

TROLLEYBUS

Vol. 64 No. 769

August 2025



The Magazine of the British Trolleybus Society



*Caversham Bridge Abandonment
Palm Sunday Pireas
Essen - 30 years since closure*

TROLLEYBUS

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British Trolleybus Society

No. 769. August 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

There is no meeting in August 2025

Friday 5 September 2025

Shaun's travels – A video presentation by Shaun Bradbury

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.

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/>

There is no meeting in August 2025

Wednesday 10 September 2025

M. Leech Subject to be advised

Monthly Prize Draw Winners

July draw

£50 Keith Burbidge, Bournemouth

£40 Alan Murray, Horsham

£30 Neil Preston, Walsall



Front cover: Schaffhausen 106, seen on 3 July, is one of seven Swisstrolley3s supplied in 2011. The system was the last to open in Switzerland, in 1966. Despite the fact that these vehicles have life left in them and were retrofitted with batteries in recent years, the system is to close next year.
[Jordan Gondeau.]

Engineering Work during June

Report and photographs by Francis Whitehead

Walsall 872 Work last autumn by Graham Bilbé and Ian Metcalfe to check and test 872 before it can return to service revealed that the rear/ nearside brake shoe linings were worn down to the rivets. In order to remove the shoes, it proved necessary to dismantle the double reduction wheel hub and then to un-seize the shoe mechanism. Unfortunately, during this part of the work, one of the brake shoes broke and, after finding that there were no spares in the stores, has had to be repaired. Through the good offices of James Race, the specialist welding work was kindly undertaken at Beamish. The subsequent re-lining was carried out by a Sheffield firm, the shoes being taken there by Graham and later collected by James.



Graham Bilbé perseveres with the work on 872 on 18 June.

With the shoes back at Sandtoft and 872 in the workshop again during early June 2025, Graham, assisted as necessary by Francis Whitehead, set about re-assembling the brake and the complicated axle mechanisms, a trying and finicky task at just about every stage with severely restricted access to locate and tighten nuts and bolts and lift the heavy brake drum into place over the hub - it only just fits after some of the paint is chipped off! The opportunity has been taken to provide greasing points to the brake pivots to hopefully prevent the assembly seizing up again in the future.

Working underneath vehicles is never a clean operation, but Graham observes that 872 has a particularly dirty and rusty chassis - likely the worst in the BTS collection. The problem does need to be resolved and will be a long, heavy and mucky job: most chassis-mounted mechanical and electrical components (including the main cabling) will have to be removed for cleaning and to give access to the chassis itself for shot-blasting and painting and then everything reinstated.

Graham has also investigated a long-standing electrical control defect on 872. The contactors have been checked and cleaned to no avail and the fault was eventually traced to the mechanical side of the automatic acceleration equipment. With some maintenance work effected, 872 was successfully earth leakage tested and the controls tested under power before a cautious road test was undertaken. This proved that, apart from first notch, the controls appear to now work satisfactorily, as does the rear axle drive mechanism. A further road test involving a brake test produced a good result for the foot brake but revealed that adjustments need to be made to the handbrake. Time ran out on this visit but work will continue with investigation into the first notch problem and some running-in and adjustments to the brakes, as well as completing the annual testing work. 872 also needs a deep interior clean.

We look forward to seeing 872, with its characteristic (of its marque) "growl", back as part of the BTS's striking contribution to the Trolleybus Museum operational fleet of trolleybuses.

South Shields 204 Much of 204's annual test was carried out and was scheduled to be completed in the lead up to Sandtoft Gathering.

Page 144, upper: Walsall 872 stands in Sandtoft Square on 21 June.

Page 144, lower: South Shields 204 over the pit for its annual test.



Bournemouth 301

The restoration work on the last new trolleybus to enter service in the UK has been completed and by the time this edition of Trolleybus is published it probably will have returned to Sandtoft.

The Society is very grateful to Keith Baynton, who has completed 301's restoration and has not charged for his time. The work has included an interior repaint, seat recovering and new window rubbers.

There will now be no charge to the BTS for any of the jobs carried out on 301 thanks partly to a provision in the will of the late Vyvyan Jeffery and partly to a donation from Keith, who is keen to see Vyvyan's efforts over many decades in the bus and trolleybus preservation movement properly recognised.

Vyvyan was at one time the Bournemouth Passenger Transport Association Chairman/MD and he was central to the financial saving of Bournemouth 301 in 1969. In 2016 the BPTA sold Bournemouth 297 to Sandtoft Transport Centre Ltd and Bournemouth 301 to the BTS for a nominal £1 each. This also included a supply of spares, which have now been delivered to the Museum. Keith says that in his view 301 provides a very appropriate subject for Vyvyan's public legacy.

AGM/Members' Day

This year our Members' Day will be held at the Trolleybus Museum at Sandtoft, with the AGM taking place in the Regal Cinema in the late afternoon. As long as Bournemouth 301 has passed all its electrical checks we hope to launch it into service on that day. We will have more on this next month.

British Trolleybus Society 2026 Calendar

The theme this year is UK trolleybuses in interesting situations, with photographs and captions by Tony Belton. We hope to have it on sale online and on the BTS Sales stand during August.



▲ One of the last jobs on Bournemouth 301 was to complete work on the rear staircase.

[Keith Baynton]

Caversham Bridge Closure

By Bob Rowe

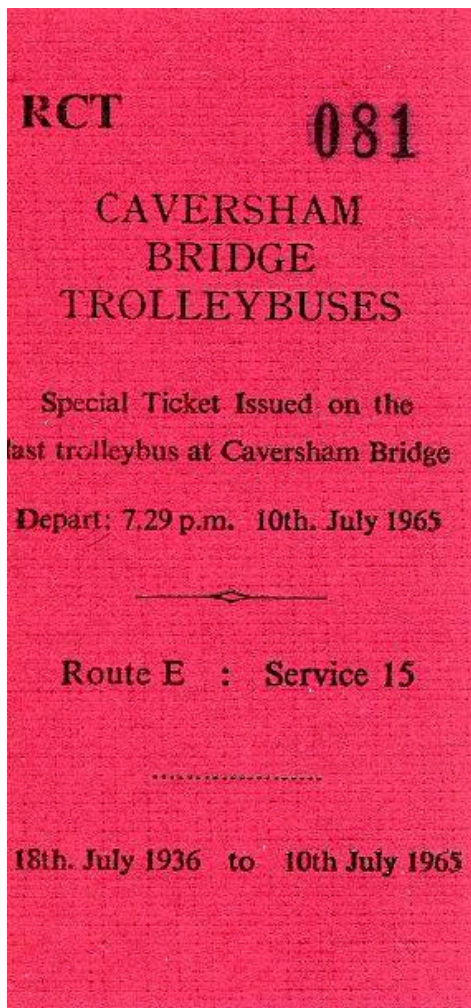
In August 1965 the then Reading Transport Society's monthly News Sheet recorded the operation of the last trolleybus to Caversham Bridge in Reading, which took place on Saturday 10 July 1965, some 60 years ago. The opening of this section, on 18 July 1936, which was the first trolleybus service in Reading, was covered by Dave Hall in an article celebrating the 80th anniversary of this event, in Trolleybus 660 (July 2016).

The decision to abandon trolleybus operation along Caversham Road was no great surprise as by then passenger traffic was very light on this section and the motorbus services operating over it continued over the bridge into Caversham and catered far more satisfactorily from a traffic point of view. Reading Council made several attempts to operate trolleybuses into Caversham; both the 1914 Reading Corporation Act (which intended to use Reading Bridge) and the Reading Corporation (Trolley Vehicles) Provisional Order 1936 contained powers for such operation, but to no avail.

In 1964 a scheme was proposed by Reading Council to improve traffic flow in the town centre by introducing a one-way traffic scheme in Friar Street, Caversham Road and Greyfriars Road in which traffic would use Caversham Road north bound only and southbound on Greyfriars Road. The Transport Manager obtained Ministry of Transport approval in October that year for this change and the formal decision to remove trolleybuses was taken in March 1965.

The section to be removed commenced from the turning circle at the entrance to the Promenade (the wartime destination used on trolleybuses from August 1940 to April 1947) just short of the actual bridge (where Richfield Avenue was subsequently constructed) and ran along Caversham Road, under rather unusual full width bracket arms, thus avoiding the use of span wires. At the Vastern Road junction the road turned slightly to the right, continuing along

Caversham Road to former GWR railway bridge just prior to Tudor Road. The roadway under the railway bridge was lowered to allow the operation of highbridge vehicles after the war, the headroom under the bridge pre-war dictating that Reading's original six trolleybuses were to lowbridge design.



Pre-war the actual destination on trolleybus blinds was "Caversham", another indication perhaps of the desire to

operate electric vehicles north of the Thames, but post-war the display, with the addition of "Bridge", was used.

At the time this was not seen as the first step towards trolleybus abandonment. Work necessary for changes to the trolleybus overhead commenced in April 1965 and was completed by the beginning of June, so that the new arrangements could come into use from Sunday 11 July (some weeks before the changes were introduced for other traffic). From that date, trolleybuses that would have operated to Caversham Bridge were to operate to the Stations.

On the last day of operation, on 10 July, a mixture of Sunbeam S7s and F4As were used on route 15 between Northumberland Avenue and Caversham Bridge and shortly after 6.30 pm that evening 175 was filled with a near capacity load when departing from St Mary's Butts to Northumberland Avenue, from where it departed just after 7 pm for the final journey to Caversham Bridge. Passengers on the well-filled trolleybus were issued with commemorative last day tickets as illustrated, produced by the Reading Transport Society. The through fare from Northumberland Avenue to Caversham Bridge was 7d (approximately 3p in decimal coinage). After leaving Caversham Bridge 175 was the last trolleybus to travel under the Caversham Road/Tudor Road junction before returning to Northumberland Avenue.

Despite the optimism at the time, it was only to be just over three years later that the last trolleybus ran in Reading.



▲ The end. 175 loads before departing Caversham Bridge for the last time.

[Martin Harvey]

To assist in the preparation of this article, the comprehensive coverage in the two volumes on Reading Trolleybuses by Dave Hall (1991 and 2018), both published by Trolleybooks, is willingly acknowledged. Although now out of print, both books are thoroughly recommended to the reader, if a suitable second hand copy can be found!



◀ The crew pose with 175 on the last day of operation. Note the poster and flags in the upper deck windows.

[Martin Harvey]



◀ This April 1965 view of 182 passing beneath the railway bridges in Caversham Road shows how much the road was lowered to permit highbridge trolleybus operation. Despite this, it can be seen that the overhead still had to be offset.

[Bob Rowe]



◀ Sunbeam F4A 185 heads towards Caversham Bridge on a driver training session. The trainer appears to be George Pottinger, who drove many Reading Transport Society trolleybus tours. A service S7 follows. This photo shows the full width bracket arms mentioned in the text. The date is July 1962, two years before route numbers were introduced.

[RF Mack, courtesy NTA]



◀ F4A 188 turns in front of the Caversham Bridge Hotel on 10 April 1965.

[Bob Rowe]

Palm Sunday in Pireas

Words and photographs by Gunter Mackinger

Once a year you can meet some of the magnificent historic trolleybuses of O.S.Y, the trolleybus operator in Athens and Pireas, in the public streets on the beautiful line 20, the oldest trolleybus line in Attica. It is a well-known tradition

that on Palm Sunday the trolleybus staff attend a festive service in church and afterwards there are historic rides with the oldest trolleybuses; 704 (1939 Fiat/CGE) and/or 3077 (1984 ZiU-9).



▶ 704 working on line 20 through the narrow streets of Old Pireas on 13 April 2025.

▶ 704's interior.



▶ 3077 on line 20 at Platia Themistokleous in Pireas City centre.

Thirty Years Ago: Essen Trolleybus Closure

Words and photographs by Tony Belton

In this month's edition we look at the German city of Essen whose second trolleybus system closed thirty years ago on 24 September 1995.

The system opened with eighteen 1986 Daimler Benz 0405GT dual-

mode vehicles numbered 3711 to 3728; they were fitted for guided bus operation and used on two City Express routes, 45 and 47.

All photos taken on 29 June 1995



▲ 3715 on route 45, with a full load, departs Essen Hauptbahnhof in diesel mode. No overhead in sight.

▼ 3714 on route 45 changing from diesel to trolleybus mode at the Krupp Hauptverwaltung stop. Waiting patiently behind is an Essen tram on route 103.





▲ Side by side at Krupp Hauptverwaltung: Essen Tram 1116 on route 105 on its way to Essen Hbf alongside Duo-Bus 3717 on route 45, which is about to lower its booms so it can carry on with its journey in diesel mode.

▼ 3726 in trolleybus mode on route 45, followed by a tram on route 103, descend into the tunnel on their way to Essen Hbf.





▲ The Kray terminal loop is the only part of the system where you could really believe you were on a trolleybus route. 3713 on route 47, in trolleybus mode, passes under the well-designed trolleybus overhead rather than the usual mass of tram and trolleybus overhead.

▼ Parts of the system used the guided bus operation as illustrated here by 3711 on route 47 in diesel mode. The speed of the trolleybuses on these sections was exceptionally fast; however, the downside was the noise generated by the tyres which must have been a nightmare to the residents occupying the very smart houses that the vehicles passed.





▲ 3712 on route 47 to Kray, in diesel mode, has just come off the guided bus section at Wasserturm and is turning right to join the tramway at Porscheplatz Station

▼ I read that Essen had purchased the first batch of London's Dockland Light Railways fleet for use on their U-Bahn. I decided it would be good to photograph one so made my way to Grugarstadion, the terminus of U11 to chance my luck. To my amazement, just about to depart, was 5211 ex-Docklands 11, which was still in London Docklands livery.



MUSEUM & PRESERVATION NEWS

Edited by Jody White



The Trolleybus Museum at Sandtoft

In May some of the badly damaged areas of concrete were dug up and new concrete was poured. These areas have received little maintenance since being built more than eighty years ago and the work gives the site a better appearance as well as a smoother ride in vehicles passing over them.

Maidstone 72 re-entered service at the Tractor Weekend in July after a long absence.

Completion of the complex project to restore Johannesburg 589 and ready it for its planned five-year stint replicating a London Transport SA3 class is close. The next areas to be tackled will be electrical work and repainting in London Transport livery.

Events

- Saturday 9 August Open day
- Sunday 10 August Open day



The upper deck interior of 589/1764.

[Ian Barrett]

- 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.
- Saturday 6 - Sunday 7 September Blues & Twos Weekend, featuring retired emergency vehicle displays and demonstrations.

- Saturday 20 - Sunday 21 September Funfair Weekend, with fairground attractions and rides!

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

Cardiff and South Wales Trolleybus Project

The major fundraiser the Festival of Wales Transport saw the depot open for guests at the beginning of June. On nearby Barry Island (of Gavin and Stacey fame) there were over a hundred classic cars and motorbikes with a connection of vintage buses transporting visitors from the depot.

This year with the weather in our favour we had a welcome boost to funds plus interest in our trolleybuses is growing.

We have recently decided to concentrate our restoration efforts on trolleybus 243, but it has been used as a store for the multitude of books and other fundraising items, so 262 has become the fundraising stores bus. With the removal of the racking inside 243, we can progress to its internal restoration.

Work on 243

The front springs have been returned from the refurbishers and we await an opportunity to refit them. Meanwhile, we have taken the



Cardiff 243's emergency door after the glass had been refitted and the TROLLEYBUS vinyl applied.

[Keith Walker]

opportunity to use the depot steam cleaner; maybe not the best job in a heatwave, but necessary.



The front springs for 243 have been returned following refurbishment. [Keith Walker]

Glass fitting is progressing, though three items needed replacing due to a mishap. The emergency door glass fit has been completed. The TROLLEYBUS vinyl was applied and the door was successfully refitted.

Our in-house glass fitters started fitting glass to the offside, and at this time around 50% of removed windows have been re-fitted, proving that the special window rubber profile we had made to order was correct. However, the more challenging windows, with their sliders, still need doing.

Work on 262

262 was steam cleaned after 243. Although 262's lower saloon is storing books, its upper deck is clear enough for work on its emergency door restoration to continue. John renovated the hinged covers that protect the doors and windows.

After removing the numerous aluminium tread plates, John paint-stripped the covers, then painted them Crimson Lake, and is currently refitting the tread plates. While all this has gone on, the door locking mechanism has been refitted, so it is slowly nearing its final restoration.

The Project are finding it extremely difficult to attend shows and have had to turn down invites due to the loss of our gazebos but more importantly, our age. Even the kind offer of a free of charge stall couldn't raise help, something to ponder when one reads of what's being achieved in this report. Keith Walker

CANADA

Buddies of the Brill, Heritage Park, Ontario

There are two preserved trolleybuses located here, both built by CCF-Brill and which originally operated in Saskatoon but later ran in Vancouver. Ex-Vancouver 2355 has been

restored as Port Arthur 204 while 2357 is now Fort William 45. Please refer to Trolleybus 745 (August 2023) for the previous update.

The 'Buddies of the Brill' moved the trolleys in June of 2023 to the Heritage Park in the Municipality of Oliver Paipooonge. We have rented space there and working with the staff and municipality has been an excellent fit, as they have a large number of land transportation items for visitors to experience.



Port Arthur 204's driver's seat. The collection box seeks donations towards a weather-proof canopy for the two trolleybuses. [Charlie Brown]

We are very pleased to announce that the Buddies have signed a new five-year lease with the municipality for the trolleys at Heritage Park, and that we have also been allotted a 50% extension on the property for an office trailer, which we will be setting up as a mini museum of transit related history and artefacts. This will bring the rich transit history of Thunder Bay and the former cities of Port Arthur and Fort William to our guests. We hope to have it up and running, if not by this fall, then next year.

During the weekend of 21 and 22 June, the Buddies were also involved in Heritage Days at the Heritage Park, where a number of local historical societies and organisations set up displays for visitors to promote their groups.

- OPENING HOURS: 12:00 - 4:30 PM
- May to June—Friday to Sunday
- July and August—Thursday to Sunday
- September—Saturday and Sunday

Open for special events off season.

Thank you to Charlie Brown, president of the 'Buddies of the Brill', for sending us this update and photos. We wish them the best of luck!



◀ **Maidstone 72**
made a welcome
return to service on
28 June. It is seen
with Manchester
1344 and
Huddersfield 619
on that day.

[DG Chick]

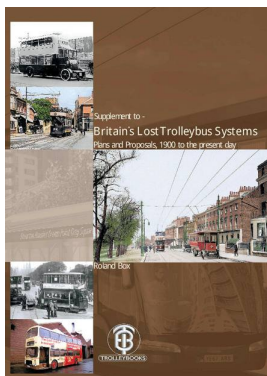
▶ **Fort William 45**
& Port Arthur 204 at
the Heritage Park.
[Charlie Brown]



Britain's Lost Trolleybus Systems Supplement

Further research and additional information sent by readers in the seven years since publication of Britain's Lost Trolleybus Systems has enabled details of twenty newly-found proposals to be added. This supplement is not intended to be another book, as such, but a record of these additional schemes and an historic vehicle demonstration in London. It also includes new information about some of the contents in the original book, all accompanied by 25 illustrations and three full-page maps. It is offered as a free download of 28 pages from the Trolleybooks website.

<https://www.trolleybooks.co.uk/lostaddendum.html>



World News

Edited by Colin Page



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

ARGENTINA Rosario (754)

By June 2025, the programme of conversion of diesel buses to trolleybuses had reached the eighth vehicle of the fifteen originally intended. Designation is Rebus 380HP with fleet numbers starting at 33.

The plan is to use these fifteen trolleybuses on the one trolleybus line, designated K. They are joining about twelve Brazilian Volvo/Marcopolo/ Powertronic trolleybuses (fleet nos between 01 and 19) which are nearly 40 years old and still in service.

Meanwhile on 8 July 2024 the city issued a tender for another ten used motorbuses to be converted to trolleybus configuration with the aim of speeding up the conversion process. The expected completion is mid-2026. The existing local consortium contractor, comprising Iventu and the Universidad Nacional de Rosario was the only company to reply by the closing date of 8 August 2024.

Line K runs from Jose de Calasanz y Wilde in the west, via Jose de Calasanz, Mendoza, L.N. Alem, Cerrito and Beruti to Beruti y Riobamba in the east. Return is via the parallel road through Necochea, 3 de Febrero, Primero de Mayo and San Juan to rejoin the opposite wires at Mendoza and thus back to Jose.

There was another trolleybus route, the Q, which was a branch off the K and with sections of off-wire operation. However, the Russian Trolza Megapolis trolleybuses used suffered repeated breakdowns of the battery systems. These and coupled with difficulties in obtaining spares forced the Q to revert to motorbus operation in December 2023, thus leaving the K as the one line.

It had been intended to revert another two routes back to overhead operation which were previously operated by trolleybuses but the lack of finance to purchase new vehicles has prevented this. The policy has led to the

conversions of used motorbuses to trolleybuses, despite many new diesel and electric buses being purchased in recent years.

CZECH REPUBLIC

Chomutov – Jirkov (768)

The 30th anniversary of trolleybus operation occurred on 1 July 2025 and events have been planned by DPCHJ to celebrate this, as described below. On 9 August, a sightseeing ride on the historic Škoda 15 Tr trolleybus 008 has been planned to take passengers from Chomutov to Jirkov and back, starting at 16.30 from the Chomutov, aut. nádr stop and returning at 19.00. Tickets are only available from the DPCHJ transport offices at the bus stations in Chomutov and Jirkov, with 43 places available.

On 15 August the doors of the Písečná depot are being opened from 23.30. Tours of the depot are being given as the working trolleybuses return after the day's operations. A night excursion and photo ride with the Škoda 15 Tr service trolleybus 002 is being made. Capacity is limited to 30 visitors.

On the 23rd 008 is being rostered into service for the day on route 340 as an addition to the main timetable.

To clarify the report in 768, the tender is for up to eight trolleybuses, not six.

CZECH REPUBLIC Pardubice. (757)

Delivery was made on 16 June 2025 of the last of the eight Škoda 32 Tr trolleybuses, with SOR NS 12 body and Škoda IGBT electrics, which were ordered in August 2024. Batteries are installed for off-wire running. Fleet numbers are 466 to 469 and 476 to 479. They are all named.

CZECH REPUBLIC Plzeň (755)

Three Škoda 24 Tr nos 504. 506 and 508 left Plzeň on 24 June 2025 having been donated to Kharkiv, Ukraine. 504 is damaged and will be used as a source of spares. 505, 509, 510, 512 and 513 have already gone before.

CZECH REPUBLIC Praha (768)

The red and grey pre-production prototype trolleybus from Bozankaya type SNG 12T duly arrived on 16 June 2025 to enable the homologation procedures to be conducted in advance of the production of the main order. The tests call, for inter alia, 10,000km of road running. It carries fleet number 510.

FRANCE Lyon (764)

The route changes described in the previous edition took place on 23 June 2025, with C3, C13 and C14 being diverted along Rue Grenette and Les quais de Saône and C18 terminating at Cordeliers. With C5 now taking over C4 (which is withdrawn) to Cite Internationale and being extended to Rillieux-la-Pape line, C23 now runs from Cite Internationale south along what was the C5 route to Cordeliers and then continues by paralleling and joining the C3 route before turning north to Flachet Alain Gille in off-wire mode.

Meanwhile and since March 2024, line C3 has been operating by being split into two sections, from Gare St Paul to Laurent Bonnevey and from Laurent Bonnevey to Vaulx-en-Velin La Grappiniere. This has been because of works in connection with the construction of new tram line T9.

On 1 September 2025, the three operators in the greater Lyon area, TCL, Cars du Rhône and Libellule are being combined into one unit, t/a TCL. Unified route numbering and fare structures have been enacted. The decision has been made to alter the image of the C-line concept (the "strong" lines) but still keeping the benefits which are shared with the trams and given to these high-profile routes operated by road vehicles. At the moment all the lines operated by the trolleybus network are to continue unchanged. However, the manifestation of this is that from now on new and present lines operated by trolleybuses which are changed will be termed "TramBus" lines. The first appearance from that date is a new line numbered TB11, which is replacing the C3 between Gare St Paul and Laurent Bonnevey. C3 then becomes just the route from Laurent Bonnevey to Vaulx-en-Velin. With enhanced duties on TB11 and in conjunction with common running with the C23 the frequency is increased on this section to every 3/4 minutes at peak hours. The latest timetables make no reference to route

S6 to Croix-Rousse, which was once operated by the MAN short wheelbase trolleybuses. From this it could be presumed that trolleybuses will not reappear on this unique route.

GREECE Athens (766)

At the end of 2024 trolleybus lines 2, 4 and 11 which travelled along Leof. Vasilissis Olgas, have been diverted as works progressed to pedestrianise this main road through this central park. They now travel westward from the Leof. Vasileos Konstantinou via Ardittou, Kallirrois, and Vourvachi before turning right into Andrea Siggrou to rejoin the main route along Leof. Vasilisis Amalias. In the opposite direction they travel from Leof. Vasilisis Amalias via the south end of the park along Athanasiou Diakou directly to Ardittou and back into Leof. Vasilisis Amalias.

The route of line 15 has also been changed in the direction of EL. Venizeloy, via Evelpidon Street because of developing roadworks. In the opposite direction to Andrea Moustoxidi the route continues through the tunnel under the city park.

HUNGARY Budapest (766)

A route change took place from 21 June 2025 when the 81 was modified and extended. When running from Örs vezér tere M+H it complements the 82/82A until reaching Szugló utca where it turns right instead of left. It then follows the wires of the 77 and then turns left into Miskolci utca along which it runs off-wire. This road has not been used by trolleybuses until now. At Ungvár utca it then joins the wires of the 74 and turns left, to follow the wires of the 74A to terminate at Mexikói út M. The 74A has therefore been withdrawn on 20 June since the west end of this short route is now covered by the 81 and with the east section remaining with the 74 to Csáktornya Park. On this last day BKV rostered the preserved ZiU-9 trolleybus 927 onto the service from 04.38 to the last departure from Mexikói út M at 19.50. On arrival at Csáktornya Park 927 was held for fifteen minutes to enable photographs to be taken to record the occasion.

ITALY La Spezia (744)

The three routes in operation are 1 Pegazzano-Bragarina (20/30 mins frequency, 3 trolleybuses), 3 Chiappa-Felletino (10 mins frequency, 8 trolleybuses) and 37 Via Milano La Spezia Fs – Pianazze (10 journeys

per day with 1 trolleybus). Fourteen Solaris Trollino IV 12T trolleybuses comprise the fleet (4823 to 4836 from 2023). The five Solaris artic 18Ts (4850 to 4854) purchased in 2022 remain out of use, supposedly because of unresolved access problems to the stops.

MEXICO Mexico City (768)

New line 13 (not 12 as described in 768) between Constitución de 1917 and Mixcoac was opened on 7 June 2025. Route length is a total of 14.9 km of which sections are unwired. Opening of line 14 is scheduled before June 2026 as it will pass the Aztec stadium and which features in the football 2026 World Cup competition.

ROMANIA București (766)

On 24 June 2025 STB RA as the city's public transport operator invited the Romania company of Anadolu Automobil Rom to sign the contract for the delivery of 22 trolleybuses.

AAR was the only company to provide an offer which met STB RA's specification for technical and performance requirements which had been issued in February. Delivery is scheduled for April 2026. The vehicle type is



A generic image of a Yutong U12 trolleybus which has been used with a variety of backgrounds to promote Yutong's products. This one has been used to illustrate the vehicles being purchased by București.

[Anadolu Automobil Rom]

being supplied in partnership with the Chinese company Yutong. It is based on their U12 model (12m 2-axle) electric bus and is fitted with batteries for running off-wire. The U12 electric bus uses a permanent magnet synchronous electric motor (centrally located between the frames) which runs at a higher voltage rating than that of the trolleybus line. Consequently, the on-board control system to drive the motor has had to be modified to enable it to draw power from the overhead at the usual trolleybus voltage rating.

With thanks to: Anadolu Automobil Rom, Československý Dopravák, DPCHJ, DPMP, Plzeňské trolejbusy, Škoda Group, Sustainable Bus Trolley:motion



Applying the latest București livery to the Yutong U12 design.

Rear cover: Prague's pre-production Bozankaya trolleybus is seen on 30 June when it had its first road run. Continuous testing without passengers commenced on 2 July. [DPMP]

