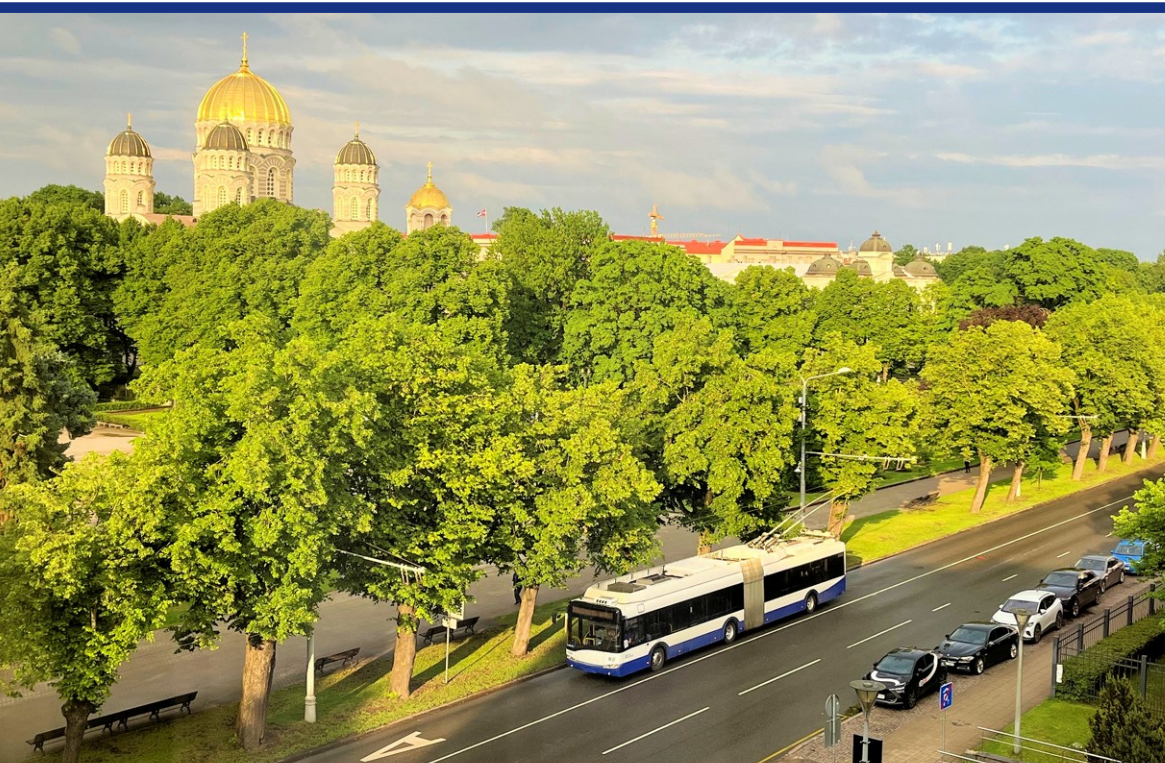


TROLLEYBUS

Vol. 65 No. 781

August 2026



The Magazine of the British Trolleybus Society



London 260

Aachen 22

Sponsortrolley Update

Ipswich 26 Centenary

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 781. August 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 4 September

- David Jukes, of 'Bus & Coach Preservation' fame, talks about his interest in all sorts of buses, trolleybuses and trams. No meeting in August.

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.

August and September

- No meetings.

Wednesday 21st October

- Jeff Tucker "Brno, Riga, St Petersburg, Sofia, Budapest and Crimea 2000 - 2004, and Prague 2025/6."

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/>

August

- No meeting.

Wed 9 September 2026

- D Archer: A miscellany including overseas travel and working in the rail industry in the 1970s & 1980s (this will be a repeat of the talk presented on 11 Nov 2025).

Monthly Prize Draw Winners

July Draw

£50 Brian Wollaston (Painswick, Gloucestershire)
£40 Neil Preston (Walsall, Staffordshire)
£30 Robin Bence (Greater Manchester)



Front Cover: A Riga Solaris Trollino speeds along Kalpaka Bulvaris on route 3, as June evening sunlight glints on the domes of the Cathedral of the Nativity in the background.

[Francis Terry]

Ninety Years Ago: Happy Birthday to London trolleybus No.260

Story by Tony Belton

On 1 August 2026 it was 90 years since London trolleybus 260 was first licensed for service.

The London Passenger Transport Board took possession of 260 on 2 July 1936, an incredible 90 years ago! It was delivered to Fulwell depot where it was prepared for service. 260 was licensed on 1 August but didn't enter service until 23 August when it was allocated to Stonebridge depot. The vehicle spent its entire life at Stonebridge; the only time 260 was known to stray was when it was loaned to Hanwell depot for a day in the fifties.

We move forward twenty-two years to 1958 when London Transport announced in the October issue of their Magazine that 260 would become "THE CHOSEN ONE" to represent the trolleybus era. The vehicle continued in service until 19 August 1959 when it was unlicensed; eight days later, on 27 August 1959, London Transport towed 260 to the new Museum of British Transport at Clapham which was originally London Transport's Clapham bus garage. Here is a selection of photographs of 260 in active service:



↑ London 260 was confined to four routes during its life with London Transport: the 660, 662, 664 and 666. In this view 260 is on route 660 on a journey to Hammersmith shortly before it was withdrawn from service; the vehicle is turning right from High Street into Station Road at Harlesden Jubilee Clock.

[Fred Ivey]



↑ Two years previously we again see 260 on route 660 on its way to Hammersmith; this time waiting at Harlesden Craven Park for Colindale's 216 on route 664 to Paddington to move. This excellent view of Fred Ivey's shows two C2 class trolleybuses; the first is 216 with "spats" over its rear wheels followed by 260 with standard wheel arch covers. [Fred Ivey]

↓ 260 is on route 662 on this occasion; it is on Hillside passing Stonebridge (SE) depot on its way to Sudbury. [Fred Ivey]





↑ On loan to Hanwell depot: a rare photo of 260 parked in Hanwell (HL) depot showing 607 Hanwell Broadway taken by Don Jones sometime during the mid-1950's. This was the only occasion that 260 was found to have strayed from its home depot.

[Don Jones]

← The front cover of the October 1958 issue of The London Transport Magazine shows 260 being checked by staff whilst parked on the forecourt of SE depot.

Aachen 22 Meets its Makers!

On 2 July the Trolleybus Museum at Sandtoft was visited by 45 members of Siemens Mobility's Education and Skills team for a Corporate Social Responsibility Day. Almost a year in the planning, the team worked hard all day and made a noticeable difference.

They were particularly interested in learning about the company's historic links with trolleybuses, the trolleybus having been invented by the company's founder, Werner von Siemens, and the UK's first four trolleybus operators – Bradford, Leeds, Dundee and Rotherham – all having vehicles equipped with Siemens motors.

Most of all they were excited to see Aachen 22, which is the only trolleybus in the UK to have Siemens equipment. The Museum's Engineering Director, James Race, had arranged for 22 to be brought out of the David Croft Depot so that the Siemens team could clean the

exterior. The team had their group photo taken with 22 and some of the Siemens technicians took great interest in inspecting its equipment.

A few days earlier James had raised 22 to inspect the underside and was pleased to find that it was in much better condition than expected. An inspection of the roof suggested that overall the body is sound.

Aachen 22 is the world's only remaining one-and-a-half deck trolleybus. Built in 1956 it has a Henschel 562E chassis and Ludwig body. After withdrawal in 1972 the operator donated the vehicle to the British Trolleybus Society and it was brought to Sandtoft in 1973 after short stays in Great Yarmouth bus depot and then East Anglia Transport Museum. The Society has built up a sizeable restoration fund for 22.

We are now a step closer to making a start.





← and page 150: Aachen 22 is seen raised on vehicle lifts in the David Croft Depot on 28 June.

[DG Chick]

↓ Some of the Siemens technicians brought their own tools and testing equipment with them.

[DG Chick]



Sponsortrolley Update

By David Beach

BTS members will be aware that we can only afford to keep our historic fleet under cover and protected from the weather thanks to the regular contributions made by around 50 supporters of the Sponsortrolley scheme. Most members of the scheme make monthly donations in multiples of £5, though some support through an annual payment, and a member who donates £5 a month, or £60 a year, can consider that they have largely covered the cost of keeping one vehicle under cover for one month, particularly if we can claim gift aid from his or her donation. Fortunately, many members are able to donate more, helping to fund additional months of cover.

Members will also be aware that the BTS recently had to change bank accounts - not our idea and extremely inconvenient. I am delighted that almost all Sponsortrolley members have created new standing orders so

that their donations have continued unbroken, and our thanks also to several who have taken the opportunity to increase their donations. There were also several members who increased their support earlier in the 2025-6 financial year. These increases go some way towards making up for the loss of three sponsors who did not reply to our messages.

The net result, as you will see from the Sponsortrolley Chart, is that eleven 'slots' are not filled, and five members of our fleet are not fully sponsored.

As always, additional support is welcome. Inevitably some supporters will be lost as time goes by, and hopefully some of our younger or more recent members might like to join in!

You can find additional information on the BTS web site; select 'Trolleybuses' and then 'Our Collection', or email me directly, david.tbeach@btinternet.com

BTS UK Trolleybuses Calendar 2027 Now Available

Tony Belton has again made some wonderful selections from his large photographic archive. The cover and every month features superb photographs accompanied by Tony's informative and interesting captions. It is a great reminder of trolleybus operation in the UK and is an ideal Christmas present for transport enthusiasts.

Once again, Tony has very kindly paid the printing costs so that every penny of the proceeds of sales will go towards trolleybus preservation and restoration.

You can buy the calendar from BTS Sales, online, from the BTS sales

stand or the Trolley Shop at Sandtoft. The price has been held at £12 for the calendar plus £2 postage.



Sponsor trolley Supporters

MONTH	Ashton	Mecklenburgh	Reading	Glasgow	Bournemouth	Reading	Cardiff	South	Bournemouth	Walsall	Huddersfield	Huddersfield	Walsall	Manchester	London
JAN	22 R.T.Cole	6 F.R.Terry	47 J.C.Savage A.Butter	TB 78 P.J.Smith G.Muir C.M.Gubby	99 A.A.Turner C.Knowledge A.A.Turner	113 P.Wael	203 D.J.Barnesden	Shilde 204 M.West C.V.Williams	301 N.Preston	342 J.Meal	619 M.W.Story	631 J.Meal	872 S.P.Brown	1144 P.D.Wael	1812 R.T.Cole
FEB	D.G.Chick	F.R.Terry	J.C.Savage	G.Muir	F.R.Terry	D.Mulvey	D.G.Snellgrove	P.Burton	B.Pantaleev	P.Wael	R.T.Cole	J.Meal	T.Douce	P.D.Wael	D.G.Snellgrove
MAR	M.Eady	A.Williams	J.C.Savage	F.R.Terry	F.R.Terry	D.Mulvey	S.A.Bradbury	M.Eady	A.Belton	P.J.Smith	J.Meal	M.W.Story	K.Manning	P.D.Wael	F.R.Terry R.T.Cole
APR	T.Douce	L.E.White	S.A.Bradbury	R.T.Cole	J.S.Brett	D.Mulvey	P.J.Smith	P.J.L.Smith	A.Belton	B.Woolaston	P.J.Smith	J.Meal	T.Douce	P.D.Wael	M.Eady
MAY			In memory of David Embery	P.J.Smith	C.Knowledge	D.Mulvey		P.Burton	A.Belton	P.J.Smith	I.McDonnell	D.L.Beach	C.Page	P.J.Smith	R.T.Cole J.F.Percival
JUN	T.Douce	S.P.Brown	L.A.Simmonds	P.J.Smith	F.R.Terry	P.J.Smith	P.J.Smith	D.J.Barnesden	A.Belton	P.Wael	M.W.Story	D.L.Beach	A.A.Turner	P.J.Smith	A.Williams K.Manning
JUL	M.Eady	L.A.White	L.A.Simmonds A.Butter	R.T.Cole	C.B.Archer	P.J.Smith	C.B.Archer	P.J.Smith	D.Hall	B.Woolaston	R.T.Cole	M.W.Story	S.P.Brown	P.J.Smith	D.G.Snellgrove
AUG	D.G.Chick	M.Eady	L.A.Simmonds A.Butter	C.M.Gubby	P.J.Smith	P.J.Smith	J.S.Brett	C.P.Williams	P.Wael	J.Meal	J.Meal	J.Meal	A.A.Turner	F.R.Terry	C.B.Archer
SEP	MC Beamish		S.R.L.Harper	C.M.Gubby	P.J.Smith	S.R.L.Harper	MC Beamish	D.Hall	C.B.Archer	J.Meal	M.W.Story	T.Douce	F.R.Terry	F.R.Terry	E.Terry
OCT	T.Douce		D.Stevens	D.Hall	P.J.Smith	D.Mulvey	P.J.Smith	C.P.Williams	P.J.Smith	J.Meal	J.Meal	D.Hall	D.Hall	F.R.Terry	R.T.Cole
NOV	D.G.Chick	F.R.Terry	J.C.Savage	D.Hall	P.J.Smith	J.C.Savage	P.J.Smith	M.Eady	D.Hall	P.J.Smith	J.Meal	D.L.Beach	D.Hall	P.J.L.Smith	J.Hunt J.A.Percival
DEC		F.R.Terry	L.A.Simmonds A.Butter	D.Hall	P.J.Smith		P.J.Smith	P.Burton	D.Hall	A.A.Turner	M.W.Story	D.Pock	D.Hall	F.R.Terry	J.Hunt

Long Shop's Trolleybus Centenary

The Long Shop Museum at Leiston, Suffolk, which is based in the former Garrett factory, held a special event on 11 and 12 July to celebrate the centenary of Ipswich 26, the Garrett O type with Strachan and Brown 30-seat body. A skilled team of volunteers has spent five years restoring No. 26 and although some work is still required they were successful in meeting the deadline for having it ready for presentation for its centenary. It looks wonderful!

Ipswich 26 is one of four surviving Garrett trolleybuses, all of which are O types. A visitor for the weekend was NESA (Copenhagen) No. 5, from the East Anglia Transport Museum. It was built with a Strachan and Brown body but was heavily rebuilt in the 1950s.

The BTS has been taking great interest in this project because of our intention to restore our own Garrett, Mexborough & Swinton 34, which has a Garrett body and will achieve its own centenary next year. Members of the Society's committee visited the Long Shop Museum at the start of the project and again in April this year, this time accompanied by the Trolleybus Museum's Engineering Director, James Race. We wish to learn from the Leiston volunteers and we have discussed working in partnership to have new trolleybases created for both vehicles.

The fourth remaining Garrett is NESA No. 2, a member of the same batch as No. 5, which is preserved at Sporvejsmuseet Skjoldenæsholm, an operating

tramway and transport museum south-west of Roskilde in Denmark. It is complete but is believed not to be in as good condition as No. 5.

Garrett Wagons Part 3 by RA Whitehead, published in 1996, records that Garrett built a total of 343 electric vehicles. The Garrett Works Numbers indicate the chronology of building. Ipswich 26 was Works Number 278, completed on 17 May 1926, NESA 2 was number 307 on 16 August 1926, NESA 5 was 310 on 22 September 1926 and Mexborough & Swinton 34 was Works Number 379 and was completed on 31 December 1927.





← ↑ Ipswich 26 on display at the centenary event.

[DG Chick]

↓ NES 5 during its visit to Leiston.

[DG Chick]

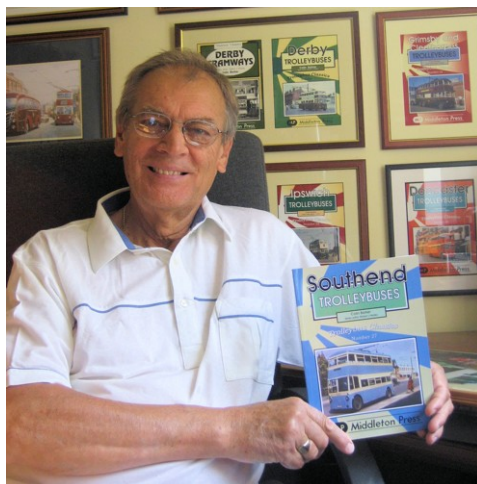


Colin Barker

It is with great sadness that we announce that our member Colin Barker passed away peacefully at home on 14 June, aged 88 years, after a long and brave battle with cancer over 16 years. In spite of this, Colin authored 14 books on UK trolleybus systems, and five on municipal tramway operations, as well as a number of articles published in transport related magazines. His final book on Blackburn & Darwen Tramways will be published in the not-too-distant future by Middleton Press after a determined effort to get it finished.

Andrew Henbest writes "Colin's thorough social history research and subsequent publication of his work by Middleton Press and in various magazines is much appreciated by myself and I am sure many other

enthusiasts as well as the general public. He will be missed."



Our condolences to Colin's widow, Maureen.

Bradford 758

In Tony Belton's article about the Society's 1966 tour of the Bradford system he appealed for information about the



photo showing 758 in an unknown location.

John Stainforth has consulted Alan Whitrick, Secretary of the Bradford Trolleybus Association, which owns 758, while Andy Feather has also responded and they have both been able to solve the mystery.

We can now confirm that the photo was taken in Smith Street, a short, cobbled street linking Listerhills Road with Thornton Road. As is evident in the photo this street was not wired.

Coasting under gravity, this fly-

shunting manoeuvre enabled a left turn to be made from the Clayton route to the Thornton route, by-passing the unmanageably sharp (unwired) left turn at the traffic lights. Apparently, this did happen on a few private tours, as a means of avoiding going into the City Centre to join the Thornton route.

John found the date of the photo surprising as it coincided with Stanley King's annual Bradford tour on 10 July 1966, using trolleybus 698. Andy suggests that the driver of the RTS tour was probably Inspector Roberts, as he drove most tours and was always "up" for doing anything unusual. In his book "In Search of Perfect Curves" Andy describes a later tour using 758 in which Inspector Roberts ran into Bowling Yard from the Dudley Hill direction rather than the City.

Thank you, John, Alan and Andy.

MUSEUM & PRESERVATION NEWS

Edited by Dave Hall



The Trolleybus Museum at Sandtoft

A total of 45 employees from Siemens Mobility visited the Museum on 2 July for a Corporate Social Responsibility Day. Among their achievements were painting the bases of all the traction poles in Sandtoft Square and painting most of the fencing at Sandtoft Central Station.

See also the article about Aachen 22 elsewhere in this edition. A full report will appear in Sandtoft Scene.

August Open Days

- Saturday 8 and Sunday 9 August Open Days
- Monday 24 August to Friday 28 August Weekday Opening
- Saturday 29 August – Monday 31 August 80 Years of BUT. Celebrating the creation of the UK trolleybus and railcar builder.

BTS Burntwood Premises

Our thanks to David Hanchett, who has continued his improvement work on the bungalow, installing boarding in the loft. Thanks also to Ian Metcalfe for cutting down the very overgrown grass in the back garden and to members of the Siemens team for similarly dealing with the front.

Black Country Living Museum

Some good news at last. The museum has secured a £272,000 grant from the DCMS/Wolfson Museums & Galleries Improvement Fund, which will enable them to restore and return its three trolleybuses (Walsall 872, Wolverhampton 433, and Bradford 735 [painted in the original Walsall livery]) back to operating condition. It has been over three years since trolleybuses last operated there, partly

due to rebuilding works but also other infrastructure issues.

With the West Midlands Metro due to commence operating to Dudley later this year, the timing of this news is significant.

Cardiff & South Wales Trolleybus Project



Recent work on Cardiff 243 has seen the window pans receive primer and the ceiling being prepared for receiving white undercoat and gloss. [Keith Walker]

Recent work has concentrated on single-deck 243. Repairs to the roof



The roof on 243 has also received attention with repairs being carried out before filler was applied and rubbed down. This photo was taken after being given a thorough washdown. [Keith Walker]

have been carried out and dents have been filled in and rubbed down. It was given an external wash to get rid of the accumulated dust! Internally primer has been applied to the window frames. White undercoat and gloss paint have been ordered to paint the ceiling. This vehicle is coming along nicely now.

East Anglia Transport Museum

Nottingham 578 The internal refurbishment was recently completed and following a test run, it is awaiting its re-entry into service at Carlton Colville.



Following a complete internal refurbishment, Nottingham 578 is seen on test at Carlton Colville on 14 June 2026.

[LTPS]

Belgium

Gent 11 was one of 20 Van Hool-AECE articulated trolleybuses purchased when the Gent system opened on Good Friday 24 March 1989. Sadly, the system only lasted 20 years and the last day of operation was 14 June 2009. No. 11 was one of three trolleybuses in the final procession and was subsequently preserved. For previous news on this vehicle please refer to the June and August 2024 issues of Trolleybus.

On 20 June 2026, No 11 returned to Belgium after spending 14 years in Solingen and Arnhem. The Stichting Trolleymaterieel Arnhem currently

lacks sufficient storage space and can



Gent 11 on arrival in Sint-Truiden on 20 June 2026.

[André Corteil]

no longer accommodate the vehicle. It was therefore decided to bring it back to Belgium, where it will be housed in Sint-Truiden in an old De Lijn depot and undergo several repairs. Once these have been completed, the various stakeholders will jointly determine the most suitable future for this vehicle.



Ghent 11 now safely placed inside the depot.

[André Corteil]

The depot is occupied by the 'Depot 145' group, an association active in the care and restoration of old De Lijn (the public transport operator in Flanders) buses.

André Corteil



↑ Looking back to 2017 with Walsall 862 and Wolverhampton 433 providing the trolleybus service at the Black Country Living Museum on 8 April 2017. [J. Zebedee Copyright BTS]

Trolleybus Museum at Sandtoft Handbook Just Out

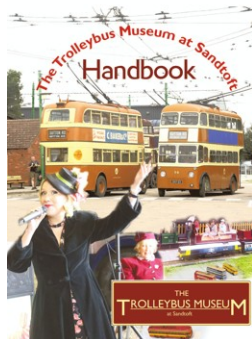
The Trolleybus Museum has published a new Handbook. Unlike the previous Fleet Handbooks, which was a guide to the vehicles which form part of the Museum's collection, the new publication is designed to be a souvenir for visitors and includes details of all the Museum's attractions, as well as including some of the site's history. Fleet lists are included for all trolleybuses, buses and the Sandtoft & District Railway.

The Handbook is A5 format with 32 pages including card covers. It is for sale in the Trolleyshop at Sandtoft and also by post from BTS Sales, price £5, postage included.

The calendar and handbook as well as a good selection of publication are available online:

[Shop Introduction – British Trolleybus Society](#)

Or write to BTS Sales 1 Mentmore Road, Leighton Buzzard, LU7 2NY Please make any cheques payable to "British Trolleybus Society".



World News

Edited by Colin Page



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

INDUSTRY AND UK

TrolleyMotion IMC Trolleybus & eBRT2030 Conference 2026

The two-day conference is being held in Lyon on 11 – 13 November and will look at “Why and When IMC Trolleybuses Make Sense for Cities”.

Richard Moseley, a project manager in Cambridge, has been encouraging decision-makers to attend the conference to learn more about the potential of IMC trolleybuses for the UK and recently had a piece included in the Cambridge Independent newspaper. It is Richard's view that all new transport schemes in the UK should be required to show that IMC trolleybuses have been considered.

Members may like to make the conference known to planners and decision-makers in their own areas.

[Lyon 2026 – trolley:motion](#)

BOSNIA HERZEGOVINA Sarajevo (779)

Despite photographs appearing in March of finished vehicles, the first of the ten new Solaris Trollino 18 trolleybuses, with MEDCOM electrics, did not arrive in Sarajevo until 15 June, having left the factory in Bolechów, Poland three days earlier. The other nine are now expected to arrive in their new home by the autumn. They will replace the NAW BGT 5-25 trolleybuses dating from 1987/88 acquired from Genève, Switzerland in 2015.

CANADA Vancouver (780)

The first Solaris Trollino 12, 27001, arrived at the city's Marpole depot on 17 June having travelled by ship between Bremerhaven and Halifax Nova Scotia, thence by low-loader overland from east to west. Acceptance testing is expected to start in September. The first Trollino 18 article has been allocated number 27201 and

followed 27001 to Gdynia, Poland between 17 and 23 May for initial testing. The total Solaris order presently calls for 183 Trollino 12 and 92 Trollino 18 trolleybuses.

CZECH REPUBLIC Praha (779)



↑ Cutting the tape to launch line 51.

[DPP]

Trolleybus operation on the two latest route conversions started on 26 June 2026 following the start of test running of both



↑ Prague continues to launch new trolleybus services although there will be insufficient trolleybuses until operation of the Bozankayas is authorised. SOR 513 is seen on the left with Bozankaya 515 on the right, following SOR 514 at the launch of service 51 on 12 June.

[DPP]

routes on 12 June using the service Škoda 24 Tr trolleybus 508.

Route 51 (ex-motorbus route 131) runs for 5.9 km from Bořislavka to Hradčanská, with 3.8 km wired. Route 53 (ex-motorbus route 176) runs for 6.1 km from Karlovo náměstí to Stadion Strahov with 3.8 km wired. The first departure on the 51 from Bořislavka was at 10.56 and on the 53 from Švanda Theater at 12.28. Initially only one trolleybus is running on each route with other journeys remaining with motorbuses. The four SOR TNS 12 and one Škoda 36 Tr trolleybuses are rostered for the "electric" duties.

Route 51 has been provided with a power supply voltage which can be downrated to 600V DC. This is to enable the future operation of historical trolleybuses on the overhead. To allow simultaneous operation of service trolleybuses the Bozankayas are therefore fitted with a one-press button which allows the driver to change to this lower voltage. This activates an on-board control system configured to remove the need for other operator or supplier intervention or software alterations having to be made.

While all the fleet of 30 Bozankaya SNG 12T trolleybuses are in the city and have completed testing they had not been accepted at the end of June by the DPP as some outstanding rectifications remained to be cleared.

ESTONIA Tallinn (776, 770)

From 1 July trolleybus operation restarted at 05.00 on routes 84 Keskuse to Balti jam (stop 3) via Keskuse tn, and 85 Mustamäe to Balti jaam via E.Vilde tee. End of service is at midnight. Route numbers are being carried over from the motorbus operations rather than revert to the earlier trolleybus numbers. The other routes 81 and 83 were due to return to trolleybus operation in August along with route 72 from Keskuse to Kopli from which trolleybuses were withdrawn in 2017.

FRANCE Lyon (769)

TCL are undertaking from 31 August a renumbering of routes across the entire network to eliminate duplications incurred when the operators amalgamated in September 2025. The effect on the trolleybus routes sees route C11 from Saxe

Gambetta to Laurent Bonnevey being joined to route C3 from Laurent Bonnevey to Vaulx La Grappinière to form a through route numbered as C27.

HUNGARY Budapest (777)

BKK introduced two trolleybus-operated night services on 1 July. Route 972 runs



↑↓ Budapest trolleybus drivers Zoé and Levente used 1989 Ikarus 280T 266 as their wedding carriage on 11 July. Levente has been a trolleybus enthusiast since childhood. [BKV]



every half hour from midnight on Saturdays, Sundays and holidays, one way from Deák Ferenc tér to Orczy tér following the daytime route 72. Return trips are not in service. Route 980 follows the daytime route 80 from Örs vezér tere to Deák Ferenc tér: outbound to Keleti pályaudvar, then continuing via Rottenbiller utca (under the wires of the 76), and thence Wesselényi utca to Károly körút (utw of 74) and Deák Ferenc tér on the 72. The return is from Károly körút to Rákóczi út, then continuing along route 80 to Örs vezér tere. It runs daily every half hour from midnight until the start of daytime services.

ITALY Ancona (777)

The order for six Škoda 33 Tr artics has been terminated. Supposedly this was requested by the Italian Škoda dealer Basco Sri, recipients of the order. The City notified them in February that the issue of the safety certificate by Anfisa (Transport safety Authority) for the new circuit could be delayed beyond that month but despite it being issued on the 26th Basco triggered the contract termination clause in mid-March. Modernisation of the overhead on route 2 does continue with a provisional opening date at the end of 2027 but with several unwired sections now being included.

LATVIA Riga

On 1 June trolleybus route 15 was extended by one stop from its previous terminus in Višķu iela to a new interchange hub at the junction with Latgales iela at Kengarags. Here it now meets with tram line 7 which was extended from Ausekla at the same time.

NETHERLANDS Arnhem (771)

The changes to the Greater Arnhem area transport system, outlined in July 2025, took place on 28 June 2026, when operations were merged and integrated with the adjacent areas. As a result, operator Transdev has superseded the Breng brand name and replaced it with RRReis. Several alterations to the city's routes have been made and the trolleybus network has been modified as follows:

- Trolleybus line 352 from Centraal Station (CS) and Oosterbeek and then off-wire to Wageningen is now extended further off-wire to Ede- Wageningen NS station. Operations on line 21 from Velp and

Velpergen to CS have ceased as a separate entity and are now joined to the 352 at CS, making a through route and which is now numbered line 303. Trolleybuses run under wire between Velp and Oosterbeek along Utrechtsweg to the wired turning circle at Valkenburglaan, thereafter running off-wire to Ede.

- Line 6 between CS and Elsweide/HAN ceased as an individual (trolleybus) route. It has been combined with motorbus route 331 from CS via Elst on the inter-city route to Nijmegen. Now numbered 306 it operates in trolleybus mode between HAN and CS and off-wire mode between the two cities. This is one of the routes cited for the special RRReis status.
- Line 5 from Presikhaaf via CS to Schuytgraaf has been altered with trolleybuses running from Presikhaaf to Arnhem Zuid NS station. Now it runs only in the anticlockwise direction around the loop from Zuid NS via Ringdijk and Germanenveld and back to Zuid NS before returning across town to Presikhaaf.

Unchanged are: Line 1, Centraal Station (CS) to Den Laar via Elderweld. Line 2, CS to De Laar West via Kronenburg. Line 3, Het Duife to Burgers Zoo/Nederlands Openlucht via CS. Line 7, Rijkerswoerd to Geitenkamp via CS.

Delivery of the fifty new 12m 2-axle Yutong U12T trolleybuses started around 10 June but by the 28th none had been accepted for use on the new services.

Delivery of the nineteen Yutong U18T artics is now expected by the year end. The batch of Solaris Trollino 18 artics with Metro style bodies delivered in 2023 (5274 to 5284) are being retained in service. They carry the ComfortRRReis livery, which is designated for the long-distance services and, being the newest, are to be the only trolleybuses from the Breng era that will be retained by Transdev. See image on the front cover of T760. They are being used on line 303 pending replacement by 18m Yutongs. Also, and for the time being, the ten (newest) Hess SwissTrolley 4 trolleybuses from 2017 (5264 to 5273) are also being utilised by Transdev. A start was made at the beginning of June on rapidly

withdrawing all the other Breng trolleybuses when SwissTrolleys 5234/35 and 40 were laid up from the oldest batch 5234 to 5242 from 2009.

POLAND Gdynia (778)

The prototype Bozankaya (carrying number 3100) started testing without passengers on 16 May and with them on 26 June. The merger on 30 March of the three separate city transport entities (two bus and the trolleybus carriers) caused the trolleybus Director, Marcin Polom, (a high-profile supporter of trolleybus operations) to lose his influential position and other members of his team have also left. This immediately delayed clearance of the "Bozenka" test documentation. Already questions are being raised about the future of trolleybuses in the city, particularly as the test was being used to assess possible alternative trolleybus suppliers to the local Solaris producer.

RUSSIA St. Petersburg (780)

The 86 new trolleybuses are to be manufactured by MAZ (Minsk Automobile Plant) in Belarus as the 303T22 model (12 m, 2-axle, 3 door) for delivery by the year end. Finance is provided by leasing company Reserializing. Operator Gorelektrotrans has announced that a new depot is to be constructed at Strewn prospect on Vasilevskiy Island. It will house eighty trolleybuses with off-wire capabilities, and which will be utilised on four central routes with wireless sections.

RUSSIA Yaroslavl

After a tender at the beginning of the year the City placed an order for 32 new trolleybuses with batteries which was increased by 14 because of the low leasing charges. Delivery was due in August. In June the types had not been announced and are expected from three suppliers.

Work to remove wiring from the centre was due to start on 10 August, routes for which the trolleybuses in the existing fleet are not equipped to work although

batteries are being retrofitted to the newest nine existing Avangards to aid the new additions.

SERBIA Beograd (776)

A quick response to a tender issued at the beginning of the year for 60 2-axle trolleybuses produced three bids opened on 17 March, the cheapest of which was more than the budget. The Council was seeking to finance them by a leasing arrangement rather than direct purchase and which is believed to have added to the higher unit cost of each vehicle.

Meanwhile they are in negotiations with a private operator STRELA to take over all the bus and trolleybus operations although this carrier has declared a preference for running electric buses rather than the wired mode. The outcome of the tender and the future use of trolleybuses therefore remain in question.

UZBEKISTAN Urgench

The 36.3 km line from Urgench to Khiva is the only trolleybus service in the country, run with a fleet consisting of nine Škoda 24 Tr Irisbus Citelis 1B vehicles dating from 2013 (010 to 018). Ten 12m long Yutong type ZK6126BEVG trolleybuses were ordered in 2025 and the first was delivered on 10 June 2026. It is believed that they will be put into service alongside the Škodas for the time being. The driveline is similar to electric buses already being operated, thereby helping maintenance. IMC provides off-wire running opportunities. However, the overhead and supply system is not in good condition and battery running around faults is common.

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Rear cover captions - Riga. Photos by Francis Terry

Upper: After taking lay-over in Brīvības Bulvāris, the driver of Irisbus Citelis No 29386 repoles his trolleybus before entering service on route 4 to Jugla on 14 June.

Lower: Seen at the rear of Tornakalna depot in Riga in June is this 2001 Škoda 14 Tr which has been donated to the city by Chişinău City Hall for inclusion in an exhibition dedicated to the evolution of urban transport in the Latvian capital.

