

TROLLEYBUS

Vol. 63 No. 760

November 2024



The Magazine of the British Trolleybus Society



*Trolleybus Weekend at EATM
Arnhem 75
Southend 70*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 760. November 2024

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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: Adults £3.00, Juniors £1.50. Non-members £4.00. Meetings commence at 19.30. Organised by the BTS. NTA members welcome.

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

Friday 6 December 2024 Graham Bilbé hosts our annual review of the year, recording events from the local bus scene and the world of trolleybuses – please bring your digital photo contributions on a flash stick to the show!

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.

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

Wednesday 20 November 2024 (at 14:30) San Francisco Transit. The history of the cable cars, street cars, trolleybuses and Metro – Dave Hall

Wednesday 18 December 2024 (at 14:30) British Trolleybus Tours - Michael Russell

West Midlands Transport Circle

BTS members are invited to attend WMTTC meetings, which are held on the second Wednesday of every month at Bradmore Community Centre (Main Hall) in Wolverhampton. Doors Open 19:05, Start presentation : 19:30 prompt!, Break (around) 20:30 - 20:45; Finish 21:45: Out of venue by 22:00 Visitor fee £3.00, just turn up and bring others with you. Organised by Mike Richardes.

michael.richardes64@btinternet.com

Wednesday 13 November 2024 Buses and Trains DO come together! Pictures taken where two modes of travel merge. Presenter Leon Coast.

Wednesday 11 December 2024 L.N.E.R. in Wales. Looking at stock used and routes operated. Presenter Steve Edwards.

Monthly Prize Draw Winners

£50 Charles Bicheno, Harrow
£40 Keith Manning, Knaresborough
£30 Roger Clark, Abingdon



Front cover: One of Arnhem's newest trolleybuses, Solaris MetroStyle No. 5281 is seen in a rural setting on Utrechtseweg on 5 September, 75 years to the day since the system opened.
[Tom Douce]

Trolleybus Weekend at East Anglia Transport Museum 2024

Article and photographs by Dave Hall

This annual event, held on 28/29 September, lived up to its usual high expectations with a total of ten trolleybuses and three trams operating over the two days.

On Saturday, the service commenced at midday with Derby Sunbeam F4A 237 and Portsmouth BUT 9611T 313, alongside trams Blackpool 11, a Marton VAMBAC Railcoach and London 1858, a HR2 class tram. Both remained in service until the end of the day.

After a few hours the trolleybuses were changed over to Biel (Switzerland) 39, a Berna/Hess and Leyland K2 class, London 1201. Next to take a turn were Bournemouth MF2B 286 followed by Hastings 34, a Sunbeam W4. Later in the afternoon two Sunbeam F4As, Belfast 246 and Derby 237 came out to replace Bournemouth 286 and along with Hastings 34 provided the service fully

illuminated as the light faded. The tram and trolleybus service continued until 21.00. Seeing the trams and trolleybuses operating in the hours of darkness is certainly atmospheric and a joy to watch.

Sunday morning services commenced at 11.00 with London 796, a Leyland H2 class and Bournemouth 202, an open-top Sunbeam MS2, neither having operated the previous day. London 1858 was again in service but with Blackpool tram 634, a Brush car, painted in 'Terror Tram' livery. Blackpool 11 remained on display outside the depot. Most, but not all the other trolleybuses in service on Saturday saw service again with the addition of Maidstone 52, a BUT9611T later in the afternoon.

It was a very enjoyable two-day event and congratulations to the organisers for making it such a success.



Above: Portsmouth 313 waits to move to the stand when Derby 237 departs. The trams are London 1858 and Blackpool 11.

Page 204, upper: The same four from the other side.



Below: Bournemouth 202 provides its upper-deck passengers with a fine view of the overhead wiring.
 Page 205, upper: Maidstone 52 was added to the service fleet on Sunday afternoon.
 Page 205, lower: The 1948 Berna/Hess, Biel 39.





Francis



Fred Ivey

The Doyen of British trolleybus enthusiasts, Fred Ivey passed away at the age of 98 on 24 September. Fred had been a BTS member since the early days of the Society. Tony Belton, who knew Fred for 67 years, will be paying tribute to him in next month's edition of Trolleybus.

John Markham

Another notable figure in the trolleybus and tram world was lost on 11 October, when John Markham died at the age of 83.

Arnhem Celebrates 75 Years of Trolleybuses

By Tom Douce and André Corteil

Members Tom Douce and André Corteil were present. This feature has been distilled from their reports.

On Sunday 8 September, Breng/Hermes, the Arnhem public transport operator, held an open day at the Westervoortsedijk depot to celebrate the 75th anniversary of the opening on 5 September 1949 of the first trolleybus line.

It was a beautiful sunny day and there was much on offer with several exhibition stands present, including the Obus Museum Solingen. The Nederlandse Trolleybus Vereniging (NTV) and the Stichting Trolleymaterieel Arnhem (STA) were also present.

The STA exhibited all its preserved trolleybuses, which are part of the heritage of the City of Arnhem. An interesting stand explained the operation of the different devices found on overhead lines and that could be admired up close without getting a stiff neck, which you would if you observed them in situ!

The public was able to ride on historic 1949 trolleybus 101 and also on a brand-new Solaris MetroStyle, the latter powered by both overhead lines and batteries.

The day was a great success, attracting a large attendance including enthusiasts, some of whom came from far beyond the borders of Holland, and the general public.



Above: This simulator allowed the public to try their hand at "driving" a bus.
[André Corteil]

Left: This hoarding on Batavierenweg was advertising the anniversary open day.
[Tom Douce]

Page 207, upper: Tom was in Arnhem from 3 September. As he arrived at the Centraal Station he saw 5276 dewire at one of the facing switches. The crew of a tower wagon attends to the overhead as 5266 passes by, with 5236 in the background.

Page 207, lower: Arnhem's first trolleybus, preserved 1949 BUT No. 101, is seen on Boulevard Heuvelink on 8 September.
[Tom Douce]

Page 208, upper: Centraal Station line up on 3 September showing 5262, 5246, 5243 and 5237. They are part of a fleet of fifty Hess/ Vossloh Kiepe/Hess (nos 5234-73 and 5275-5284) vehicles built in 2009/13/15/16/17.
[Tom Douce]







Page 208, centre: On display in the depot yard, BUT 9721T/EEC No. 139 dates from 1955 and is preserved by the STA. [André Corteil]

Page 208, lower: Another member of the STA's preserved fleet is this 1984 DAF Den Oudsten B79T-KM560 No. 0158 with Kiepe equipment. [André Corteil]

Above: A depot view showing Trolleybus 11 (ex-Gent) and Arnhem 101, with three Hess Swisstrolleys and a Solaris MetroStyle in the next bay. [André Corteil]

BTS Calendar 2025. Buy before we sell out!

The Society's calendar for 2025 presents a selection of photographs of UK trolleybuses with Roe bodywork. Chosen by Tony Belton from his large archive and with Tony's informative and interesting captions, it is a great souvenir of the Roe years and is an ideal Christmas present for transport enthusiasts.

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

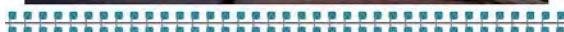
You can buy the calendar from BTS Sales, either from the sales stand or online

[British Trolleybus Society](https://www.britishtrolleybusociety.co.uk/)

Or write to

BTS Sales 1 Mentmore Road,
Leighton Buzzard, LU7 2NY

It is most important to make any cheques payable to "British Trolleybus Society". The price has been held at £12 for the calendar plus £2 postage.



August 2025

Mon	Tue	Wed	Thu	Fri	Sat	Sun
South Shields 242 is seen in Eldon Road, on route from the Market Place to Eldon Road via Layside and Chalmers. Delivered in 1940 the trolleybus was a Karrier W with a Roe alloy body. It originally had two deep windows but sliding windows were fitted instead during its life.						
					1	2
						3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
Summer Bank Holiday	Trolleybus operation commences again with a new fleet of vehicles in the new year.					
25	26	27	28	29	30	31

Southend-on-Sea

By Tony Belton

The trolleybus system in Southend was introduced on 16 October 1925 and closed seventy years ago on 28 October 1954. The system was fairly small, consisting of four routes with a maximum fleet of thirty-four trolleybuses. Tony Belton shares some photographs of the system that he has collected over the years.

Tony says, "Unfortunately, I never saw the system although when I was a kid I was only a stone's throw from the trolleybuses on numerous occasions. Some summer Sundays my parents used to take us to Southend by steam train direct from Upper Holloway station. However, we always got off at Leigh-on-Sea for some unknown reason - I never did find out why.



Above: Southend Transport 121 was an AEC 661T with English Electric bodywork, one of five delivered in 1932 with a dummy AEC bus-style radiator. It was withdrawn in 1954, although in its altered state – see next photo.

Page 211, upper: 121 again, but this time taken at the end of the system when the vehicles were in rather tatty condition. By this time it had its dummy AEC bus-style radiator removed, giving the vehicle a completely different appearance. Number 121 on route 63 is turning at Southchurch terminus.

Page 211, lower: 114, an AEC 661T with an English Electric body that was delivered in 1932 but withdrawn in 1950, is photographed at the route 63 Southchurch White Horse terminus pick-up stop. The White House public house building in the background is still there in 2024, although now renamed the Old Walnut Tree.





Above: In 1939 a batch of six AEC 661Ts arrived but this time with Strachan bodywork, of which 126 was one; they lasted until the end of the system. The vehicle is also on the Southchurch route although no route number is visible - the exact location is unknown, unfortunately. 126 was one of four (124 to 127) loaned to Bradford during the war.

Below: Southend purchased nine second-hand trolleybuses from Wolverhampton. They were Sunbeam MF2s with Park Royal bodywork; entering service at Southend in 1950 these vehicles only lasted three years. Number 146 of the batch is photographed on route 28A West Circular turning at Victoria Circus arriving at the terminus.





Above: Another of the ex-Wolverhampton batch, number 152 is photographed on route 28A West Circular at Victoria Circus terminus.

Below: Five 1936 Leyland TB3 single-deckers with bodies from Massey Brothers of Wigan, were purchased from Norths of Leeds (bus dealers). Originally Teesside Railless Traction Board numbers 9 to 13 they entered service in Southend in 1946 and were withdrawn in 1952. 139, registration VN 9434, ex -Teesside number 9 is turning at Victoria Circus.



Mervyn James Stedman

Mervyn was born on 2 March 1949 at Brighton General Hospital, which was on Brighton trolleybus routes 43A and 44. His parents lived at Chester Terrace, Brighton, on Corporation trolleybus routes 26A and 46A and trolleybuses stopped right outside their house. It is hardly surprising that trolleybuses played a big part in Mervyn's early life.

Mervyn was educated in Hove at Cottesmore Catholic Primary School from 1954 to 1960 and Brighton, Hove and Sussex Grammar School from 1960 to 1968, where he was treasurer of the Model Railway and Engineering Society, later the Transport Society. Mervyn was involved in the school's Combined Cadet Force, Army section and the school plays as a lighting technician.

Mervyn secured a job with Barclays Bank, Hove, in August 1968 and worked in different branches throughout Sussex until retirement. While working at the bank he met the love of his life, Sally. They married in September 1986.

The last day of trolleybus operation in Brighton was 30 June 1961 and Mervyn persuaded his father to take him on the final public service trolleybus that night, which was Corporation trolleybus 36 (FUF 36) on route

46 from Old Steine terminus to Hollingbury via Surrenden Road, returning to the Old Steine on route 26 via Carden Hill. They later watched the last trolleybuses return to Lewes Road Garage; 36 followed by 34 (FUF 34, privately hired) and the final journey, decorated trolleybus 1 (FUF 1) carrying its specially invited guests.

Mervyn travelled extensively in the UK and abroad, to see and photograph trolleybuses. He was also interested in buses, trams, trains, aeroplanes and cars. An expert on Brighton's trolleybuses, Mervyn had a large collection of memorabilia and gave illustrated talks to local transport groups, often using his excellent photographs. His first book, *Around Brighton by Trolleybus* – part 1 was published in January 2022.

Mervyn was a quiet, kind, generous gentleman and loyal friend who will be greatly missed by all those who knew him. He died aged 75 on 19 July after a relatively short illness and the trolleybus lost one of its finest supporters. He is survived by his wife, Sally, and his younger brother, David and family to whom we extend our sincere condolences.

Andrew Henbest



Mervyn Stedman

[Sally Stedman]



Caption: see page 216

MUSEUM & PRESERVATION NEWS

Edited by Jody White



Cardiff & South Wales Trolleybus Project

It's sobering to think that it's five years



A reminder of how much progress has been made. Cardiff 262 is seen following the fire on 24 October 2019. [Dave Hall]

since the catastrophic fire and four years, to the month, that we relocated to the Barry Bus Museum. You can see the awful condition of 262 following the fire and how much better it looks now in the



262's beading completed. [Keith Walker]

photos included with this update. There are many long-running jobs, but we can report that both 262 and 243 have had all their horizontal half round beading and their vertical double feather edge beading fitted and grey etch primer applied. We believe we have found a

perfect Crimson Lake paint match, plus its red oxide undercoat, both purchased, but it will be a while before we are at that



243's beading completed. [Keith Walker]

stage. Due to the fire which affected 262's offside, the runs of lighting and bell



Jeff White applies primer to the inner face of 262's roof panels. [Keith Walker]

wires have been renewed. However, during this job we noticed that an internal ceiling panel join was sagging. Investigating the cause, it took nearly six hours to remove two panels, where we found that the timber frame had in places rotted, so new sections have been made and await fitting. The external roof panels also require attention.

During this period, those working members have had to give additional days at fundraising events and provide talks on trolleybuses, to cover the next expense of sourcing window rubber for 243. Unfortunately, this is non-standard and will require rubber extending dies.

We have a Facebook page which is updated regularly.

Keith Walker

The Trolleybus Museum at Sandtoft

The Roe weekend at Sandtoft commemorated the 40th anniversary of the closure of the company. An outstanding event saw Roe-bodied trolleybuses Doncaster 375 and on the Sunday Rotherham 37 in service. The resident Roe-bodied vehicles were on display and several buses with Roe bodies visited.

Page 214, right: When the Brighton trolleybus system was closing Mervyn took a few black and white photographs of them with his father's Kodak Brownie camera. One of the first shows 1939 Brighton Corporation AEC 661T trolleybus no. 23 at Fiveways in the evening sunshine of late June 1961, a few days before the system closed. The trolleybus has turned from Ditchling Road into Preston Drive on circular service 26A; the blinds have been changed to 46A for the return journey into town.
[Mervyn Stedman]



On Saturday 21 September at the Trolleybus Museum at Sandtoft, the traditional south-facing line-up included a selection of vintage cars. The Sunday line-up was east-facing, probably for the first time ever. Left to right are Doncaster 94 (with a former trolleybus body), Doncaster 375 and five Doncaster motor buses. The line-up kept expanding until it included 14 vehicles! [DG Chick]

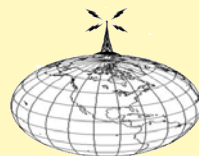
New World News Editor

I am very pleased to welcome Colin Page as World News Editor. Colin compiled and published the popular quarterly magazine *Trolleybus Current*, each edition of which looked at a different overseas system. He is therefore eminently qualified for his new role.

You can send news and photos to Colin at worldnews@britishtrolley.org.uk

World News

Edited by Colin Page



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

CZECH REPUBLIC Ostrava (749)

The evolving situation regarding the tender for new trolleybuses has possible implications for their procurement in the future.

On 30 October 2023 a tender was issued for the supply of ten new 12m battery-powered trolleybuses. Škoda Electric (in Czech Republic) and Bozankaya, (in Turkey) submitted bids, with the latter providing the lower price.

During the evaluation period DPO also carried out market consultations with Solaris CZECH, Iveco Czech Republic, Škoda Electric, SOR Libchavy and Tram for Envi. However, Iveco was no longer supplying trolleybuses and Tram for Envi was to provide imported Ukrainian trolleybuses. DPO were effectively consulting with the Škoda group as one supplier which submitted it as one bid. DPO delayed announcing the successful bidder, possibly because the French company Cegelec (supplier of electrical equipment) was involved in discussions which resulted in the merger with Škoda in May 2024. The outcome of the Cegelec talks has been a significant part of how the trolleybus tender progresses. In the background is the influence of the European Union, which is anxious that any involvement by them meets all their strict criteria for awarding financial assistance.

In September DPO cancelled the tender process, citing general and various technical, financial and legal reasons, together with changes in the supplier market. However, it is not possible to

determine the exact reason for the termination from the documentation in the public domain. Similar tender reviews had taken place simultaneously with the trolleybus operators in Teplice and Jihlava, also resulting in cancellation.

A consequence of this decision within the Czech Republic may be that operators may try to produce tenders which effectively only provide for one supplier to bid, although this would fall foul of EU regulations.

CZECH REPUBLIC Teplice (749)

The Turkish manufacturer Bozankaya won an initial tender last year (2023) for the procurement by the company (MdT) of 10 battery-powered trolleybuses, including two articulated vehicles, over the local competitor Škoda, but the award procedure was cancelled for unclear reasons and is now being repeated. Note the similar situation in Ostrava, above.

When the city took over the management of operations on 1 January 2024, all two-axle vehicles were renumbered:

- 100-102 Škoda/Iveco 24 Tr (2008) ex No. 169-171
- 103-104 & 106-109 Škoda/Solaris 26 Tr (2009-10) ex No. 172-177
- 110-112 Škoda/SOR 30 Tr (2013) ex No. 178-180
- 113-114 Škoda/SOR 32 Tr (2019) ex No. 181-182
- 115-119 Škoda/SOR 30 Tr (2018) ex No. 501-505
- 120-124 Škoda/SOR 32 Tr (2020) ex No. 506-510

115 – 124 are equipped with traction batteries

ECUADOR Quito (759)

At the beginning of September 2024, representatives from the United Nations and the operator and coordinator of the Metropolitan Transport in Quito carried out an inspection at the Yutong plant in China which approved the design of the new type of trolleybus, developed for Quito's needs. The operator then announced that the overall production of trolleybuses had started.

With assistance from the UN the entire tender was tailor-made and adapted by Yutong and thus they were prepared for the production of two prototypes to start immediately after the order was placed. These will be completed and tested continuously for 15 days before completion of the main order. While the initial tender was for 50 trolleybuses the final order is for 60 vehicles, including the two prototypes. The order includes spares and provision of selected services.

The additional numbers provide more flexibility for the operation of the BRT trolleybus system, which has received little attention for the last ten years.

The first production trolleybus is scheduled to be delivered in early January 2025 with the final vehicle arriving by the end of March 2025. They will be 18.42m long with doors on both sides (for operation on the BRT network). Capacity is for 160 passengers with 32 seated and space for a wheelchair/stroller. It is possible that some seats may be reserved for women only. The vehicles will be high floor because of the high platforms on the BRT network but retractable steps will be fitted for use at stops with lower platform edges. Batteries are provided to power the trolleybus for 75km off-wire and enable travel for three occasions along the entire route under the wires when there is a power cut, which is a common problem.

ESTONIA Tallinn (753, 757)

TLT has published a tender for 40 new battery-powered trolleybuses. 18 two-axle and 22 articulated vehicles are required,

with an option to order 30 more. The traction batteries should allow travel up to at least 25 km without overhead lines. Two driven axles are required for the articulated vehicles.

A points allocation scheme was used to assess the relative 'value' of the tenders, with 50 points for the price, with the estimated total cost of maintaining the cars after the warranty being allocated 30 points and the energy consumption of 2-axle and articulated vehicles with 10 points each. These were to be evaluated when assessing the offers. The deadline for submitting bids was 25 September 2024.

Interestingly, the tender documents also show the plans for the electrification of bus lines 42 and 72, which had already been operated as trolleybus lines 6 to Väike-Õismäe (until 2016) and line 9 to Kopli until 2017. The first line will be extended via the city centre to Laagna tee.

After 22 years in service, Solaris trolleybuses with Ganz electrical equipment operated for the last time on 30 September. A group of fans said goodbye to the very last trolleybus, no. 328.

FRANCE Nancy (753)

Refurbishment, replacement and renewal works have continued on the new line1 trolleybus system, following the closure of the TVR line on 12 March 2023. The indication is that opening is now scheduled for the winter of 2024/25.

The operator and promoter of the new works, Métropole du Grand Nancy, is producing leaflets describing the state of the activities and highlighting areas where access will be restricted in coming weeks.

The July issue indicated that 6km of new line (out of 8) had been completed together with 207 trees planted out of 317 planned and 10 stops installed out of 25. One part of the renewal work is the installation of a new transformer at the back of 98 avenue Carnot on a plot of land owned by MdGN. This will be

completed after the new system has opened. On 23 September 2024 a meeting was held to explain the works and progress in general to the local residents.

RUSSIA Kaliningrad

After eleven years, the Russian city of Kaliningrad has decided to buy new trolleybuses, which should remove uncertainties about the future of the system. After a very quick tendering process, lasting just three weeks, it was announced in August 2024 that a fleet of twelve 2-axle low-floor Model 6254 trolleybuses will be provided by Torgovyy dom STM, part of the Sinara group. Traction batteries will provide an off-wire range of up to 40 km. They will be delivered by the end of 2024 in a green and yellow livery.

A demonstrator of the type was tested in the city from September to November 2023, clocking up 2500 km with and without passengers and with positive feedback.

With few tenders for trolleybuses being announced in Russia this year, competition for the order was fierce, with three bids submitted. After one was declared ineligible the bidding competition resulted in a substantial reduction in the tendered price, ending below the initial estimate. Lawsuits were filed against the results but were swept aside at the beginning of September.

In September another tender for supply of two new trolleybuses was announced.

SLOVAKIA Bratislava (757)

The farewell tour for the Škoda 25 Tr trolleybuses scheduled for 6 June was postponed to 21 September at short notice because of operational problems with the three remaining vehicles. The route was also changed. The initial intention, on special service H33 was to mimic the usual duty for the 25 Trs and run at half-hourly intervals between 10.00 and 16.00 from the depot at Trnavka, using diesel power to pick up the 33 at

Karlova Ves. and then follow the 33 under wires to Dlhé diely.

The tour on 21 September, all under wires, followed route 44 from the depot to the northern terminus at Koliba, a service on which they were not normally used. A few out and back runs were made but seemingly not to an interval timetable. 6706 and 6704 were withdrawn several years ago and 6703 in April 2024, leaving 6701, 6702 and 6705 remaining in service, with two to be used on the tour.

6702 was selected to start the tour, joined later in the afternoon by 6705. On the final tour this failed on its outward trip and passengers were transferred to the accompanying Škoda 15 Tr which was also taking part in the commemorations. 6705, now out of service, then followed 6702 into the depot at the end of activities. DPB provided commemorative brochures and tickets to mark the occasion.

It is possible that some of the 25 TRs may still appear occasionally for tests and there are rumours that they may be sent to Ukraine.

USA San Francisco (741)

From 9 September 2024 the Muni Route 30 from Caltrain Depot was extended further west from Crissy Field into the Presidio National Park.

With thanks to:

Dave Hall, Československý Dopravák,
sustainable-bus.com, Škoda Group,
Jan Spousta, Trolleybus Trollino,
Trolley:motion,
Urban Transport Magazine



Above: Kaliningrad has ordered a fleet of twelve Model 6254 trolleybuses from Torgovyy dom STM, part of the Sinara group. They will be in a green and yellow livery. [Gruppa Sinara]

Below: Seen on 5 September, Tallinn 346, a Solaris Trollino T12 delivered in 2010, is the highest-numbered of the newest trolleybuses in the TLT fleet. The last of the older Trollinos with Ganz equipment was withdrawn on 30 September and the system is expected to close before the end of this year but will reopen when the infrastructure has been modernised and new trolleybuses have been delivered. [Alan Butler]

