

TROLLEYBUS

Vol. 64 No. 768

July 2025



The Magazine of the British Trolleybus Society



*Ipswich Tower Wagon
Genève 666
Opava and Ostrava
Miniatures*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 768. July 2025

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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 4 July 2025. The annual bus trip this year will hopefully have a London theme. The bus departs from Reading railway station, (northern interchange) at 19.30 prompt and will return by 22.00.

There is no meeting in August 2025

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 16 July 2025 (at 19.00). Tom Douce Trolleybuses in New Zealand.

There are no meetings in August or September 2025

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 9 July R & J Pearce More Walsall Trolleybuses
There is no meeting in August 2025

Monthly Prize Draw Winners

May draw

£50 Francis Whitehead, Reading.
£40 John Brett, Dorchester (Dorset).
£30 Robert Winfield, Leeds.

June draw

£50 Brian Wollaston, Penswick (Glouc.).
£40 Chris Spencer, Reading.
£30 Francis Whitehead, Reading.



Front cover: Opava 329 is one of three Škoda 36 Trs delivered in 2023. It is seen crossing the Bailey bridge over the River Opava on its journey from Kateřinky to Albert hypermarket on 12 May.
[DG Chick]

BTS Weekend at Sandtoft

It is customary for the BTS to run one of the open weekends at the Trolleybus Museum at Sandtoft every year and our weekend for 2025 was held over the Spring Bank Holiday.

Five members of the BTS fleet were in service; Huddersfields 619 and 631 (the latter on Monday only), London 1812, Manchester 1344 and South Shields 204, sometimes joined by Sandtoft's accessible trolleybus, Wellington 82. Bournemouth 99, Cardiff 203, GlasgowTB78, Reading 113 and Walsall 872 were outside on display. The fleet members not on show were Aachen 22 and Mexborough & Swinton 34, which are waiting for major restoration work, Bournemouth 301, which is due back soon following restoration, and the two vehicles not stored on site, Walsall 342 and Reading motorbus 47.

On the Saturday there was an unfortunate mishap when Manchester 1344 dived, breaking a spacer bar. The Traffic and Engineering teams dealt with the

incident speedily and won praise from the public and volunteers for the professional way it was handled. The spacer bar was replaced fairly soon after the last visitor had departed.

In the Regal Cinema, Dave Hall talks to visitors about where they come from and their transport interests and he is always ready to put together shows tailored to those interests. He has created a new film giving an overview of the history of the trolleybus, including some fascinating vintage film, and has another with a brief history of the RTS/BTS and its relationship with Sandtoft. This helps both the Society and the Museum to fulfil their educational roles.

After a fairly quiet Saturday we had a busier Sunday and then a very busy Monday. Thank you to all members who helped to prepare for the event, who volunteered over the weekend and to members who supported us by visiting.

DGC

(Captions page127)





Cardiff 203 was displayed on the workshop road.

[Dave Hall]





Glasgow TB78 and Reading 113 were outside the David Croft Depot.

[Dave Hall]



London 1348 and Walsall 872 outside the front of the David Croft Depot.

[Dave Hall]

Sixty Years Ago: Ipswich battery-operated tower wagon preserved

Words by Tony Belton and Photographs by Don Jones

It was on 24 June 1965 that the Ipswich battery-operated solid-tyred tower wagon DX 3578 entered the world of preservation.

Notes written at the time: Ipswich Corporation had last operated trolleybuses on 23 August 1963. However, upon a visit to Constantine Road Garage (former trolleybus depot) in April 1965 Don Jones and I found their Ransomes battery-electric solid-tyred tower wagon DX 3578 dating from 1926 still in existence and in running order.

I fell in love with the vehicle straight away and realised what a valuable museum exhibit it would make. The foreman kindly allowed me to drive it round the garage yard several times, which confirmed my idea to try to purchase the vehicle. I knew once we, the London Trolleybus Group, had a museum

that a tower wagon would be a must, so following negotiations Ipswich Corporation offered the vehicle to us for the generous sum of £45, which we gladly accepted. The batteries, which were in full working condition at the time, cost an extra £5.

The members of the LTG except Don and myself did not agree with purchasing the tower wagon but I was adamant, so I paid for the vehicle myself! Redburn's, who had towed London 260 to Reading for us in 1962 with their wonderful chain-drive Scammell, had a low-loader and on 24 June 1965 they picked up the tower wagon from Ipswich and transported it to a site at Hayes in West London for "temporary" storage until such time that we could make more permanent arrangements.

**No.1 in the music charts on this date
was I'm Alive by The Hollies**



Above: DX 3578 about to be winched on to the low-loader on the forecourt of Constantine Road Garage in Ipswich.



Above: Last-minute checks are being made before setting off to London. The journey took much longer than expected and so we ended up having an overnight stay at Redburn's yard in Ponders End.

BTS Weekend at Sandtoft (continued)

▶ Andy Warnes and Ian Metcalfe replaced the broken spacer bar soon after the trolleybus service finished.



Page 123: Paul Morfitt poses nonchalantly with London 1812. It can be seen that 1812 and 204 both have their poles on the outer wires. Following 1344's dewirement trolleybus operation was restricted to the outer circuit for the rest of the day and the two vehicles are seen at the temporary stop. [DG Chick]

Page 124, lower: Bournemouth 99 is seen with Keith Burbidge's models of Bournemouth MS2 171 and Bournemouth tram 58. [DG Chick]

Genève 666 at RetroMekanika by Jordan Gondeau

The RetroMekanika exhibition took place at Palexpo on May 3 and 4, in which our 1982 Saurer 666 was able to participate. It was a logistical challenge, but everything went smoothly!

We transferred it from the TPG Jonction depot to Palexpo on the morning of 2 May. It followed the line 3 to the Maison des Parlements stop, then proceeded with "perches abaissées" (lowered poles) to Palexpo via Route de Ferney.

It returned to the TPG Jonction depot mid-morning on 5 May, travelling from Palexpo "perches abaissées" to the airport and then via the old line 10 (Route de Meyrin and Rue de la Servette).

During the exhibition at Palexpo, many people were able to visit 666! People of all ages and from all walks of life. There was a great sense of nostalgia, curiosity, and interest.

Right: Genève 666 is seen on display in Palexpo Hall, Le Grand-Saconnex. The blue truck immediately to its left is a Saurer 5DM and the orange truck further to the left is a Saurer D330B.
[Philippe Zbinden]

Below: Route de Meyrin, Genève
[Philippe Zbinden]





Above: Rue de la Truite, Genève (TPG Jonction Depot)

[Jordan Gondeau]

Below: Rue Hoffmann / Rue du Grand-Pré, Genève

[Lorenzo Piccoli]



The T'City Cities

Words and photographs by Dave Chick

In 2022 Škoda produced a new 12-metre trolleybus based on Turkish manufacturer Temsa's Avenue Electron electric bus. Designated the 36 Tr it was marketed using the brand name "T'City". The prototype was tested in Plzeň and received type approval from the Rail Authority in January 2023, following which it was leased to Praha for operation on line 58. Since February 2024 it has been used exclusively for driver training and the Praha transport company purchased it in December 2024.

Apart from the prototype the only sales have been to Ostrava and Opava in the north-east of the Czech Republic. Ostrava had placed an order for 12 with an option for a further 6. The option was exercised and all 18 vehicles were delivered in 2023. Nearby Opava also selected the 36 Tr and received three in 2023, although unlike the prototype and the Ostrava batch they are not equipped with traction batteries.

Opava

This small city, with a population of about 55,000, has operated trolleybuses since August 1952. In addition to the 36 Trs there is one Solaris Trollino 12 with an auxiliary diesel engine, twelve 26 Trs (the Škoda-badged version of the Trollino 12, two of which have auxiliary diesels), fifteen SOR-based 32 Trs, ten having auxiliary batteries, and a 14 Tr which has been retained for the historic fleet.

Ostrava

Trolleybus operation commenced in May 1952 and the fleet of 75 trolleybuses comprises the eighteen 36 Trs and the only SOR TNB 12 along with sixteen Solaris Trollino 12s, twenty-three Škoda 26 Trs and seventeen of the articulated 27 Trs. The operator also has a

significant fleet of historic trolleybuses, comprising Tatra T400 and Škoda types 8 Tr, 9 Tr, 14 Tr, 15 Tr, 17 Tr and 21 Tr as well as a Karosa B40 trailer.

Ostrava and SOR

There are now many trolleybuses in the Czech and Slovak Republics based on SOR units and with Škoda electrical equipment (types 30 Tr, 31 Tr, 32 Tr and 33 Tr), but before the link with the Plzeň company, Ostrava's public transport company participated in the assembly of four trolleybuses directly for SOR.

The first was a SOR TN 12A with Czetco electrical equipment in 2008. It was intended to be a demonstrator but saw service in Teplice until 2018 and is now privately owned.

The other three all saw service in Ostrava. A second 12 metre vehicles was designated SOR TN 12C and was numbered 3911. These first two were the only trolleybuses to have the distinctive SOR "camel-back" bus body design. A third 12 metre vehicle used the body type which was later the basis for the Škoda 30 Tr. This SOR TNB 12 remains in stock as No. 3912.

The final member of the quartet was an articulated SOR TNB 18 built in 2009 and given No. 3951. After entering service in 2010 it was never popular with drivers, partly because of its small driving cab. Following an electrical defect in May 2018 No. 3951 only saw intermittent service, then on 7 March 2023 it collided with Škoda 39T tram No. 1778, damaging the front. Because of the atypical nature of the vehicle it was not repaired. From May 2024 it was partly dismantled for spare parts before being disposed of for scrap on 30 April this year.

DGC

▶ Two of Opava's trolleybus lines service out-of-town shopping centres. Škoda 32 Tr 314 is on its way to Globus



▶ 317 approaches Opava Východ station.

▶ One of Ostrava's 36 Trs, No. 3757, heads for hlavní nádraží (main station).





On 13 May, work had just begun on renewing the tram tracks from Ostrava station. Buses replaced the trams while the work was in progress. Two 36 Trs pass the work in progress.

Both of Ostrava's 12 metre SOR trolleybuses are seen on display at a depot open day on 5 May 2012.



SORCITY TNB18

Page 133, upper: In 2015 Ostrava purchased the three Solaris Trollino T12s which had been withdrawn when Switzerland's La Chaux de Fonds system closed. Ten years later these twenty-year-old vehicles retain their original livery. 3727 is seen at the main station.

Page 133, lower: The articulated SOR is seen in the depot at the same event.



MUSEUM & PRESERVATION NEWS

Edited by Jody White



Trolleybus Museum at Sandtoft

A special open day was held on 7 June to recruit new volunteers, with the work of past and present volunteers also being celebrated.

The Museum's President, Bob Rowe, unveiled the new signage on the David Croft Depot. He also paid tribute to the team of volunteers who have recently completed the restoration of the Huddersfield pole crane and the Lichfield bus shelter.

Because no admission was charged for the day, visitors were able to have a tour of the David Croft depot, which for tax reasons is usually not permitted.

Events

- Saturday 12 July Atkinson Lorries Preview Day
- Sunday 13 July Atkinson Lorries Day, featuring a display of classic Atkinson lorries
- Saturday 26 July Sandtoft Gathering '25 Preview Day (open 12.00 – 17.30)
- Sunday 27 July Sandtoft Gathering '25 Day (open 10.00 – 17.30)
- Saturday 9 August Open day
- Sunday 10 August Open day
- Monday 18 August – Friday 22 August Weekday opening
- Saturday 23 August, Sunday 24 August, Monday 25 August Leyland Weekend open days, featuring Leyland trolleybuses and motorbuses.

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

Cardiff and South Wales Trolleybus Project

Well, there's more to getting your hands dirty on trolleybuses, as we participated in the first open day at Barry depot and an opportunity to raise funds. On this occasion, we were fortunate to have model maker Dave Wood of nearby Pontypridd who has a unique working trolleybus layout,

which features scale models of both Cardiff 262 and 243. We had it positioned next to our stall and created great interest for visitors. A video can be seen on our website, and with over eight hundred views, is very popular.

The main internal hatch rebuild was completed on Cardiff 243, making walking inside less stressful. A major task undertaken was the decision to remove its front springs, as for some time visually, they weren't right. After lots of disconnections they were removed, not an easy task on the garage floor; but the resultant condition justified the action. Both springs are now with a company in the West Midlands and while we now have more space in this area, we are able to clean away years of grime. A start has been made on re-installing glass that's been removed and which is ongoing but isn't without a struggle. Luckily, the new window rubber recently purchased is a suitable replacement.

On 262, its external offside inspection hatches are now installed. Only the budget lock holes require chrome covers to complete - while on the upper deck, work has started on its emergency door aluminium surround and re-installing its locking mechanism.

Keith Walker

USA Illinois Railway Museum Thomas the Tank Engine coming!

- 12 – 13 and
- 19 – 20 July.

Ride the trains and trolleys, see live music and model trains, enjoy storytelling and kids' play areas, participate in live entertainment and interactive exhibits, and much, much more! Tickets available online at the Illinois Railway Museum website.

irm.org.



The front of the David Croft Depot on 7 June, when the new signage was on public display for the first time. A "blue plaque" style tribute to David Croft has been placed on the south side of the depot. [DG Chick]



Trolleybuses in Miniature

Photos by DG Chick



Above and page 135: Keith Burbidge's models based on accessibility scooters have become well-known as Keith takes them to venues around the country. On VE Day (8 May 2025) Keith displayed his recreation of MS2 171 at sites which had famous associations with Bournemouth's trolleybuses: Tuckton Bridge and the Christchurch turntable. Keith is seen with 171 on the turntable.

[Keith Burbidge]



Above: There are many fine trolleybus models to be seen around the country, including the wonderful collection in the Toy Museum at Sandtoft, but this excellent miniature of Darlington 56, a 1939 Brush-bodied Leyland TB5, is rather hidden-away at Darlington Hopetown railway museum.

[DG Chick]

World News

Edited by Colin Page



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

ARMENIA Yerevan (761)

After 43 years the use of Škoda 14 Tr trolleybuses ended on 10 April 2025, when no. 62 was taken out of service, along with works car no 06. Works car 06 was the last trolleybus in original body form as no. 62 carried a modified Berliet ER 100 front. The fleet now consists of the 30 trolleybuses from Yutong and Zhongtong new in the last couple of years together with 30 of the overhauled LiAZ vehicles.

CZECH REPUBLIC Brno (764)

On 5 May 2025 six of the withdrawn Škoda 21 Trs were loaded at the airport to be taken to Kharkiv, Ukraine.

CZECH REPUBLIC České Budějovice (767)

The 14 new Škoda 33 Tr trolleybuses 412 to 425 are named after personalities associated with the city.

CZECH REPUBLIC Chomutov-Jirkov

A tender was issued on 23 May 2025 for the supply of six battery-powered articulated trolleybuses, for delivery in 2027 and which would be used to extend the system. The current fleet consists of five Škoda 26 Tr and ten 27 Tr artics delivered in 2018 and operating on six routes with hourly frequencies.

CZECH REPUBLIC Praha (764)

On 20 February 2025 seven SNG T12 trolleybuses were ordered from the framework order with Bozankaya, followed on 31 March by a further twenty-three, all to be delivered by 30 April 2026. These are for use on the three new lines which are now under construction. Prague will thus become the only Czech operation in which most trolleybuses will not carry the Škoda brand.

The third conversion of a motorbus route (the 137) to trolleybus operation (as route 52) from Na Knížecí to U Waltrovky to Mala Ohrada started in August 2024 with a

scheduled start of electric service in spring 2026. However, this has been delayed because of problems with diversion of utilities and reconstruction of Peroutkova Street and a date has yet to be set for the opening. Meanwhile construction started on 21 May 2025 on the next two conversions: motorbus route 131 (to become trolleybus 51) from Radwanska to Borislava and 176 (becoming the 53) from Strahov Stadium to Karlovo náměstí (Charles Square). Both are scheduled for trolleybus running in June 2026.

Bozankaya produced a prototype SNG 12T trolleybus (painted white) before the main production vehicles, to enable the homologation procedures to be performed. However, as signing the contract with DPP was delayed this enabled another trolleybus to be manufactured, painted red and grey, which is being used instead for the tests. It differs in several ways, especially regarding quality standards, from the production Praha trolleybuses and so will not become the first vehicle. It will therefore return to Turkey when the tests are completed. The white prototype remains with Bozankaya in Sincan near Ankara.

Incidentally, production was simultaneously underway of similar vehicles ordered by the city of Timișoara, Romania, who received the first delivery from this manufacturer on 3 June 2025.

GERMANY Esslingen (763)

Further to the previous report, the framework order is confirmed for Škoda to supply 52 trolleybuses of either the 32 Tr 2-axle or 33 Tr 3-axle articulated models, with SOR bodies of 2 or 3 door configurations, respectively. Six 33 Trs have been promptly ordered. Included is an option for a further fifteen vehicles.

ITALY Chieti (741)

The expansion plans in early 2023 lapsed and the trolleybus route remains as the single line1 between Piazzale Sanna to Stazione to Via die Vestini (Universita Ospedale Clinicizzato). The fleet continues to consist of the five

VanHool 2-axle trolleybuses 301 to 305 delivered in 2013, and operating a weekday 20-minute service (on Sunday to 15.00hrs). The 75th anniversary of the opening of the system occurs on 16 July 2025.

ITALY Genova (761, 759)

The first of the new fleet of 112 Solaris Trollino 18 IV/ Škoda articulated trolleybuses, fleet no 2204 (with allocations running from 2201 to 2312) entered service on 5 May 2025, for use on the single trolleybus route 20 between Foce (via Rimassa) and Sampierdarena (P.za. V. Venetofleety). Deliveries of the rest of the order is now underway, with the first arrivals supplanting the existing fleet of Van Hool AG300T artics (2101 to 2117) delivered in 2008. Thereafter the remaining new vehicles will be progressively delivered this year and put into service on the Ponente, Levante and Centro lines, which form part of the 4 Axes of Strength (4 Assi di Forza) project of the Genoese carrier AMT to create a major expansion of the trolleybus network.

ITALY Lecce

Three routes are wired for trolleybus operation: C2/C3, M1 and S13. S13 runs between the city centre and the university, M to F every nine minutes except during holiday periods. However new roadworks in early 2025 have meant that motorbuses are providing the service. Since 14 February 2025, on the two circular routes, C3 has not been operated due to roadworks in Viale Rossini but a 15-minute interval service was provided instead on the anticlockwise C2. At the time of publication, it is not known if full trolleybus operation has been reinstated. M1 runs between the rail and bus stations every 15 minutes. The turning loop outside the railway station in P. Oronzo Massari has not been used since July 2024 because of roadworks.

At the beginning of April 2025, the re-elected Mayor presented plans for new investment in the transport system which includes the upgrading of S13 to a high-performance line and the extension from the university to the outer suburb of Maglie. Previous plans to increase frequencies were also confirmed.

The twelve Van Hool 12T trolleybuses (001 to 012) dating from the opening of the system in 2012 continue to provide the services.

ITALY Milano (762)

The now-withdrawn Irisbus Cristalis ETB18 artics 400 to 409 referred to in edition 762 were the only Cristalis trolleybuses to operate beyond those in France (in Limoges, Lyon and St Etienne).

ITALY Napoli [ATN]

In January 2025, the City and Metropolitan offices successfully applied for funds from the European Bank for projects to renew and replace transport infrastructure. So far as trolleybuses are concerned the plans seek to purchase 40 new vehicles with imc capability to replace the existing fleet of 59 Ansaldo/Breda F19 2-axle vehicles purchased in 2000 to 2002 (from the original batch numbered 9079 to 9165).

Even so, the existing network of four routes only requires a fleet of around twenty trolleybuses to provide the services.

201 Carlo 111 to Medina to Municipio. weekday frequency = 26 mins

202 Giovan Battista Vico to Medina to Municipio. weekday frequency = 41 mins

204 Cardarelli to Ospedale to Medina to Municipio. weekday frequency = 20 mins

254 Piazza Poli to Nicolini. weekday frequency = 32 mins.

ITALY Rimini (725, 738)

With the opening of the Metromare BRT line on 27 October 2021 patronage on the original trolleybus line 11 (which runs along the coastline) has dropped mainly because the BRT line is faster and deemed to be more convenient. Roadworks on line 11, (some causing various lengths of overhead to be removed) have also added to the downturn such that use of the six Van Hool AG300T trolleybuses (36501 to 36506) ceased around May 2024, although 36501, 3 and 6 are kept in working order. Of the nine Van Hool ExquiCity 18T trolleybuses (36511 to 36519) delivered in 2020/2021 for the new Metromare line, six are required for use at peak times. Construction of a westwards extension from Rimini Station to the Fiera di Rimini exhibition centre is due to start this year. Plans are in hand for another extension south from Riccione to Misano and thence to Cattolica.

ITALY Verona (767)

Construction work has accelerated in early 2025, with the expected (but unconfirmed) opening date remaining in 2026.

Manufacture and testing of the original six 19DC trolleybuses have been completed by Hess and will soon be delivered to Italy, with the remaining 33, also being manufactured to the 19DC specification, to be built afterwards.

MEXICO Mexico City (767)

The opening of line 11 between Saint Martha and Chalco was delayed by a week to 19 May. The 44 Yutong trolleybuses (of which 26 are articulated) for the new line 12 are owned by private concessionaire CEEM and numbered CEEM-001 to 044. Line 10 is operated by concessionaire IXT with 14 Zhongtong trolleybuses numbered IXT10-0101 to 0114.

ROMANIA Timișoara (761)

The first of the completed Bozankaya SNG 12T trolleybuses arrived in Timișoara on 3 June 2025, thereby making TPT the first operator of this new model. The remainder will follow by the autumn. 25 are articulated versions and 8 of the 2-axle length of 12m.

They are painted in the yellow livery which makes a return to the streets of the city and is also carried by the trams which are likewise manufactured by Bozankaya.

SERBIA Beograd (766)

Further to the above report, in April 2025 the city council decided to postpone for the time being the proposal to cease operation of the trolleybuses. However, at the end of May there was only one line (of the seven in the network) operating, namely route 40 and with a reduced frequency requiring around four of the BKM vehicles. Routes 29 and 41 are parallel, while routes 19, 21 and 22 are being operated by diesel buses from mid-May. Roadworks in the old town area hinder travel to Trg Studentski and new overhead lines being installed around Trg Republike combine to prevent trolleybus operation on this route.

UKRAINE Chernivtsi (746, 750, 752)

With the ten PTS T12309 battery trolleybuses carrying Turkish Akia Ultra LF12 bodies (fleet nos 500-509) in service, the city operator issued a tender in March 2025 for three similar trolleybuses. PTS submitted the only

bid, which have been ordered for delivery in September. The rest of the fleet consists of Škoda 14 Tr and 15 Tr vehicles, low-floor LAZ 183 and Dnipro T203 trolleybuses, ten Hess Swisstrolleys purchased from Biel and two Solaris T12 trolleybuses from Opava. The option for another two from that source was cancelled.

UKRAINE Khmelnytskyi (766)

Etalon won the tender and the first of the T122 trolleybuses from the order for 44 two-axle units was placed in early 2025. The low cost of the tender enabled 44 trolleybuses to be purchased instead of the 42 sought. 36 have small traction batteries with a range of 2km off wire while the batteries of the other 8 have a larger capacity and range of 20 km.

UKRAINE Lviv

Fitting traction batteries to eleven Elektron trolleybuses (163 to 173) was completed by February 2025. Possibilities of using these vehicles to expand the trolleybus operation are now being examined, with extensions to routes 23 (Bus station to Ryashivska street – presently in this direction - via the other direction) and 25 from both termini under consideration.

With thanks to: Československý Dopravák, Plzenské trolejbusy, Škoda Group, Sustainable Bus Trolley:motion

Rear cover: Under the wires at Sandtoft, pictures by Dave Hall

Upper: Our 88-year-old South Shields trolleybus is always popular. The Weymann-bodied Karrier E4 is seen in service on 25 May.

Lower: South Shields 204 does another circuit, with Bournemouth 99 on the left and, on the right, a line-up of Manchester 1344, Huddersfield 631 and (mainly obscured) London 1812.

