

TROLLEYBUS

Vol. 64 No. 762

January 2025



The Magazine of the British Trolleybus Society



*From the Tony Belton Collection
The End of Trolleybus Operation in Japan
Creating a Schneider Trolleybus Model
Seattle in September*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 762. January 2025

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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 3 January 2025 Mike Russell presents a review of preserved trams and trolleybuses in service and on special occasions, no doubt with worldwide coverage and to Mike's exacting photographic standards - not to be missed!

Friday 7 February 2025. Another popular meeting - our annual visit from Reading Buses CEO Robert Williams, lifting the lid on what the future holds for our favourite bus operator.

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 15 January 2025 (Meeting starts at 14.30). Martin Eady – Trolleybuses in Ukraine and Coimbra and possibly Ipswich Transport Museum

Wednesday 19 February 2025 (Meeting starts at 14.30). Trolleybuses and Trams on film (1950s/1960s) from Online Transport Archive presented by Martin Jenkins.

Monthly Prize Draw Winners

£100 Brian Greenfield, Woodley
£80 John O'Brien Smith, Staines
£60 Chris Williams, Southampton
£35 Roger Clark, Abingdon

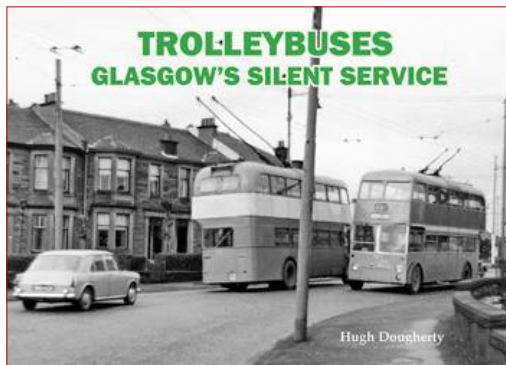


Front cover: Japan's last trolleybus system closed on 30 November. Murodo-Daikanbo 8008, one of eight Mitsubishi Fuso/Osaka Sharyo trolleybuses, is seen at Murodo in 2017. [Hans Johnson]



Book Reviews

Trolleybuses Glasgow's Silent Service by Hugh Dougherty.



At first sight this is a photo album accompanied by a reasonable amount of text. However, it is the narrative which makes this slim volume worth buying and keeping. Hugh Dougherty, who was 16 when the system closed, brings to life the Glasgow of the 1950s and 1960s and his enthusiasm for the city's trolleybuses grips the reader.

240 x 175mm landscape format with card covers.

48 pages, 41 illustrations.

Published by Stenlake Publishing,
54-58 Mill Square, Catrine, Ayrshire,
KA5 6RD. £12.95 plus postage.

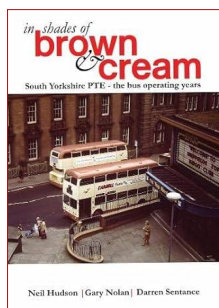
ISBN : 9781840339826

Hugh has a great facility with words. His descriptions are infused with Glasgow colloquialisms, which are always explained, but help to give local flavour to his stories. He kept extensive notes of all his encounters with trolleybuses and this provides his anecdotes with great clarity and freshness.

Hugh proves himself to be a master storyteller through a great many anecdotes, some amusing, and one or two had me in stitches! This is a wonderful record of the life of a trolleybus system.

DGC

In Shades of Brown and Cream by Neil Hudson, Gary Nolan, and Darren Sentence.



A4 Hardback
297 x 210mm

418 pages, 300
photos.

Published by the
authors. £40 plus
postage.

ISBN
9781805173991

I am truly overwhelmed by the impact of this professionally produced, easy on the eye, multifaceted appraisal of the South Yorkshire PTE.

The layout and written content is superbly put together to make reading this book a pleasure. Whether or not the reader

is a transport aficionado or, like me has a broad interest in a raft of subject matter I believe that it has appeal.

I felt comfortable and informed regarding the raft of differing vehicles and their eccentricities and prowess. 'Brown and Cream' reflected the ebb and flow of business, timetables, regulation employment, training and management in an absorbing and interesting style that drew me into the subject matter. Every aspect of South Yorkshire PTE is examined in depth without becoming boring and is covered by a myriad of photographic genius.

I am so pleased that I opened the front cover. Once opened I had to read on. This is a must-have reference manual in every sense of the phrase. The authors have exceeded all expectations. Excellent.
Terence P. O'Halloran

Available from the Trolley Shop at the
[Trolleybus Museum at Sandtoft](#)

Trolleybus 2025: From the Tony Belton Collection

Being the start of a new year, I looked through my collection of photographs to find out if there were any

trolleybuses that had the fleet number 2025 and I found the following two examples:



Above: Belgrade 2025, a Belkommunmash AKSM-321, on route 41 is pictured next to 169 on route 28 at the traffic lights at Trg Republike on 18 October 2013.

Below: Athens 2025 unlicensed on the upper level of Nea Filadelfeia depot on 24 November 2004. Athens 2025 was one of twenty-five ZIU-682Bs delivered in 1978.



In my early days one of my interests was to look for a car, truck, etc. that had a similar registration to a trolleybus. For example with London CUL 260, I would look for CUL 260B or 260 CUL. My only success, where I was able to photograph the vehicle in

question, was CVH 741B that belonged to the General Manager of Huddersfield Corporation. The original CVH 741 registration belonged to Huddersfield trolleybus number 541.



Above: CVH 741B, a Wolseley 1500, is parked outside the Huddersfield Corporation offices on 11 October 1964.

Below: The original CVH 741, fortunately still in existence at the Trolleybus Museum at Sandtoft, is photographed on a National Trolleybus Association tour of Wolverhampton at Sedgley Bull Ring on 22 May 1966.



The End of Trolleybus Operation in Japan

Photos by Hans Johnson, taken between 2017 and 2019.

The 3.7 km Murodo-Daikanbo trolleybus line closed on 30 November. It was the last of Japan's nine systems to open, on 23 April 1996, and was the last right-hand drive system in the world. The predominantly single-track line runs entirely underground in a tunnel, with a passing loop in the centre section, so the trolleybuses usually travelled in columns of several vehicles, one behind the other.

The eight Mitsubishi Fuso/Osaka Sharyo 2-axle trolleybuses delivered in 1995/96 remained in service for the life of the system.

A special timetable was operated on the last day of operation and the vehicles were decorated. The replacement service will be operated by battery-electric buses from 15 April, by which time most of the overhead line is expected to have been removed.





Page 6 upper: A pair of trolleybuses at Daikanbo terminus.

Page 6 lower: 8002 traverses the centre section passing loop.

Above: Three trolleybuses wait to set off from Murodo terminus.

Below: The interior layout.



Creating a Schneider Trolleybus Model

Article and photographs by Ashley Bruce

Whilst researching a new book on the development of the trolleybus between 1914 and 1930, I found a very good image of the first Schneider PB2 type H trolleybus, fleet No. 173, a conversion, by the Paris operator STCRP at their Championnet works, of the then ubiquitous Schneider Parisian bus of the 1920s of which 734 were built and that lasted until 1938. The trolleybus had a 36kw Thompson Houston tramway motor and controls with twin Delachaux tram trolley bases mounted on a common pivot, one way of stopping them hitting each other! Tests were made at night on tram route 69, Enghien-Montmorency, which had had a second overhead wire added and included a steep gradient.

There was no direct follow-up, but three years later, two more Schneider H buses were converted with full lined livery, nos. 228 and 1266, and route EH, Vitry Gare PO-Place Cavé was wired and operated for four years, to be replaced by two Renault-SCEMIA type PY trolleybuses in 1929 with what looks like recycled trolley gear from the three Schneiders. (These later trolleys were modelled by C.C.C of Rouen - see page 138 of 'Trolleybus miniatures, models and the real things' published by Trolleybooks.)

I then noticed that IXO had brought out a very good looking 1:43 model which, it being reasonably priced, I couldn't resist buying as a possible conversion project. The model, of the restored 1916 Schneider H owned by Amtuir Musée des Transports Urbains, duly arrived and is suitably impressive. The quality of Bangladeshi made models is truly amazing to someone brought up on Dinky toys and even Matchbox models; they are literally 1/43rd the size of the originals.

The first hurdle of the conversion was the trolley-gear. Not having the ability to cast a replica, I set about looking for possible substitute components, a highly enjoyable, if expensive, way of thinking through and trying and failing to keep to scale! I ended up with the smallest fishing rod eyelets, a Chicago rivet post (meant for luggage) and various springs, washers,

bolts and o-rings. I relied heavily on a gel version of super glue, not only for heads,



boom and base but also the roof support. All by trial and error and a few failures that resulted in an interpretation rather than a



true scale construction.

The last hurdle was to remove the big circular petrol engine radiator and substitute a smooth cowl. Imagining a nasty cutting job I was relieved to find the whole lot pulled off, leaving holes that took quite a bit of Polyfilla fix and grout, four layers of Model filler and a lot of sanding. Painting was surprisingly easy, comprising of equal parts of the two darkest Humbrol gloss greens and a more careful mix of Crimson and black. Cherry Paints Tilling cream was the only other colour needed.

Ashley Bruce

Ashley's comprehensive record of trolleybus models and their originals is

available from BTS Sales for the bargain price of £12 including postage.

[British Trolleybus Society](#)



From 1925 until 1935 an experimental trolleybus line operated in Paris between Vitry station and Place Cavé (now Place Paul-Froment). This 1925 photograph shows one of the Schneider trolleybuses.

Trolleys on The Box

Talking Pictures TV's programme "The Footage Detectives", hosted by Mike Read and Noel Cronin BEM, included a number of features about trolleybuses during 2024. Andrew Henbest was watching on 30 June when a four-and-a-half-minute film taken in Reading was shown.

Introducing the item the presenters recalled fond memories of trolleybuses and said they would have been "just the ticket" for combatting pollution. They also recalled "the lovely noise of a trolleybus" and referred to the line in John Betjeman's poem Harrow-on-the-Hill "And the constant click and kissing of the trolley buses hissing". Two monochrome photos were shown of London trolleybuses, one on route 607 (a DLY) and the other 255 (CUL 255) on route 660 at North Finchley.

The film reel had been sent in by Robert Faulkner and included locations such as Caversham Road, Whitley Wood, Mill Lane, St. Mary's Butts, Liverpool Road, Stations, Wokingham Road, Armour Hill, Norcot and Oxford Road (trolleybuses only sign) in 1968.

Towards the end, 144 was shown being towed for its last day duty and London Transport 260 (CUL 260) on an enthusiasts' tour in October 1967. Some pre-1964 footage was included with trolleybuses showing no route numbers. 142 (DRD 128) in bus livery and 176 (ERD 147) were seen on a Reading Transport Society tour, while the overhead gang working from tower wagon CDP 583 also featured.

Seattle in September

Article and photographs by Stephen Cobb

During his visit last year, Stephen Cobb captured scenes of the city's fleet of New Flyer trolleybuses. 110 40' long XT40s were delivered in 2014 – 2016 numbered 4300–4409. There are also 64 60' articulated

XT60s supplied in 2015 and 2016, numbered 4500–4563. All have Vossloh Kiepe electric drive systems and Škoda motors.





Page 10, upper: Trolleybus 4554 departs from the stop at 3rd Avenue South on a late afternoon outbound Service 7 working to Rainier Beach on 12 September 2024.

Page 10, lower: Turning from 31st Avenue South into South McClellan Street on an outbound Service 14 working to Mount Baker (S. Hanford Street) on 16 September is XT40 4362

Above: Trolleybus 4344 turns from South McClellan Street into 31st Avenue South on a City bound Service 14 working on 16 September.

Below: XT60 4504 is followed by XT40 4387 as they approach their Downtown Seattle terminal points on 3rd Avenue, passing the junction with Stewart Street, on 20 September.



MUSEUM & PRESERVATION NEWS

Edited by Jody White



HAPPY NEW YEAR EVERYONE!

from Jody White

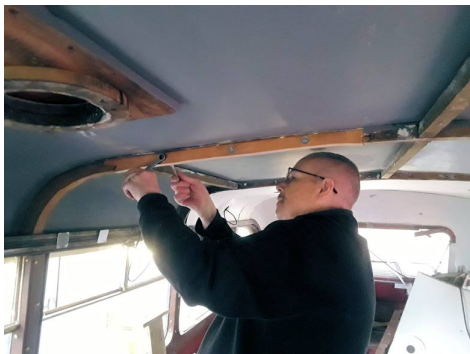
I wish all British Trolleybus Society members, and all those who contributed to my column this past year, the very best in 2025! I look forward to hearing from you soon.

Cardiff & South Wales Trolleybus Project

To keep everyone focused, it's been agreed a work list be compiled which will avoid missing anything.

Cardiff 262

The upper deck offside lighting and bell



Work continues on strengthening the roof panel on Cardiff 262. [Keith Walker]

wiring was renewed as it had been fire-affected. Rotten roof timber was replaced. A number of longitudinal timber panels and support timbers were removed and strengthened, with some additions.

As for the roof, the outer skin seam above the new timber, and approximately twelve rivets holding the roof panels together were removed and to provide a stronger joint a narrow section of new aluminium was slid between the two panels where they overlapped, then new rivets added. While this holds the roof panels



Roof panels on 262.

[Keith Walker]

together, screws were fitted between the rivets into the new timber beneath.

Cardiff 243 by Team Heatley

The lighting circuit was checked and we now have all the internal lights - front and rears - illuminated. The stopping sign and horn are now fixed. Cab work included modification to the contactor box and servicing its two bottom catches. The driver's caution plate above the windscreen indicating 243's eight-foot height has been replaced.

A period fire extinguisher has been added. Its original contents are exhausted, although these wouldn't now be legal (a warning that it's only for show has been attached). Removal of the driver's door for fitting new end vertical seals is ongoing. Raising funds continues to finance the next expensive 243 project, having new window rubber extrusions made, as those on the vehicle are unique.

Keith Walker

Ipswich Transport Museum

When we collected Ipswich 44 from Wroughton a couple of years ago, it came with a painted-over rectangular panel on

the rear, as shown in the accompanying photo.

Last week, John Griffiths, one of the team who was working on the bus and



Bovril advert discovered on Ipswich 44.

[John Griffiths]

rubbing the panel, thought there may be a painted advertisement underneath. What he actually found was a pasted-on paper advert for Bovril, which for some unexplained reason had been painted over, rather than just scraped off!

Enough of it has survived to be traced, and a replica of the paper advert will be produced for applying to the bus when it's fully restored. From reference to photos, those adverts were carried late on in the vehicles' lives (one photo is dated to September 1953), so presumably it was quicker to paint over the advert rather than remove it, when the bus was withdrawn and presented to the British Transport Commission!

Stephen Cobb



Cardiff 243 with the headlights now working.

[Keith Walker]



*Ipswich 44 at Wroughton, preparing for the journey to Ipswich Transport Museum on 22 April 2022.
[Stephen Cobb]*

Industry News: Pleven, Bulgaria

Long-Serving Trolleybus Company Director Re-elected.

In December 2024 Angel Nestorov was re-elected for another three-year term by the Pleven, Bulgaria, City Council to lead Trolleybus Transport - Pleven. Good health permitting, he may well break the record for the longest-serving Trolleybus Undertaking Director.

Mr Nestorov joined the Pleven Transport Company on 1 March 1985, not long before the city's trolleybus system opened. Following an in-depth interview with Mr Nestorov conducted by BTS member Branimir Pantaleev, an article appeared in the January 2020 edition of Trolleybus (702), providing fascinating insights into the establishment of the trolleybus system

in unusually difficult circumstances and the innovative solutions Mr Nestorov found to the many problems faced by the undertaking through political and economic changes.



World News

Edited by Colin Page



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

AUSTRIA Salzburg and Innsbruck (756)

A landmark event took place on 13 November 2024 when the two operators of Salzburg AG and Innsbruck VB entered into a joint framework agreement with Carrosserie Hess AG for the supply of 80 battery trolleybuses of the LighTram 19DC model. The agreement allows for particular designs to be called for in numbers as and when required at intervals up to 2030. 60 are allocated for use in Salzburg and 20 for Innsbruck. The agreement provides savings over making individual contracts with suppliers.

IVB intend to reintroduce trolleybuses which, in combination with electric buses and trams, will allow the entire transport network to be fully electrified by 2035. A minimum amount of overhead would be installed allowing maximum use to be made for propulsion and in-motion charging on common routes before the trolleybuses proceed off-line on individual routes. Salzburg articulated 19DC trolleybus 427 visited Innsbruck in February 2024 for tests, albeit in off-wire mode.

This would be the third incarnation of trolleybuses in Innsbruck. The first ran from 1944 to 1979 and the second from 1988 to 2007.

CHINA Shanghai

On 15 November 2024 the 110th anniversary of the oldest operational trolleybus route in the world was commemorated. Sunwin trolleybus S5A-0014 was given a special retro livery of white with green panels below the front-half windows featuring trolleybus

profiles and wording in white. It ran in service on line 14 which now includes much of the original route. The repaint was sponsored by the local 'More Trolleybuses' group and two enthusiasts.

Currently, there are only six traditional trolleybus routes in Shanghai, lines 14, 15, 19, 20, 23 and 24. 130 Sunwin SWB5129 solo trolleybuses are used.

BRT line 71 is served by 83 Yutong trolleybuses, 40 being articulated ZK5180A from 2016. The 28 ZK5120C from 2016 and 15 ZK5125C from 2023 are 2-axle vehicles.

CZECH REPUBLIC Ostrava (760)

The outcome of the tender process called for six Škoda Electric 27 Tr NU articulated battery trolleybuses, the first of which (number 3813) underwent testing in Plzeň in November 2024. It and the next were scheduled to be delivered in December 2024.

CZECH REPUBLIC Pardubice (757)

All six of its Škoda 24 Tr trolleybuses (317 to 322) new in 2006 and 2007 have left Pardubice Public Transport Company (DPmP). Five had been out of service since before early 2024 with 321 making a final trip on 19 May. Despite a possible sale to a dealer in Plzeň and preserving one, road trailers took them away on 21 November for Ukraine.

ESTONIA Tallinn (761)

TLT announced in November 2024 that the trolleybuses in use at the closure on 31 October 2024 were to be sold by electronic auction. They were individually listed on their website and with each vehicle photographed indicating their condition, declared as "all being in need of attention". From the 12m rigid fleet of Solaris/Ganz T12 (315 to 332) and with

Cegelec electrics (333 to 346) all were listed except 315, 316, 328 to 331 (withdrawn from service before the end) and 345. From the articulated fleet of Solaris T18 with Ganz electrics (432 to 436) and with Cegelec equipment (437 to 450) all were listed, except 448, an early withdrawal, and 446. 345 and 446 are the two trolleybuses fitted in 2022 with roof-mounted batteries to test off-wire and recharging operations and which may have a use in the new scheme.

FRANCE Nancy (761)

STAN has announced that public service on the re-incarnated trolleybus line "TEMPO T1" will commence on 5 April 2025.

HUNGARY Debrecen

In 1991 Debrecen KV Zrt rebuilt four Ikarus 280T trolleybus in-house as 401 to 404. With further mid-life modifications they remained operational for over thirty years with three being withdrawn by 2022. The last survivor 402 was selected in 2024 for a full overhaul back to operational condition. It is now retained as an historic trolleybus and in the autumn it provided three nostalgic rides.

HUNGARY Szeged (759, 761)

SZKT (the transport operator) has purchased four Solaris 18 AC trolleybuses from Salzburg (their nos 316 to 319) which were new in La Chaux-de-Fonds, Switzerland in 2005. One may be used to provide spares. The operator bid for the purchase of 12 Solaris Trollino 18 AC trolleybuses from Tallinn.

ITALY Ancona

In mid-2024, the operator announced it was not re-installing the 2 km Piazza Cavour – Piazza Hugo route, to concentrate on providing full operation of the existing 6 km trolley line in the inner part of the city. It received a grant from the state ministry to renew the infrastructure and buy six new vehicles.

Overall, battery trolleybuses would be provided for the interrupted circuit, with missing wires not replaced. Nine more trolleybuses are to be purchased for

delivery in January 2026 to replace existing stock.

ITALY Milano (757)

The remaining Irisbus Cristalis ETB18 articulated trolleybuses, 406 and 407, were withdrawn in June 2024 for sale by a dealer and from where 401, 402, 405 and 409 were also up for sale in 2023. The other four (400, 403, 404 and 408) served as spare parts donors and were scrapped in 2023. They were delivered between 2005 and 2007.

JAPAN Murodo-Daikanbo

The last trolleybus system in the country (and the last right-hand drive system in the world) closed operations on 30 November 2024, being the 3.7 km Murodo-Daikanbo line in the Japanese Alps. It ran completely underground, partly single-lane with a longer middle two-lane section. It opened in 1996 as part of a tourist route through the Alps, that also included the erstwhile Kurobe Dam trolleybus line. Eight 2-axle trolleybuses were used, which Mitsubishi Fuso/Osaka Sharyo had delivered in 1995/96. Both lines have been converted to battery-electric buses.

KYRGYZSTAN Bishkek

The city's trolleybus system closed on 3 November 2024 at the behest of the mayor, despite much opposition. At the end of 2022, there were 144 trolleybuses in operation, running on 11 lines. In August 2024 the operator agreed to the handover of 100 trolleybuses to the city of Osh, 6 to Naryn and 10 to Batken. Lines 7 and 9 had closed on 6 January 2023, lines 6 and 10 on 26 May 2024, lines 17 and 5 on 20 and 23 June 2024 and lines 2 and 4 on 7 July 2024. From 27 August 2024, only lines 8, 11 and 14 were still in operation, which were served by the trolleybuses of the latest series built in 2018.

RUSSIA Yekaterinburg (748)

On 27 November 2024, two new Sinara-6254 battery trolleybuses were delivered, being the first of 50 ordered only

in October 2024. The rest were scheduled for delivery by the end of the year.

They join the 49 Olgerds from Belkommunmash delivered between 2023 and 2024, 1 Avangard from Trans-Alfa delivered in 2023 and 1 Sinara-6254, a gift from the manufacturer in 2023 for its 300th anniversary.

SWEDEN Landskrona (745, 746)

When the first Trollino (6992 Elvira) purchased in 2003 was withdrawn in 2022, the rta Skånetrafiken decided to continue trolleybus operation. The single line's 20th anniversary in 2023 saw an order placed for three trolleybuses, being Solaris Trollino IV-Škodas. They were in production in late 2024, fleet numbers 1891 to 1893. Testing is following in Plzeň before delivery. Their traction batteries give the possibility of extending the trolleybuses to off-wire routes. No. 6994 from 2013, the newest of the current fleet and fitted with traction batteries, will be kept in operation when the existing Trollinos are withdrawn.

Management of the rta was transferred to the Keolis Sverige from December 2024. They are also operating the four other routes, which are run by BYD electric buses.

SWITZERLAND La Chaux-de-Fonds (752, 753)

Trolleybuses had still not been returned to service on the town streets at the end of 2024. In April 2024, operator TransN returned ten of the 18 vehicles scheduled for delivery in 2023 to the manufacturer Hess due to technical (electrical) problems. It was also proving difficult to integrate them into the Neuchâtel network. These 18 Neuchâtel vehicles are from an order for 30 trolleybuses including the new LCF fleet, which was originally to be completed in 2026. A new plan for their arrival and putting into service is underway but re-opening could now be in 2027.

SWITZERLAND Winterthur (748, 749)

Motorbus service 5 Dättgau to Technorama was converted on 15

November 2024 to operate with imc battery trolleybuses. Six articulated Hess LighTram 19DC type BGT-N1D trolleybuses (fleet numbers 134 to 139) were delivered in October 2024 and have replaced seven diesel buses. A seventh (140) has other equipment and was to be delivered in early 2025. Additional overhead wiring has been installed between Eishalle and Ohrbühl with off-wire running on battery to Technorama and between Töss and Rosenau with off-wire running to Dättgau. New OHL has also been installed at the Hauptbahnhof.

The new wired turning circle at Schloss Wülflingen, western terminus of route 2E, came into use on the same date, removing the non-revenue mileage that trolleybuses had been running from there to the turning circle (of the 2) at Wülflingen. Entry to the circle is controlled by traffic lights giving trolleybuses priority. 2E was simultaneously renumbered 22.

USA San Francisco

Of the two trolleybus depots, Presidio houses approximately 135 2-axle trolleybuses whereas Potrero operates 93 articulated and 50 2-axle trolleybuses. During 2025 Potrero depot is to be closed for 3 years whilst it is completely rebuilt. It will be expanded to house up to 246 trolleybuses and built on 4 levels. Most of its trolleybuses will be put into storage for the duration of the building works and given occasional empty runs to keep them in running order. Two routes (14 Mission and 49 Van Ness) will be operated by motorbuses. Route 30 (Crissy Field) will be operated by 2-axle vehicles.

With thanks to: David Bowler, Dave Hall, Branimir Pantaleev, Československý Dopravák, Plzenské trolejbusy, Škoda Group, Sustainable Bus Trolley:motion

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Christmas Trolleybuses

Above: Dayton 559, a 1948 Marmon Herrington, was decorated for Christmas 2024 and made its first appearance in the Dayton Christmas Parade in 37yrs. [Chevez Simpson]

Below: Many European operators decorate trolleybuses at Christmas time. Ústí nad Labem Škoda 27 Tr 615 is seen at the depot in its festive wrap. [DPmUL]

