

TROLLEYBUS

Vol. 64 No. 772

November 2025



The Magazine of the British Trolleybus Society



*San Francisco Heritage
Rotherham Tour
Salzburg
London Trolleybuses On The Move*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 772. November 2025

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Front cover caption
See page 204

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 5 December 2025

- To be advised

Friday 2 January 2026

- Mike Russell - Tour around the USA. Trams, light rail and trolleybuses from across the United States, spanning several decades.

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 19 November 2025 (start time 14:30)

- David Pearson - Italy 1970s and 1980s.

Wednesday 17 December (start time 14:30)

- Mike Russell - Three-axle trolleybuses. An illustrated presentation on the use of such vehicles at home and abroad.

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 for October

£50 John Goddard (Spencers Wood, Reading)

£40 Charles Bicheno (Harrow)

£30 John Black (Newport Pagnell)

New Members

A warm welcome to our new members.

Andy White, Selby

Jeremy Meal, Stockport

Ralph Kurzendörfer, Germany

Paul Silvestri, Newton Abbot

Laurent Margadant, Geneva, Switzerland

David Young, Letchworth Garden City

David Godsmark, Warrington

San Francisco Heritage Transit Weekend

Dave Hall reports on this year's event, held on Saturday 20 & Sunday 21 September

Two years ago, a group of us attended this annual event and loved it. With the prospect of it being the last one for a while due to possible budget constraints, BTS member David Hanchett and I attended this year's event.

On arrival in Ferry Plaza on the Saturday morning, five preserved trams were operating between the Ferry Plaza and Pier 39. Vehicles such as Blackpool boat tram 233, Melbourne 496, MUNI No.1, their very first tram which entered service in 1912, ex-Milan 1815 (Peter Witt car) and the Market Street Railway 'Dinky' tram 578, which dates back to 1896, were always well loaded. There was a separate queue for Blackpool 233, which was extremely popular. The PCC streetcar route between

Fisherman's Wharf and Castro operated normally.

There were six preserved motorbuses from different eras operating and two trolleybuses, namely Marmon-Herrington 776 (in service 1950-1977) and Flyer 5300 (in service 1976-2007). Sadly, the Škoda/ETI trolleybus 5538 (in service 2002-2019) had mechanical problems and could not run.

The route taken by these trolleybuses was along the rarely-used wiring along Sansome Street and the southern end of Columbus Avenue before following trolleybus route 30 from Stockton Street and Columbus Avenue up to the junction of North Point and Van Ness. As with our visit two years ago, trolleybuses turning left off Market Street into Spear Street kept dewiring on the frog, a problem that we watched MUNI fix two years ago!





Page 203: Flyer 5300 Loading passengers at Ferry Plaza, 21 September 2025

[D Hall]

Above: Marmon-Herrington 776 At North Point & Van Ness Terminus on midweek driver training duty on 17 September 2025.

[D Hanchett]

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.



Front cover: Lyon. With the Tour métallique de Fourvière in the background, new Hess LighTram 19 DC 2804 displays the latest TCL livery while operating on trolleybus line TB11 (formerly line C3) which commenced on 1 September 2025. Operation is currently mixed with motorbuses, pending delivery of all the new LighTrams. "Trolleybus" 769 provides more details of the operation.

[Jordan Gondeau]

Rotherham 60th Anniversary Tour



To commemorate the 60th anniversary of the closure of Rotherham's trolleybus system, Rotherham Trolleybus Group organised a tour using Sheffield 116, a Roe-bodied AEC Regent III. It took place on 11 October, 9 days after the anniversary date.

Paul Fox put together a very good itinerary, following the Kimberworth to Thrybergh route, with the associated Silverwood and Pumping Station branches. One of the things that made this tour special was that Paul

also distributed an excellent, well-illustrated souvenir brochure. Several participants, myself included, had not seen Rotherham in trolleybus days and it was very helpful to see photographs taken at key locations on the tour.

In the brochure Paul hints at the possibility of future excursions following the other trolleybus routes. I hope that Paul is taken up on this suggestion!

DGC

▼ The tourists are seen with Sheffield 116.

[David Hanchett]



Salzburg Celebration

Article by Gunter Mackinger

Salzburg Linien commemorated the 85th anniversary of the introduction of trolleybuses in the city on Wednesday 1 October 2025.

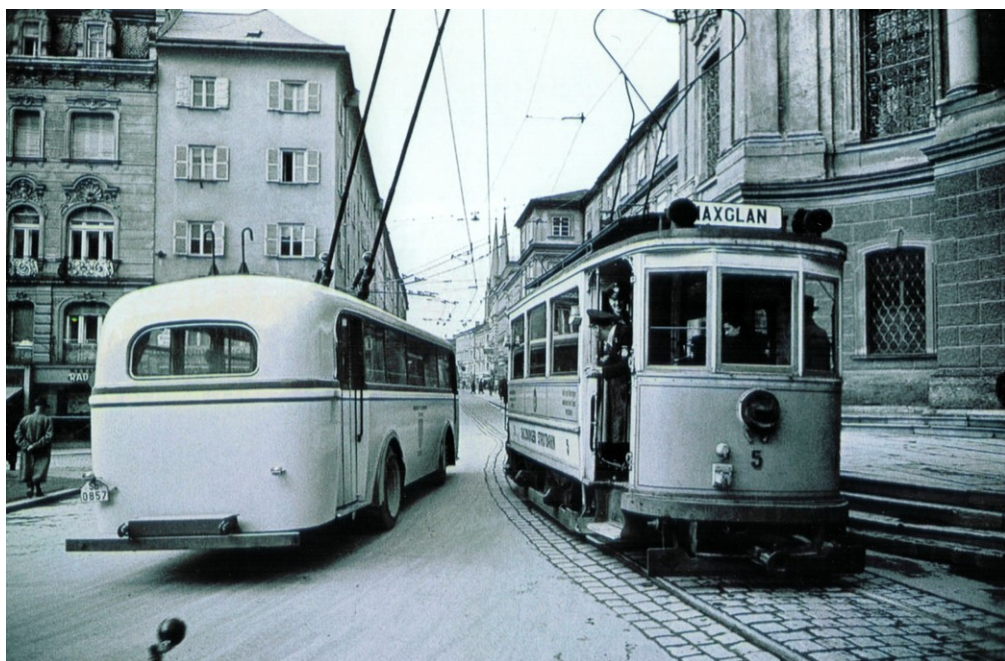
After a test run on 29 September 1940 the first trolleybus line opened on 1 October between Maxglan and the city centre after the tram service on this section had ended on 25 September. This first line was 2.53km long and was served by three trolleybuses manufactured by MAN/Schumann/BBC. 85 years later the 12-line trolleybus network extends for 128km, with a fleet of 129 trolleybuses working 5.5 million km per year and offering their service to 35 million passengers per year.

On the real "birthday" of the system the operator and "Pro Obus - Das

Obusmuseum" offered historic rides with two trolleybuses from the museum's fleet, with about 500 happy passengers carried.

A special service ran every hour from Hauptbahnhof from 10.07, alternating with an hourly one from Makartplatz at 10.44. Both ran via the river Salzach bridge to Augustinergaße then turned left into Eduard Baumgarner Straße before retracing this special route to their alternate starting points. The last run was at 17.07 from Hbf. Preserved trolleybuses 123 and 109 were used, provided by Pro Bus.

The accompanying black and white images are from the early days of trolleybus operations (Gunter Mackinger collection). The colour images date from the 85th anniversary (Gunter Mackinger).



▲ It was only between 1 October 1940 and 5 November 1940 that trolleybuses and trams met in Salzburg. Then the tram system closed and trolleybuses took over the service. Trolleybus 103 (MAN/Schumann/BBC, 1940) meets tram 5 (MAN/ÖSSW, 1909) on Makartplatz.



▲ A new trolleybus crosses the river Salzach in late October 1940. The track in the foreground was not for the tram but the Salzburger Lokalbahn.

Page 208, upper: Salzberg 109 (Steyr/Kiepe, 1988) turns into Neutorstraße. "85 years of trolleybus" appears on the destination screen.

Page 208, lower: SLB 368 (Solaris/Medcom, 2018) at Bürgerspital Church on line 1, the successor of the first trolleybus line.

Page 209, upper: SLB 427 (Hess/ABB, 2021) on line 8 at Eduard Baumgartner Straße.

Page 209, lower 123 (Henschel/Uerdingen/BBC, 1957), the most beautiful Salzburg historic trolleybus on loan from British enthusiasts - seen here at Eduard Baumgartner Straße.





London 260

By the spring of 1965 the trolleybuses stored at Smith's of Reading were suffering badly from being out in the open for three winters, especially as 1963 had been the worst winter since 1947! The paintwork on London 260 got so bad that we had to painstakingly remove the paint from its exterior and from the upper and lower saloon ceilings; we didn't strip the nearside as it hadn't suffered so much because it was protected by Smith's building. We used Nitromors paint stripper, the fumes from which I blame for my lung problems in later life!

In 1962 and again in 1964 I had tried to get accommodation for 260 in a London Transport (LT) bus garage without success; however, in July 1965 I was introduced to a chap called Peter Carr who worked for LT at the Manor House district offices. He was very influential, and he pulled some strings and managed to arrange for 260 to be housed in Edmonton garage (EM), an ex-trolleybus depot. Strangely, in July 1965 the pop group "The Animals" released "We Gotta Get Out of This Place" which became our anthem.

We didn't want to take an unpainted 260 to EM and we had heard of this brilliant painter George Gray who kept the Reading Corporation vehicles looking so smart. I went to see him and, after he visited 260, he agreed to hand-paint the exterior (except the nearside), the interior ceilings, staircase, etc. He also agreed to hand-paint all the adverts on the exterior of the vehicle plus the

Trolleybus roundel on the front. George did a wonderful job and 260 duly left Smith's looking resplendent, towed by KJH 900, on 31 October 1965. The staff at EM were ex trolleybus men and they became wonderfully supportive and within a short time we were allowed to start stripping the paint from the nearside of 260; once this was completed George Gray commuted from Reading to complete the repaint.

London 1521

A major step in the setting up of the London Trolleybus Preservation Society, although we didn't realise it at the time, was when the Historic Commercial Vehicle Club (HCVC) asked if we could move London trolleybus 1521 for them from Measham to their Museum site at Carlton Colville. 1521 had the distinction of being the last trolleybus to run in London when it entered Fulwell depot in the early hours of 9 May 1962; the vehicle was then presented to the HCVC by Cohen's, who had scrapped approximately 1500 trolleybuses on behalf of London Transport.

We jumped at the chance to tow 1521 with KJH 900; however, the journey from Measham to Carlton Colville was a long way and there was a low bridge approaching Carlton Colville. Therefore, it was agreed to attempt the tow in two sections: Measham to Uxbridge on 21 November 1965 and Uxbridge to Carlton Colville in the spring of 1966.

No.1 in the charts was the classic
"The Carnival is Over"
by The Seekers

Page 211, upper: It's March 1965 and the original paintwork on London 260 is in the process of being stripped off at Smith's of Reading. Derby 172, South Shields 204 and Reading 113 are in the view.

Page 211, lower: It's 31 October 1965 and as it was only a relatively short tow from Reading to Edmonton we only stopped once for a cuppa. The location is The Ace Café on the A406 North Circular Road in North London. 260 is looking great with its new paintwork!

Page 212, upper: We have arrived at Edmonton Depot where 260 will spend the next twenty-one years.

Page 212, lower: London 1521, looking unkempt, standing where it had been on display for three years outside "The Midland Motor Museum" at Measham. Being out in the open had taken its toll on 1521 so it was the perfect time to move the vehicle.

Page 213, upper: On the way to London we stopped at the Newport Pagnell Services, on the M1 Motorway, for well-deserved refreshments. It was a dreadful day and in this view the team were discussing the trip so far. There was one problem; 1521 had no working windscreen wipers and when it rained heavily it was impossible for the driver, me, to see where I was going. It was a good job we had an understanding driver, Mike Dare, on KJH 900 who took this into consideration.







▼ The destination was HCVC member Ernie Quinten's yard at Uxbridge which we are just approaching. All hands were helping to make sure we performed this tight left-hand turn without damage to any vehicle.



MUSEUM & PRESERVATION NEWS

Edited by Dave Hall



The Trolleybus Museum at Sandtoft

The last event of the year was Twilight on 1 November. The Museum will next be open to visitors on 4 – 6 April 2026, with the 1940s event on the Saturday and Sunday. The first full week of opening will immediately follow, from 7 – 10 April. All the open days for 2026 can be viewed on the Museum's website using the drop-down menu to select individual months. When all the events have been arranged they will also be shown on the website.

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

The site will remain active during the winter months, with volunteers attending regularly, particularly on Wednesdays, to carry out vehicle restoration and site maintenance, etc. There will also be Sandtoft & District Railway working parties on the following dates:

- Monday 10 to Sunday 16 November,
- Monday 8 to Sunday 14 December,
- Sunday 11 to Sunday 18 January,
- Sunday 8 to Sunday 15 February,
- Sunday 8 to Sunday 15 March.

It is likely that some general working parties will be arranged to coincide with some weekends.

All help will be appreciated!

Cardiff & South Wales Trolleybus Project

Over the last two months, most of our work has centred around 243 the Cardiff



Fitting the front springs to Cardiff 243
[Keith Walker]

"Doodlebug", as we decided its size is more manageable. With the front springs awaiting fitting, our recent addition to the team, Bob, a specialist in painting, completed cleaning and freshening up the under-cab area with Silver Hammerite paint, highlighting other items in red. We then attempted to fit the axle assembly, not an easy task being laid on the depot floor,



Cardiff 243 fully illuminated during a full electrical test
[Keith Walker]

but after dragging each spring manually into position with a palletiser truck, hydraulic jack and a large baulk of timber, we were able to lift the whole assembly into place and have since completed its installation.

Internally, the library racking has been removed to enable the front internal ceiling lights to be fitted and electrically tested. Both the internal ceiling vents (made in-house) were fitted along with other items such as internal trim strips. There were two inspection hatches, one on the offside over the compressor and one centrally at the front, for access to the handbrake adjuster. Both required new metal frames and new timber.

Our next team decision was to apply internal paint around the window frames, which we assumed was red, but after consultation and a few cups of tea it's been relegated to being undercoated.

Externally 243 has carried a number of dents so these have received body filler

and await a final rubbing down. We have moved a very large quantity of aluminium floor treadplates from our stores, identifying them from line drawings, accounting for any missing items and cleaning the ones we have.

Our decker 262 has taken a back seat, especially as its lower saloon is now used for book/fundraising storage. However, our Chairman, John, has been able to complete its window slider fits, then moved on to the rear emergency door and reunited it with its locking mechanism.

Like all similar vehicle restoration groups we are in need of new local members willing to help at Barry and learn new skills whilst restoring a trolleybus. If not local, why not join and follow us via our bimonthly informative journal. Our membership rates start at £18. We are a very friendly group and would love to see you join us. Email me at kpwalker018@gmail.com for further details

Keith Walker

East Anglia Transport Museum

London Trolleybus Event The annual September Trolleybus Weekend event this year featured the four resident London

vehicles, namely C class 260, H class 796, K class 1201 and L Class 1521.

On Saturday 27 September the museum opened at mid-day and was to remain open until 21.00 for twilight running. Initially 1201 was in service, eventually joined by 796. London tram 1858 (HR/2 Class) and Sheffield tram 513 also provided a service. In the mid-afternoon 1201 was replaced by 1521 and luckily for me I managed to get a ride on it due to it making only one trip, as a steering fault developed and the driver, David Hanchett, could not steer it properly with a heavy load of passengers. It was then taken out of service and replaced with 260.

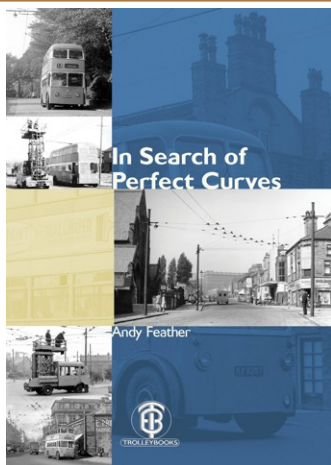
The evening arrived and once the light had faded, it was lovely to see the vehicles operating with headlights and saloon lights on. Very atmospheric! Two motorbuses, RM613 and BL88 (Bristol LH) joined the evening service.

On the Sunday, the museum opened from 11.00 to 17.00 and followed the pattern of the previous day. 1521 was used to run empty on demonstration runs for a time as well. It was a very enjoyable weekend.





▲ This twilight view encapsulates the atmosphere of the occasion. London tram 1858, RM613, London 796 and 260 loading passengers. [D Hall]
 Page 215: London 1201 with Sheffield 513 and London 1858 at the start of the event. [D Hall]



A riveting account of what it was like to be part of Britain's longest-lived trolleybus network. Written by someone whose boyhood fascination with all things overhead became the often nightly accompaniment of tower wagon crews and ultimately his first job. Andy Feather's insight, gained first-hand during the final years, is unique, comprehensive and powerful.
 126 pages, 251 pictures plus 16 maps and diagrams. Hardback.
 Available from BTS Sales - <https://www.britishtrolley.org.uk/shop-intro/>

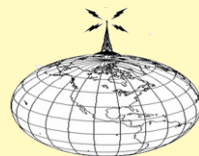
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World News

Edited by Colin Page



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

BRAZIL São Paulo (S P Trans)

The first of the low-floor trolleybuses from the manufacturer Busscar, dating from 2007 to 2009 (fleet numbers 1764 to 1773) are currently parked out of service but are still operational. Alongside is the unique vehicle by Ibrava numbered 1901. The current fleet (including these vehicles) consists of 201 low-floor trolleybuses dating from 2007 to 2014. They run on a network of 181 km of overhead wiring which was completely renewed in 2011-2020.

The Mayor of São Paulo has decided to phase out trolleybus operation by 2028 and to use battery buses instead. This has been met with clear criticism, as might be expected. An opposition group has been formed and has launched petitions to the press and to the administration and Mayor.

However, the first line changes have already taken place. From May 2024, line 2002-10 has been served by electric buses, of which sixty are now in service in the city. The traditional line 408-A from Machado de Assis to Cardoso de Almeida has been served by twelve electric buses since July 2025.

CHINA Beijing

Lines 42 and 116 were converted to electric buses in the first half of 2025, with line 124 following in August 2025. No new trolleybuses to replace the 2012-14 Neoman trolleybuses has been announced, so the number of operational vehicles will reduce by retirements. Currently, the number of vehicles in operation is around 1,150.

Twenty-eight lines are still operated by trolleybuses, often in battery mode on longer routes in the centre, where the overhead wires have been removed in various places. Changing and disconnecting from wires occasionally happens even when driving before the next stop is reached, where the trolley poles are locked onto the roof.

The lines are: 3, 6, 19, 22, 38, 65, 70, 101-111, 113, 115, 117, 118, 128, 135, 301 and BRT1, 2 and 3.

CHINA Hangzhou

Thirty new Yuancheng DNC6129BEVGS battery-powered trolleybuses with a 141 kWh traction battery are gradually being introduced into Hangzhou. They are manufactured by Geely Yuancheng which is appearing in the trolleybus market for the first time. The 12-metre trolleybuses are partially low-floor, with steps in the rear area behind the second door. They will be used on lines 151 and K155. The tender was published at the end of 2024 and included delivery within no more than 120 days of award and commissioning after a further 30 days.

CZECH REPUBLIC Brno (768, 766)

From 25 March 2025 to 1 September 2025, operation of trolleybus routes 31 and 33 was curtailed under the Křenová railway viaduct at the Hlavní nádraží (main station) turning loop to allow extensive refurbishment of the viaduct. During its complete closure, routes 31 and 33 ran via Hladíková, Masná, Mlýnská and Rumiště streets, where the replacement stop for Hlavní nádraží was set up, and returned to the regular routes to Slatina and Šlapanice via Křenová Street and the Vlhká stop. The tunnels used by trams were reopened as work progressed and trolleybuses used them on battery power to get to the turning loop.

After the completion of the construction work for the city ring road with the construction of large bridges over Tomkovo Square and the Svitava River and an overpass of more than half a kilometre over the Maloměřice marshalling yard, trolleybus line 25 has been running to Novolišeňská again since 15 December 2024. Line 26 will continue to terminate at Štefánikova čtvrtá, while trolleybus line 27 from the Stará Osada bus station from the Údolíček stop will complete the section to Jírova. Due to construction work on Jihlavské Street between the intersections

with Netroufalky and Dlouha streets from 30 June 2025, until the completion of the works, expected in December 2025, line 25 is being shortened to Bohunice Hospital.

CZECH REPUBLIC Chomutov – Jirkov 769, 768

The tender for eight articulated trolleybuses has been won by Škoda Electric who will supply the 33 Tr SOR articulated model. Delivery could be in 2026 but depends on when orders are called off from the framework agreement. They will have two driven axles, deemed necessary because of the hilly routes they will be used on, and with a declared off-wire capability of 15 km. By specifying design parameters that meet those of routes 301 and 302 it can be assumed that these are where they will see service. Solaris did not participate, not having a Škoda driveline and Bozankaya did not meet certain tender eligibility criteria.

CZECH REPUBLIC Pardubice (769)

On 21 September 2025 Dopravní podnik města Pardubic a.s. commemorated the 65th anniversary of the Škoda 8 Tr by running 136 (built 1960) on route 1 between Jesničanky, točna and Slovany, točna on four journeys, from 10.03 to 12.03 and 14.03.

A week later DPMP commemorated the 30th anniversary of the end of operation of the Škoda 9 Tr by facilitating the running of 353 (built 1979 and belonging to the Pardubice Association of the History of Railway Transport) on route 7 between Hlavní nádraží to Rybitví, UMA točna on four journeys from 08.30 to 15.30.

GREECE Athens (770, 769)

A message on social media has indicated that the Deputy Minister of Transportation has announced in an interview on 10 October 2025 that a decision has been made by the Ministry to renew the trolleybus fleet and with some being provided with in-motion-charging. No other details were provided. Although we have not been able to confirm this, on 25 September a Greek newspaper quoted the OSY CEO, Stefanos Agiasoglu, as saying that new IMC trolleybuses are to be purchased and that wires will be removed in the centre of Athens and of Piraeus.

HUNGARY Szege (764)

Two Solaris Trollino 12 ACs have been acquired from San Remo (their 1800 and 1801) in February 2025 and numbered T-877

and T-878. In 2025 eight rosters on routes 5 and 6 and four on route 9 are being operated by a fleet of 16 rigid trolleybuses, including T-400 to T-403. Routes 8/10 and 19 use articulateds of which eight Škoda 15 Trs and a number of Ikarus-Škoda Tr 187.2 (batch fleet numbers T-450 to 462) are operational. These latter trolleybuses have been undergoing refurbishment in a workshop in Budapest. The four articulateds bought from Salzburg at the end of 2024 (their 316 to 319) remain non-commissioned as of autumn 2025.

ITALY Pescara (770, 771)

The opening of the line V1 for public service occurred on 11 September 2025. The first trolleybuses left the railway station at 06.05 and Montesilvano at 06.45 with a service interval of ten minutes. Last departure is from Pescara at 20.45. Both termini are unwired. Only the front of the Exqui.Cities is painted green. The main livery on the sides is white with a yellow swirl line. They have two traction motors installed.

It is planned to buy two Yutong 18m trolleybuses, presumably to replace the two Exqui.City trolleybuses that are not in working condition.

NORWAY Bergen

The Regional Council announced on 1 October 2025 that it had decided the single trolleybus line should be closed by 2030. This coincides with the end of the existing operating contract with Bybanen AS. One main problem is that many of the traction poles have become life expired. Some date from the start of trams in 1912. This has prompted a debate as to whether significant investment should be made in a renewal programme of these and the electrical supply network when, also, the existing fleet of ten Solaris Trollino 18s reach the end of their planned service lives in 2030 and could be replaced by well-proven and cheaper electric buses. The existing poles would require focussed maintenance and therefore financial investment until then if trolleybuses do continue. Several locations have however been provided with new overhead. Bybanen indicates it sees little point in spending money now on new poles if the line is to close in four years' time and argues for closure by 1 January 2026. The Council is reviewing the situation as it did not make a definitive statement about investment when it

made its announcement. An answer is awaited.

ROMANIA Timișoara (771, 768)

One of the batch of twenty-five new Bozankaya SNG 18T articulated trolleybuses was exhibited at the Busworld 2025 exhibition in Brussels, from 4 to 9 October.

SWITZERLAND Winterthur (764)

With the issue in July 2025 by the Federal Office of Transport of the building permit, work is expected to start in December 2025 on the electrification of motorbus line 7, with completion in September 2026. In the west, new wiring will be installed from the existing wiring (of lines 1 and 5) at Gaswerke to Fachschule im Schlosstal from where trolleybuses will continue off-wire in battery mode to Wülflingen Bahnhof. On the eastern section wires will be installed from the existing wiring of route 5 at Grünenstrasse to Im Link. From there the route continues off-wire to a terminus at Elser Melcher. A total of 5km of new wiring is required on these two sections. Twelve Hess LighTram 19DC trolleybuses have been added to the order for six (which were introduced into service in 2024) and are expected to be delivered in late 2026 replacing motorbuses.

The electrification is being co-ordinated with the opening of the new railway crossing bridge at Grütze Bahnhof scheduled for 5 September 2026 and onto which line 7 will be diverted when it is opened. Hence wiring is being installed along Sulzerallee across the bridge and where new stops at Im Link and Minervaplatz are being provided.

USA Dayton (771)

Trolleybuses returned to use on route 1 when the eastern terminus was changed to Eastown Hub on 31 August 2025. Trolleybuses from that date are therefore running on Route 1 from Westown Hub to Eastown Hub via Third St and Woodman Drive (approximately 4.5 miles off wire). Route 3, starting on that same day, operates from Troy and Leo to Eastown Hub via Wayne

Ave (approximately 0.5 miles off wire). Route 4 runs from Westown Hub via Hoover/Oakridge, Xenia and Linden to Eastown Hub. Route 7 operates from Meijer on North Main to Eastown Hub via Main and Watervliet (approximately three miles off wire on the north end and 4.5 miles on the south end). Route 8 runs from Northwest Hub via Salem, Germantown and Lakeview to Westown Hub.

In early October new wiring was being reinstalled along Watervliet Avenue, on the south leg of route 7. The right-turn switch at Wayne/Watervliet/Arbor was installed on the 6th. Further south, feeder cables and span wires have been up for some time. New wires will be installed during the next few weeks but how far down Watervliet they will go isn't known yet.

The RTA is planning to operate the preserved Marmon Herrington 559 on Saturday afternoons from 16.00 to 18.00 in downtown Dayton in the four weeks from 29 November to 20 December, adorned in Christmas decorations and with Santa on board.

With thanks to: Československý Dopravák, Pízenské trolejbusy, Škoda Group, Sustainable Bus; Trolley:motion, Stadtbuss Winterthur and www.daytontrolleys.net.

Rear Cover captions: Saint-Étienne's New Trolleybuses. Photos by Yves Agulles.

Upper: STAS presented its new buses to the public on 28 August. Seen in front of the Saint-Étienne Châteaureux station is a new Solaris/Škoda Trollino 18 articulated trolleybus which will be used to convert line M6 to trolleybus operation. If all goes well, this should happen in spring 2026. Alongside it is an Iveco Urbanway 12 CNG, intended for the M2 and M5 lines.

Lower: Another new Solaris is seen on delivery on 30 September .

