-Dieu Vivier Merle to

Kimmerling- Genêts in the Monchat area, with a peak seven-minute frequency. Fifteen trolleybuses of the new fleet of



 A view of Vancouver 27001, followed by Gdynia 3077, a 2011 Trollino with Medcom equipment.

[Marcin Gromadzki, Public Transport Consulting]

to 2027. Electrical equipment is supplied by Medcom. Three doors are provided, despite original indications that two would be fitted.

Hess new-style LighTram 19DCs delivered so far, nos 4901 to 4920, are allocated for the service. The extension to Sept Chemins is under construction and will open in 2027.

An article will appear in the May edition of Trolleybus

GERMANY Solingen

The City declared in 2024 that its 2016 objective of having a fleet of partial trolleybuses had been met although only about 75% of the fleet was electrically powered by trolleybuses with traction batteries. Diesel buses form the rest of the fleet. Consequently, measures were deemed necessary to accelerate the conversion. A study was commissioned with two external consultants who suggested that not only should all the existing diesel buses be replaced by electric buses but also the trolleybuses should as well. Three conversion possibilities were examined. All diesels to partial trolleybuses, secondly to a mix of partial trolleybuses and full electric buses and thirdly to all electric buses. Costings were based on unit costs of each mode, showing trolleybuses as the most expensive. However, these have been questioned by others as to how external costs were included, eg overhead, and how unknown future costs of specific vehicle power selections would impact the figures. The predicted conversion indicated that the last trolleybuses would run in 2043 on routes 681 and 682. Meanwhile the City is to publish in 2027 its own draft schedule for the direction of public transport. Moreover, preparations are now being made for reconfiguring the depot into a charging station to power the first electric buses which are not due in any case until 2032 at the earliest. The final provision for charging points is for 126 vehicles compared with a 2026 fleet size of 106. This is required by the projected increase in use of public transport.

HUNGARY Budapest (771)

BKK has announced its intention to extend its trolleybus network as part of its ongoing environmental objectives. Operations will be expanded in 2026 from the present 155 km to 190 km and to 325 km by 2030. Before visions of kilometres of new wiring come to mind it is likely that many of the

extra kilometres are to be run off-wire, as can be interpreted by the works relating to changes to the high-intensity motorbus route 9 and how this contributes to the additional 35 km anticipated. New wires are now being installed in the Kőbányai area from the terminus of trolleybus route 72 at Orczy tér metro station for 3 km eastwards along Kőbányai utca and Állomás utca to Liget tér. Here they will join with the end of wires on trolleybus route 73 at Kőbányai which, incidentally, continues off-wire to Kápolna tér. This new alignment and much of trolleybus route 72 westwards from Orczy tér is followed by route 9 which will then be converted to battery powered trolleybus operation. It is foreseen that trolleybuses on the 9 will leave the wires and the 72 at Nyugati pályaudvar before crossing the river at Margit hid (Margaret Bridge) and travelling to the 9's existing northern terminus at Obuda Bogdani út, in off-wire mode.

From 7 February 2026 route 82 now sees a full weekday service through to the metro terminus at Mexikói út, instead of just alternate runs being made until then. From that date short workings to the turning loop at Queen Erzsébet utca (which ran as 82A and hitherto provided the full service) were withdrawn. This point is at the end of the wiring, so all journeys are now completed off-wire. To commemorate this change BKV ran a special service numbered N82A on the 7th using the preserved Ikarus 435T articulated trolleybus. Just fifteen (nos 300 to 314) of this model operated exclusively in Budapest.

ITALY Ancona (771)

The original plan to see six new trolleybuses (likely to be Škoda 33 Tr artics) delivered at the beginning of 2026 has not happened. It is now likely to be in 2027. This is because completion of wiring and upgrades on the extension of route 2 to form the circle through the 530 m Risorgimento tunnel between Piazza Cavour and Piazza Ugo Bassi stalled as the result of a report produced in 2023 by the Italian standing committee on Safety of Fixed Transport Systems. This advised that use of wires through the tunnel would be unsafe and should not be fitted. It also made comments on the safety of the

system. The consequential lengthy redesign and reworking of the scheme together with the extent of vehicles required has significantly contributed to the delay. Nevertheless, the Italian Ministry of Transport issued an up-beat comment in February which has refocussed work towards completion in 2027.

The present fleet comprises six Ansaldo Breda F22 12m rigids nos 013 to 019 acquired in 2013 (ex-Nancy 252-257 in 2002) and three Solaris Trollino 18/ Škoda artics (010 to 012) On many occasions only two or three see service on the main route 1/4 and at times operations cease altogether, often for several weeks.

MEXICO Guadalajara (774)

The actual closure date remains unknown but dismantling of the wiring has started in the city centre. The withdrawn trolleybuses, from the batch TB-3001 to 3025, were stored in the open at the Colonia Tetlan depot but their fate is also unknown. The single route 3 (incorrectly noted earlier as 5) was operated by SITEUR as the 400 when trolleybus operations resumed in 2016 and which also incorporated the 500. It ran from Avenida de Los Arcos through the centre (via Republica and Industrie one-way roads) to Calle Ventura Anaya (Calle Felipe Ángeles). Various reports say the replacement motorbus service started on 14 November 2025. The SITEUR website indicates that eight electric buses were added on 17 February 2026 which has enabled the frequency to be increased from 45 to 15 minutes.

POLAND Tychy (764)

The first eight (of eighteen) new Solaris Trollino 12S trolleybuses were displayed by Tyskie Linie Trolejbusowe (TLT) at the depot on 14 February 2026. The 12m bodywork is by Solaris in Urbino 12 IV style. Škoda have provided the electrical equipment which has a 65 km off-wire

capability. Fleet nos seen are 4901 to 4907 and 4911.

On the same display TLT presented its newly restored Škoda 14 Tr 17/6m trolleybus which it acquired from Opava (their 78) in 2019 as a representative example of this marque.

14 Trs never ran in Poland, where Russian ZiU-9 and local Jelczs were preferred at the time. One was loaned by Škoda to Tychy in 1998. It was given the number 024 in expectation of orders, but none followed and it was returned to the manufacturer. It ran for about six months but no passengers were carried as it was not certified. Now the restored 14 Tr has taken this number and is painted in the red and cream livery of the loaned trolleybus.

PORTUGAL Coimbra

A street-scene picture seen at the beginning 2026 shows overhead still in place. Much remains in other places and some trolleybuses remain in the city, five years after they last ran.

ROMANIA Baia Mare (773)

The five Solaris 18T trolleybuses were delivered by the end of June 2025 and entered service on 1 September after testing and training. Licence numbers are 0206 to 0210 They join eight Solaris Trollino III 12/ Škoda trolleybuses from 2014 (numbers 0211 to 0218) thus giving low-floor access to all services on the two routes 50 and 54. Route 50 has a 15 minute frequency with six duties and 54 runs every 20 minutes (15 in peak hours) with five trolleybuses. One of the five articulated Volvo/R&J/BBC-SAAS (ex-Bern in 1985) with licence plate 0006 remains in the fleet for works use during the winter.

ROMANIA Bucuresti (776)

Testing of the twenty-two AAR/Yutong U12 trolleybuses and driver training started on 25 February 2026. After this is completed, they will be used on route 86.

Rear cover captions. Photographs by Marcin Gromadzki, Public Transport Consulting.

Rear cover, upper: Vancouver 27001 on a test run in Gdynia in March 2026, closely followed by a local Trollino.

Rear cover, lower: The rear and nearside, showing the three-door layout which has been adopted. Gdynia Główna (main) railway station is seen in the background as well as another older Trollino approaching in the distance.

