

TROLLEYBUS

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October 2025



The Magazine of the British Trolleybus Society



*Nancy
60 years since Zaragoza Closure*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 771. October 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 7 November 2025

- Dave Hall A tour of Reading's trolleybus routes using mainly digital ciné and some photos

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 October 2025, starts 19:00

- Dave Hall - Archive Cine of UK Trams and Trolleybuses. In the first half it will be old archive film of UK trams (Leeds, Liverpool, Sheffield, Glasgow, Blackpool and London). The second half is old archive film of various UK trolleybus systems.

Wednesday 19 November 2025, starts 14:30

- Martin Jenkins British Trolleybuses (excluding London) in colour 1949 to probably 1966.
(Please note the start time of 14.30 for the winter meetings)

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 12 November 2025

- Speaker and subject to be confirmed

Monthly Prize Draw Winners

August 2025

£50 John Brett (Dorchester, Dorset)
£40 Ian Brown (Falkirk)
£30 Andrew Barton (Reading)

September 2025

£50 Neil Preston (Walsall)
£40 Charlotte Nimmo (London SE17)
£30 Francis Terry (Oundle)

Front cover: Nancy 16 makes the steep ascent en route to CHU Brabois on 1 September.
[DG Chick]

Nancy's Third Generation

Dave Chick visited in September

The latest incarnation of Nancy's trolleybus system commenced operating on 5 April this year. It follows the same route as its predecessor, the unusual guided Transport sur Voie Réservée (TVR) system which opened on 8 December 2000 and had a rather troubled existence, finally closing on 12 March 2023. (See Trolleybus 741 April 2023). This in turn had replaced a conventional trolleybus system that served Nancy from 27 September 1982 until 1999. The new fleet comprises 25 Hess lightTram 25DC double-articulated trolleybuses, numbered 1 – 25, which replaced the same number of Bombardier units. They have a cab separating the driver from passengers and a cramped double seat at the front on the nearside. The bulkhead window has bands of frosting which impedes forward vision. Otherwise, the interior is light and airy, with translucent panels in the articulated joints. USB hubs are provided at the seats and the vehicles have wifi.

Some sections of the route are unwired, using the vehicles' batteries with In-Motion Charging capability. From the terminus at Essey Mouzimpré in the north-east the line is wired as far as Division de Fer. Trolleybuses then operate in battery mode as far as Mon Désert Thermal where they resume wired operation to Jean Jaurès. Following another unwired section the wires resume from Montet Octroi to the south-western terminus at CHU Brabois. At both termini there is a break in the wires and the turn is made in battery mode. Vehicles also reach the depot using their batteries. The two previous generations used auxiliary diesel power for depot journeys.

This means that the outer sections are wired and most of the battery operation is

in the centre. Having the centre wired would have made it easier to convert other routes using roads in common to electric operation.

Another surprise is that the station stop has been removed completely and the area formerly used by the TVRs has been planted with trees. The trolleybuses now use the main road instead of having dedicated roadway and there is a lengthy gap between stops, which is not convenient for passengers transferring to rail services, particularly if they have luggage.

Much of the route, which is still numbered T1, has the use of new bus lanes. The pretence that the service is a tramway has disappeared, although TRAM can still be seen painted on the road on the approach to the Cristale Stade M Picot stop.

The only significant difference in the routing over the 11km service is that when heading for Essey Mouzimpré, after leaving the Clinique Pasteur stop vehicles turn right and use Avenue Général Leclerc, which is now wired for two-way working, instead of going straight ahead along Avenue Foch and using the next right turn. This means there is no longer a crossing at the Foch/Leclerc junction.

There could have been continuous trolleybus operation in Nancy for the last 43 years had the council not harboured wishes to introduce a tramway. This was always going to be problematic given the steep gradient of the long climb towards CHU Brabois. The decision to introduce the TVR system has cost the city dear considering the cost of construction and later removal as well as the long close-downs in 1999/2000 and 2023 – 2025.

Each generation has had a fleet of identical vehicles.

Page 184, upper: A misty morning at Mouzimpré terminus. Trolleybuses 14 and 11 await departure.

Page 184, lower: No. 15 turns from Avenue Général Leclerc, which is now wired for two-way working.

Page 185, upper: At Division de Fer, No. 7's poles are being lowered (left) while No. 16's poles reach towards the funnels so that it can continue on the overhead.

Page 185, lower: A faded reminder of the previous TVR system is seen as No. 8 passes.







▶ The city preferred the TVR's to be known as trams and this may be the last reminder of that era.

▶ The articulations receive some natural light via these translucent panels.

▶ The cramped front passenger seat with restricted forward vision.



▶ Each stop includes a quote about travel in Nancy.

Marie-Josée, retraitée
Trolley du CHU
« J'ai beaucoup pris l'ancien trolley entre 1992 et 1993. Je rencontrais pas mal de gens, toujours les mêmes. Ils travaillaient au CHU ou à la fac de médecine, des étudiants. »

Martine, enseignante
Tendance
« Prendre les transports en commun, c'est comme observer les tendances de la société d'aujourd'hui. »

Retrouvez les récits et la programmation de l'animation de trolleybus

Ligne de vie(s)
Vos récits, notre histoire !

Habitants, usagers, voyageurs, étudiants, associations... À l'occasion de la mise en service du trolleybus électrique, c'est tout le territoire qui s'est mobilisé pour écrire le récit de Ligne de vie(s), riche de nos histoires communes, entre patrimoines, voyages, rencontres et paysages. La Métropole du Grand Nancy vous invite à découvrir ces récits collectés tout au long de la ligne, de Vandœuvre-lès-Nancy et Essey-lès-Nancy en passant par Nancy et Saint-Max.



◀ No. 10 reaches the top of the steep incline.

▶ No. 9, continuing to climb as it approaches the Notre-Dame-des-Pauvres stop.



◀ Nos. 11 and 12 wait to depart CHU Brabois. The lighTram across the road is about to lower its poles before turning at the terminus.

Sixty Years Ago: Closure of the Zaragoza System

Story and photographs by Tony Belton (except where shown)

Zaragoza in Spain had a trolleybus system for twenty-four years; it opened in 1951 and closed fifty years ago on 9 October 1975. The fleet consisted of five BUTs, four Vetras, six Pegaso and a Seddon plus twelve Q1s which they purchased from London Transport in 1961. The Vetras had

been transferred to Tarragona in Spain by the time of my visit in 1969. Only the outer terminus was displayed on the destination blinds. Zaragoza also had a tramway which closed in 1976.

No.1 in the charts was David Essex with
"Hold Me Close"



 Zaragoza 71, ex London Transport Q1 number 1835, has turned right into Plaza Santa Engracia arriving at the City terminus of the Ciudad Jardín route in September 1969
Page 189, upper: Zaragoza 54 ex LT 1832 at a busy Ciudad Jardín terminus in September 1969. The paintwork on the Zaragoza vehicles faded rather quickly; fortunately, 54 has had a recent repaint.

Page 189, lower: Zaragoza had two routes that were allocated Q1s: Ciudad Jardín and Barrio Jesús. 72, ex LT 1836 is at the city centre terminus of the Barrio Jesús route, this was also the city centre terminus of the Gallego route. Note there is a large crowd of intending passengers waiting to board 72, proving that the extra capacity of a Q1 was well needed. You can just see in the background Tram 303 on route 11. Photo by Don Jones taken in September 1969.

Page 190, upper: Q1 72 ex LT 1836 is viewed southbound on Puente de Piedra in September 1969. In 2025 the bridge still exists but has been modernised considerably!

Page 190, lower: Puente de Piedra was also used by trolleybuses on the Gallego route and at least one tram route. In this view Zaragoza 3-axle BUT 9641T on the Gallego route is stuck in a traffic jam on the Puente de Piedra. Note that the batch of single-deck BUTs are right hand drive; I would like to know the history of these vehicles. September 1969







◀ BUT 9641T number 11, one of five purchased by Zaragoza, is crossing Puente de Hierro over the river Ebro whilst on the Gallego route on 16 July 1974. In 2025 the bridge is still in situ although it has now been pedestrianised.

▶ Seddon 39 was an oddity; it was converted from a minibus and was the only vehicle of its kind. This was the only occasion I saw 39 and the only chance of a photograph. September 1969



◀ Pegaso number 31, one of six in the Zaragoza fleet, is on the Gallego route on its way back to the city centre. This route consisted of some long straight stretches of road where good speeds could be achieved especially with the BUTs! View taken on 16 July



A view of BUT 9641T number 13 crossing Puente de Piedra on 16 July 1974. The lovely backdrop is the "Catedral basílica de Nuestra Señora del Pilar" dating from 1681.

BTS Calendar

BTS Calendar 2026 Now Available

The Society's calendar for 2026 presents a selection of photographs of UK trolleybuses in interesting situations. Tony Belton has selected some wonderful photographs from his large archive and together with Tony's informative and interesting captions it is a great reminder of trolleybus operation in the UK and is an ideal Christmas present for transport enthusiasts.

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

You can buy the calendar from BTS Sales, online, from the BTS sales stand or the Trolley Shop at Sandtoft.

[Shop Introduction – British Trolleybus Society](#)

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 £2.40 postage.



August 2026

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

This is a view of the British Trolleybus Society's most widely used calendar, the monthly calendar. It is available in a variety of formats, including a large format for use in a shop or office, and a small format for use in a pocket or wallet. It is also available in a variety of languages, including English, French, German, Italian, Spanish, and Dutch. It is also available in a variety of colors, including black and white, and color. It is also available in a variety of sizes, including A4, A5, and A6. It is also available in a variety of formats, including PDF, HTML, and print. It is also available in a variety of languages, including English, French, German, Italian, Spanish, and Dutch. It is also available in a variety of sizes, including A4, A5, and A6. It is also available in a variety of formats, including PDF, HTML, and print.

MUSEUM & PRESERVATION NEWS

Edited by Dave Hall



Status Update on BTS Fleet and Other Trolleybuses at Sandtoft

It was nice to see Maidstone 56 and 72, Rotherham 37 and our own Reading 113 return to service at Sandtoft for the Gathering, following extended periods out of service, although 56 still has some electrical issues. Earlier in the year saw a welcome return of Bournemouth 297 following all window rubbers being replaced and a general tidy up of the bodywork. 113 was reinstated following the decision to 'borrow' the brake valve from Cardiff 203, which had been preventing 113's operation for some time despite several attempts to re-seat it. We don't like 'robbing' other vehicles in principle, but now 113's valve can be sent in for professional overhaul and in the meantime she is back up and running – beautifully!

In the BTS fleet we now have Bournemouth 301 back at Sandtoft and in process of electrical and mechanical testing. Hopefully it will be launched into service on 18 October as part of the BTS Members' Day. Walsall 872 has had work conducted on the braking system and solving an electrical problem. It still needs some brake adjustments to be made and interior tidying to pass a thorough test before re-entering service, planned for next season.

Work is ongoing with the interior of Glasgow TB78. The lower deck ceiling and staircase has been sanded down and repainting has commenced. The cab is also receiving some attention. The seats are being cleaned and treated using materials from leather specialists in Northampton, to make the leather more supple and to restore the colour consistently. It is a slow job as those undertaking the work live 200 miles away and have other Sandtoft duties to carry out during the running days. Aachen 22, Bournemouth 99, Mexborough & Swinton 34 and Walsall 342 remain long-term projects.

Cardiff 203 is awaiting a complete overhaul of its braking system and will probably have to wait until next year. The BTS have serviceable trolleybuses in London 1812, Manchester 1344, Reading 113 and South Shields 204 although the latter is starting to look shabby so we will be looking to get it repainted. Huddersfield 619 and 631 are out of service as their certification expired at the end of July. They require an inspection and re-test, 2 tyres in the case of 619 and replacement of 631's lower deck front bulkhead rubber matting before returning to service.

Away from the BTS fleet, Sandtoft has temporarily lost the use of Bradford 746 and 844 (the latter on loan from Keighley Bus Museum) together with Newcastle 501 (on loan from Beamish) as they all require electrical resistance banks to be repaired or replaced. In the case of 501 this is further complicated as the resistors are of a different type to the other vehicles and cannot be repaired by the usual contractors. Doncaster 375 failed in service at the Sandtoft Gathering with an electrical fault. This has prompted DO&LRS to make the most of its time out of service by removing the lower deck seats so they can be refurbished.

Looking ahead, there are a few other trolleybuses currently under repair or restoration that will eventually return to service at Sandtoft.

Bradford 834 had its window rubbers replaced earlier this year and options for it to be externally repainted are now being sought. It has not operated in service since 2013, but when it returns to service it will be capable of working with the wheelchair lift and will become the Museum's second accessible trolleybus.

The Museum intends to make Derby 172 its next restoration project and has launched an appeal to fund the work.

Away from site, Johannesburg 589's bodywork is nearing completion and the

next stage is to install the electrical equipment before it is painted in London Transport livery and numbered 1764. The plan is to repaint it in Johannesburg livery at a later date, and a kit of parts has been devised to permit the transformation which will involve changes to front panels, bumpers etc., the parts for which have all been trial-fitted and carefully packed for storage until the time comes.

Both Bradford 706 (at Selby) and 758 (at Keighley Bus Museum) are having major bodywork restoration carried out and are making satisfactory progress. Both will return to Sandtoft when completed.

Reading 193's nearside trolley base is being secured whilst the upper deck ceiling is being sanded-down and repainted. It is hoped it will visit Reading next year to take part in Reading Buses' 125th anniversary events.

London 1348 is also close to a return to service after some bodywork repairs.

Events at the Trolleybus Museum at Sandtoft

The end of the season is nearing so fit in a last opportunity this year to have a trolleybus ride at Sandtoft on one of these dates.

- **Saturday 4 - Sunday 5 October Yorkshire Buses Weekend**, also commemorating the end of Rotherham trolleybuses 60 years ago.
- **Saturday 18 October Open Day**
- **Sunday 19 October Isle of Axholme Running Day**
- **Saturday 1 November Twilight Open Day**

The final open day of the season, with later start and finish times: 11.30 – 18.00. Have an atmospheric ride on a trolleybus after dark.

Dave Hall

▶ Reading 113 at Sandtoft Gathering.
[Dave Hall]



◀ Crowds board Reading 113 at Sandtoft Gathering on 27 July.
[Dave Hall]



◀ Rotherham 37
in service at
Sandtoft on
August Bank
Holiday Monday.
[Dave Hall]

▶ Together at
last, Bournemouth
301 and 297 in
the main depot at
Sandtoft, 26
August 2025.
[Andrew Warnes]



▶ The Society's
Q1, London 1812,
with London 1348
on 26 August
2025.
[Andrew Warnes]

World News

Edited by Colin Page



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

CZECH REPUBLIC Jihlava (761)

On 2 September 2025 DPM Jihlava signed a contract with Škoda for the supply of twenty 32 Tr rigid trolleybuses. Delivery will start in 2026 with fifteen units followed by the remaining five in 2027. They will replace the 22 Škoda Solaris 26 Tr trolleybuses (68, 70 to 90) that were new in 2009/2011.

CZECH REPUBLIC Praha (769, 770)

The first 10,000 km tests with the Bozankaya SNG 12T prototype no 510 started on 2 July 2025 after a first-time trial run on 30 June. They were completed successfully on 9 August 2025, having been conducted on route 58 from Palmovka in three shifts on every day and running 350 km per day. Over the second 5,000 km 510 was loaded with sandbags to represent a full passenger load. 12,000 km were run. After assessment and reconfigurations testing was then due to progress to the next phase of 20,000 km with passengers, starting in early September. Throughout the whole programme 510 was being housed at the Klíčov depot.

FRANCE St Etienne (765)

The first of the new batch of eight Solaris IV Trollino 18 trolleybuses was displayed on the forecourt of Châteaureux railway station on 28 August 2025. They are for use on motorbus line M6 from IUT La Métare which is now being converted to operation with trolleybuses and due to start as phase 1 in 2026. In the centre the existing M6 terminates at Jean Moulin adjacent to the existing trolleybus lines M3 and M7. The new trolleybus M6 will follow the M3 eastwards to Fournayron and then branch off left to Châteaureux. Phase 2 will then see the M6 extended to Cité du design (via Campus Manufacture). These two points are not presently linked directly by public transport. This phase is due for opening in 2028. The trolleybuses are being given

commissioning trials in Plzeň, Czech Republic before delivery to St Etienne.

GERMANY Marburg

The Mayor of Marburg received permission from the leader of Geissen regional council on 25 August 2025 enabling the BOB trolleybus project to proceed to the final planning stage. The university city has indicated that it wishes to make its transport free of emissions by 2030 and, having examined options since 2022, declared that this technology will be the selected means to be pursued for the route from the central Hauptbahnhof at the bottom of the valley to the university and hospital which are located on the upper levels of the surrounding Lahnberge hills. The levels are linked by steeply graded roads which battery buses alone are deemed inadequate to provide the necessary power and then be recharged quickly enough. This is why BOB trolleybuses that recharge the small battery pack from the overhead have been chosen.

Existing routes 7 and 27 will have a simple overhead network installed and the high numbers of passenger will be carried by six double articulated trolleybuses. However, the funding package for the estimated €45m cost has yet to be determined and with a substantial amount being required from the Federal government which is not in favour of vehicles with multi-faceted power systems then the realisation of Marburg's plan is not certain. The Green party is also arguing that six newly bought electric (battery) 12m buses provide a very much cheaper comparison and option, despite these comments being technically misleading.

Trolleybuses previously ran here from 1951 to 1968, with about ten Henschels.

HUNGARY Budapest (769, 766)

BKK accepted on 29 August 2025 the tender from Electrobus Europe Zrt (sponsoring the joint bid from Ikarus and Yutong) for 160 trolleybuses under a framework agreement. The final financing arrangements have not yet been made but an order has been placed for

40 to be delivered in early 2026 pending the funding ratification. 16 will be 12m 2-axle rigids and 24 18m articulated. They will be driven by power from the batteries with in-motion charging when running under trolleybus wires and with an off-wire range of 25km. BKK has indicated that it wishes to double the 155km length of the existing trolleybus network by 2030 so funding will need to be found for the balance of the accepted offer to be ordered.

ITALY Ancona (761)

The limited use of trolleybuses on just the one line 1 and 4 with the three articulated Solaris Trollino 18s (010 to 012) and one of the six AnsaldoBreda F122 rigids from Nancy (016), sees them working on peak hour duties. Work delayed from 2024 will reopen circular line 2 connecting the railway station, port, old town, Piazza Hugo and Piazza Cavour using 4km of overhead on line 1/4. The remaining 2km would operate off-wire. Six Škoda SOR artics are on order for delivery in early 2026.

ITALY Pescara (770)

With the issue of the enabling certificate on 5 July the 20-day final trial operation due to start on the 7th was delayed until 11 August. Some more operational data are needed for final sign-off and consequently opening to public service has been postponed without a date.

Additionally, two of the six ExquiCity trolleybuses were not available during this trial period because of technical problems. The timetable can only just be maintained with all six in service which leads to the prospect of electric and motorbuses being included in the roster when the trolleybus operation starts.

KYRGYZSTAN Bishkek 763

A second tender, issued in early 2025, received no bids. It sought the conversion of the trolleybuses withdrawn at the closure on 3 November 2024 to electric i.e. battery bus configuration. Physical difficulties were revealed making the exercise uneconomic. Around fifty of them, believed to be from the two newest batches delivered in 2018, have been tightly and neatly parked in the open in a field on the outskirts of the city. They are formed of two batches, 1622 to 1636, BKM-321s and 1844 to 1880 Trolza 5275.03 Optimas. All copper wiring had been removed from the overhead by the middle of 2025 although the suspension cabling remained in place. Delays in the delivery of the

replacement Chinese electric buses meant that diesel buses took over running the service when the trolleybuses were withdrawn.

LITHUANIA Vilnius (770)

The order for 73 Solaris 18 Trollinos placed on 10 July 2025 was a maximum, without means of increasing it. Thus, if additional units were needed a new tender was required, unless two conditions were met. First that the existing supplier provided a new cost per vehicle which was less than the original order and second that one additional quotation had to be provided from another supplier which was higher than the original cost. The quotation from Škoda Electric was higher (and therefore excluded at the original tender stage) so was acknowledged by both suppliers to meet the second condition. Therefore, VVT have been able to order an additional eight Trollinos which will be delivered in 2026 along with the first 73. This requirement came about because numbers of passengers carried are increasing. Also, the added off-wire capability across the fleet will enable a programme to reduce the amount of overhead in the centre to be accelerated. Some sections have already been removed.

MOLDOVA Chişinău 763.

A group of 21 trolleybuses which have been acquired from Tallinn and Riga was displayed by RTEC outside the depot on 23 August 2025. They comprised eleven Solaris Trollino II 18 artics (out of 17 being supplied) from Tallinn and two similar units (out of 16 in 2024) from Riga together with six Solaris Trollino III 12 AC rigids (out of 21) from Tallinn and two (out of 25 also in 2024) Škoda 24 Trs from Riga. They have all been repainted in the standard fleet livery of dark blue and white. All of them have enabled the trolleybus fleet to be established as completely low floor. The last high-floor trolleybuses were withdrawn in February 2025.

NETHERLANDS Arnhem

At the beginning of July 2025 Transdev won the contract to provide the road transport services in the Arnhem and surrounding areas from 2026 to 2036. A clause stipulated that continued use of trolleybuses was mandatory and that a fleet of new ones and other zero-emission vehicles must be bought. It was announced in August that Yutong were to supply 176 vehicles of which 69 are

trolleybuses. These 69 will supplement a fleet of 10 Solaris Trollino 18 articulated trolleybuses (from the present fleet size of 41 trolleybuses) which will be transferred to the new operation. Fifty of the Yutong units will break a lengthy period of articulateds as they will be of the rigid 12m T12 version. Thirty-one will be fitted out to the Arnhem standard with the other 19 supplied to a higher quality level of comfort which is defined as the ComfortRRReis standard. They will be used on the line 306 Arnhem to Nijmegen, much of which will be run on battery power. The other 19 vehicles will be U18T articulated trolleybuses for use on line 303 Ede to Arnhem to Velp.

ROMANIA Timișoara 768

The first of the 25 Bozankaya SNG 18T articulated trolleybuses was delivered on 3 September 2025. It is the first Bozankaya articulated model to be constructed and the first articulated trolleybus for Timișoara. Electrical equipment is supplied by Medcom with an Austrian TSA 240 kW motor powering the rear axle of the front section and with French traction batteries. In line with Romanian practice the driver's compartment is fully enclosed with a separate entrance door. It accommodates 140 passengers.

USA Dayton 752

On 31 August 2025 Greater Dayton RTA introduced a new "trolley route" (sic). It joins two sections of mothballed wiring of two earlier routes from which trolleybus operation disappeared around five years ago. New route 3 starts on the northeastern leg of the earlier route 5 from Dayton Children's hospital at Troy/Valley, across to downtown Dayton through to the Wright Stop Plaza. There it joins up with the southeastern branch of what was the mothballed 3, onwards via Wayne to the Eastown Shopping Center at Linden. Frequency is every 35 minutes between 06.00 and 18.30, seven days a week. On the same date the eastern termini of routes 1 and 6 (operated by motorbuses) were being altered and swapped. Route 1 now turns south at Woodman Drive and runs to join the new 3 at the Eastown Shopping Center at Linden. This could lead to the reintroduction of trolleys on route 1 from which they were removed about eight years ago because of roadworks.

Ten years ago, there were seven trolleybus routes running across the city, namely the 1,

2, 3, 4, 5, 7 and 8. By the middle of 2025 only routes 4, 7 and 8 now saw regular operation with trolleys. The gradual removal of them from the other routes was caused by a combination of circumstances (e.g. major roadworks) but much of the wiring has been left in place, hence the ability to create the new 3.

The fleet comprises four NexGen Gillig BRT/Vossloh/Kiepe 1401 to 1404 from 2014 and two batches of similar vehicles; 1951 to 1972 from 2019 and 2051 to 2063 built in 2020 from which batch only the first two are licensed.

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

Pakistan

Bring Back the Trackless!

The Times reports that Maryam Nawaz, Pakistan's chief minister of Punjab, has been ridiculed for proclaiming that a solar-powered "subway on wheels" is South Asia's first "trackless tram". One headline in the local press read "We call that a bus".

World News captions

Page 199, upper: One of Timișoara's new Bozankaya SNG 18T articulated trolleybuses, with a 12T on the left.

[STPT]

Page 199, lower: We report this month that only one of the six AnsaldoBreda F122 trolleybuses that were built for Nancy but never used there is currently in service in Ancona. Number 016 is seen at Ancona station on 27 September 2019.

[DG Chick]





▲ At Zurich's Hermetschloo terminus on 31 August brand new Hess lighTram 25DC No. 1 waits to depart, having been joined by lighTram 3 No. 69, one of the city's original double-articulated trolleybuses, which dates from 2008. These vehicles are being replaced by the new lighTrams. [DG Chick]

▼ The next day, 1 September, another new Hess lighTram 25DC numbered 1 is seen in Nancy, climbing Rue de Doyen Marcel Roubault on its way to CHU Brabois. [DG Chick]

