

TROLLEYBUS

Vol. 65 No. 778

May 2026



The Magazine of the British Trolleybus Society



*Lyon Route TB12 Inauguration
London 260 in Brighton
Potrero Depot
Porto 140 on Tour*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 778. May 2026

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BTS NOTICE BOARD

Reading Meetings

Held at the Reading District Oddfellows' Hall, 118b Oxford Road, Reading RG1 7NQ. Admission: There is no charge. However, a suggested donation of £3 for BTS/NTA members or £4 for non-members would be appreciated to help cover the cost of hall hire and refreshments. Meetings commence at 19.30. Organised by the BTS. NTA members are welcome.

Meetings Organiser Graham Bilbé, 12 Belle Avenue, Reading RG6 7BL. Email grahamebilbe@btinternet.com

Friday 5 June

- Shaun Bradbury with video of Blackpool Trams and other UK systems.

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. All meetings commence at 14.30.

Meetings Organiser John Parkin, 59 Beechwood Court, West Street Lane, Carshalton SM5 2QA. Email trolleybus654@aol.com.

Wednesday 20 May

- John Parkin – Trolleybus medley at home and abroad – “What comes next?”

Wednesday 17 June

- Martin Eady – Provisionally Switzerland

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 10 June

- Presenter and subject to be advised

Monthly Prize Draw Winners

April Draw Winners to be advised next month

National Tramway Museum (NTM) Crich

Model Tram, Bus and Railway Exhibition at Crich

- Saturday 15 and Sunday 16 August 10am to 5pm both days
- Model Building Demonstration Stand, Layouts and Traders
The National Tramway Museum, Crich, Derbyshire, DE4 5DP
John Huddleston 07779 792448

BUMPER EDITION

Because we have so much to report this month, including the closure of San Francisco's Potrero Depot and the launch of new trolleybus service TB12 in Lyon, we have added four sides to this edition. There is no Museum & Preservation News this time, but we will catch up next month.

Front Cover: On the day that Lyon's new trolleybus line TB12 was inaugurated, new Hess lighTram 19 DC 4921 on Boulevard Honoré de Balzac crosses a tram line, resulting in some interesting overhead special work.

[Jordan Gondeau]

TROLLEYBUS 778

Lyon's New Route TB12

Report and photos by Jordan Gondeau

The inauguration event began at 11.30 AM on 28 February at the Kimmerling Genêts terminus in Villeurbanne. Two trolleybuses were chartered for an exclusive inaugural run heading to the Part-Dieu Servient stop, reserved for the press, local authorities, and a select few guests. One of the drivers for this inaugural run was José Da Silva, Trolleybus Operations Expert at Keolis Lyon. During the trip, an audio presentation was broadcast to explain the overall scope of the TB12 project.

Speeches and Metropolitan Synergy

Upon arrival, guests gathered at the Tour Part-Dieu for the official speeches. The Mayor of Lyon (Grégory Doucet) and the Mayor of Villeurbanne (Cédric Van Styvendael) emphasised that the primary goal of this new line is to erase the historical "border" between the two cities.

They also took the opportunity to highlight the connection with the extension of the T6 tramway line in eastern Lyon, which was launched a few days earlier on 14 February. Following this official presentation, the two trolleybuses entered commercial service, and the public was able to ride

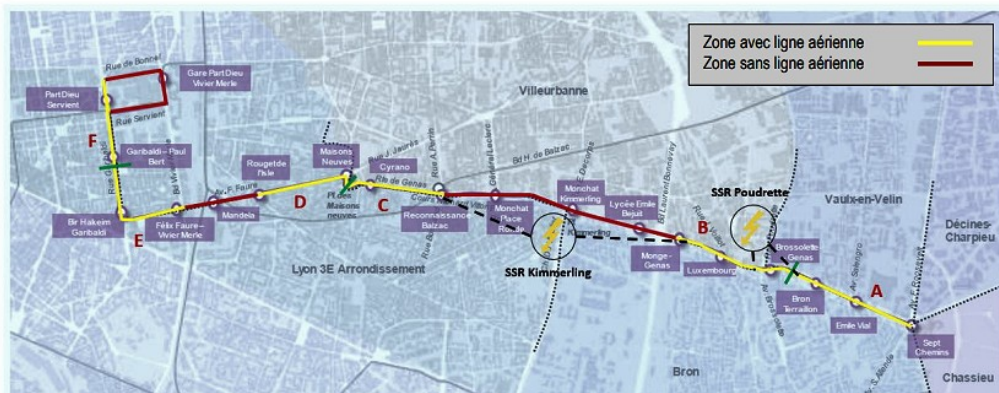
the line for free throughout the day on the 28th.

Rolling Stock and Network

The TB12 line is operated exclusively with Hess lighTram 19 DC (49xx series) vehicles.

Future Extensions

The development of the network in this area will continue in several phases. The first that has been confirmed will be towards the Sept Chemins commercial district in Vaulx-en-Velin during 2027. In the longer term, date to be confirmed, the project includes a third section extending to Parilly, beyond Sept Chemins. The goal is to create a fast North-South link serving major hubs: economic and commercial activity zones, university campuses, and densely populated residential areas. This extension will improve access to key sectors such as Porte des Alpes, the Saint-Priest technology park, and neighbourhoods undergoing urban renewal. It will contribute to sustainably structuring daily commuting across the eastern metropolitan area.



 The map details the sections of the route equipped with overhead lines and those operating on batteries and includes the first planned extension. [SYTRAL]



↑ Trolleybus 4901 is followed by tram 821 on the reserved track on its way to the launch of service TB12.



← 4901 behind the launch ribbon.

➡ José Da Silva,
who drove an
inaugural
trolleybus.



⬅ On the
afternoon of the
launch of TB12,
4903 waits at
Rouget de Lisle
underneath
rewiring funnels.

➡ An atmospheric
evening
view of
4921.



Sixty Years Ago: London 260 at the London to Brighton Rally

Story and photographs by Tony Belton

In the November 2025 issue of Trolleybus (772) we showed London trolleybus 260 being moved from Smith's of Reading to the London Transport Edmonton (EM) bus garage on 31 October 1965. This edition shows the next step in 260's life when it took part in the 1966 annual London to Brighton rally, exactly sixty years ago.

The staff at EM were ex trolleybus men who were 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, who had repainted 260 apart from its nearside, commuted from Reading to complete

the repaint. We had to work fast as we had entered 260 for the Historical Commercial Vehicle Club's annual London to Brighton rally on 1 May 1966.

We towed 260 from EM garage on 30 April with towing vehicle KJH 900 and had arranged for the two vehicles to be stored overnight in Clapham Museum. This was good as it gave us a couple of extra hours' sleep the following morning.

**No.1 in the charts was
The Walker Brothers with
"The Sun Ain't Gonna Shine
Anymore"**

📍 A view of London 260 in EM garage with Norman Wain and myself putting the finishing touches to the stripping of the paintwork on the vehicle's nearside.





↑ Collecting KJH 900 and 260 from Clapham Museum, where it had been stored overnight, on Sunday 1 May ready for the trip to Brighton.

↓ Parked on Marine Parade at Brighton ready for the signal to proceed to Madeira Drive. A modern Southdown bus of the day is passing, BUF 281C on route 12C.





↑ KJH and 260 on Madeira Drive ready to be shown our parking position for the day. Clearly indicated is the wonderful painting job that George Gray had done on our behalf.

↓ 260 parked on Madeira Drive before it was surrounded by fellow vehicles and the crowds that turned up to see the rally.





← We were all so proud as 260 looked wonderful and we were “over the moon” when it was announced that 260 had won the “Concours d’Elegance”, a trophy for the best preserved exhibit of the year! I was delighted to have the honour of accepting the cup of behalf of the group.

→ The Rally is unfortunately over; however, we had to wait for the other exhibits of the day to depart before collecting KJH 900 and connecting it to 260 for its journey back to Edmonton. The backdrop of the beach and the sea prove it had been a beautiful day weatherwise and overall we couldn’t have asked for more!



← On the way back to London the “Crew” stopped for food, and we took time to have this photo taken. What a memory! Left to right Mike Dare, Fred Ivey, Tony Belton, Fred Kingston, Norman Wain, Don Jones and Roy Makewell. Unfortunately, I cannot remember who took the photo but thank you anyway!

The End of an Era at San Francisco's Potrero Trolleybus Depot

By Dave Hall

San Francisco Municipal Railway (known as MUNI) is a subsidiary of the San Francisco Municipal Transportation Agency (SFMTA), a unified agency that oversees public transport, taxis, bicycle and pedestrian infrastructure and parking in San Francisco. MUNI currently operates a fleet of 278 trolleybuses. 5701-5885 are New Flyer XT40s (standard 40 feet low floor trolleybuses) which entered service between 2017-2019. 7201-7293 are New Flyer XT60s (articulated 60 feet low floor trolleybuses) which entered service between 2015-2018.

The trolleybus fleet operates from two depots. One in the north of the city located on the corner of Geary Boulevard and Presidio Avenue (known as Presidio Division) and the other located in the Mission district of the city at the junction of Bryant Street and Mariposa Street (known as Potrero Division).

The Presidio depot houses 132 vehicles and is where XT40s 5754-5885 are based. From there they operate the following routes:

- Line 1 California (Drumm Street/Clay Street to 33 Avenue/Geary Street)
- Line 2 Sutter (Ferry Plaza to Presidio Avenue)
- Line 6 Hayes/Parnassus (Civic Centre to 14th Avenue/Quintara Street)
- Line 24 Divisadero (Jackson Street/Fillmore Street to 3rd Avenue/Palou)
- Line 31 Balboa (Cyril Magnin Street/Market Street to Ocean Beach)
- Line 33 Ashbury Street/18th Street (Cherry Street/Jackson Street to 25th Street/Potrero Hill)
- Line 45 Union/Stockton (Caltrain Depot to Lyon Street/Greenwich Street)

The original depot was constructed for the operation of streetcars in 1912 and known then as "Geary Car House". This building was the operational hub of the San Francisco Municipal Railway, the nation's first publicly-owned transit agency in a major city.

Built on bedrock from reinforced concrete, the original building had shops and storage, garages, a three-storey office tower, and an Art-Deco style relief sculpture above the bronze entrance doors.

In 1914, the rapidly expanding MUNI system required more staff and more room, so the second storey of offices was added above the streetcar storage and maintenance tracks along Geary Boulevard. Inside the shops, staff did everything from repairing collision damage to overhauling electric motors and major mechanical parts.

Following World War II, as many streetcar lines across the city were converted to bus and trolleybus operation, the days of streetcars at Geary came to an end. In the late 1940s, a major project was undertaken to construct a yard and garages on the north end of the building for Muni's growing fleet of trolleybuses. After this renovation, the facility became known as Presidio Division.

In the years following the construction of the bus yard, the building was remodelled to alter and update interior workspaces to meet the organisation's changing needs. The arrival of the XT40s provided an improved modern transport system, yet the majority of facilities supporting those investments are well beyond their useful life. The existing Presidio Yard is considered no longer suitable for modern bus maintenance. The facility is structurally unsound,

obsolete, and must be rebuilt. The modernisation project will create larger bus maintenance bays and a modern, efficient work environment, allowing for a more convenient and reliable bus service. A modern, seismically strengthened Presidio Yard will also make transit service more resilient in the event of a natural disaster. A date has not yet been announced for when the rebuilding will commence. With the modernisation of the only other trolleybus yard at Potrero now underway, it will probably be some time before work starts on the Presidio depot.

The trolleybus yard at Potrero Division housed 146 trolleybuses, XT40s 5701-5753 together with the entire fleet of XT60 articulated trolleybuses 7201-7293. The following routes operated from Potrero:

- Line 5 Fulton / 5R Rapid (SF Transit Centre to Ocean Beach)
- Line 14 Mission (Ferry Plaza to Daly City)
- Line 22 Fillmore (Bay Street and Fillmore Street to University of California Mission Bay)
- Line 30 Stockton (Caltrain Station to The Presidio)
- Line 49 Van Ness / Mission (North Point and Van Ness Avenue to City College)

The XT60 vehicles operate on all lines apart from line 22 and short workings which are usually operated by the XT40 trolleybuses.

Opened in 1915, Potrero depot is San Francisco's oldest MUNI bus yard and has been a central transport hub for transit operations for over a century. It was a single storey building, originally housing around 100 streetcars with a small yard (known later as the lower yard) to the side of the depot.

MUNI purchased its first nine trolleybuses in 1939, built by the St. Louis Car Company and allocated fleet

numbers 501-509. They were based at Potrero. However, these were not the first trolleybuses to operate in the city. The Market Street Railway Company (MSRC), which provided rival transport services in the city, had commenced trolleybus operation from a depot in Market Street near Valencia Street on 6 October 1935, using nine trolleybuses built by J.G. Brill (fleet numbers (51-59). They operated on Line 33 which was inaugurated in 1892 as a streetcar route. At the time of conversion to trolleybus operation the route had operated from Third and Harrison Streets (Downtown) to Waller and Stanyan Streets (Golden Gate Park).

The MUNI trolleybuses did not enter service until 7 September 1941 when Line R 'Howard' commenced operation, running from Beale and Howard Streets to Army Street (now Cesar Chavez Street) and was designed to partially compete with MSRC's trolleybus route. By this time the Potrero depot building had an extra storey added and an upper yard was built.

The MSRC continued to operate electric streetcars throughout the city, the Powell St. cable car lines, and a growing fleet of buses, but relations were not good with the city, which controlled their franchises, and on 16 May 1944, voters elected to purchase the operative properties of the MSRC for \$7.5 million and the company sold all its assets and operations to MUNI. MSRC's nine Brill trolleybuses were transferred to Potrero. As more streetcar routes were converted to trolleybus operation, the trolleybus fleet expanded rapidly between 1947 and 1951, with 300 vehicles purchased and split between the Presidio and Potrero Divisions. The streetcar lower yard at Potrero was extended in 1948 in readiness for this and was expanded

again in later years to accommodate 146 40-foot and 60-foot trolleybuses.

In 2017 the San Francisco Municipal Transportation Agency identified Potrero depot as the first facility to undergo modernisation and a \$2 billion capital program aimed at replacing an obsolete, century-old bus yard and transitioning it with 54% more room for an all-electric fleet of trolleybuses and battery buses.

The project as originally planned involved rebuilding the yard into a three-storey, earthquake-safe and sustainable maintenance and storage facility, designed to improve operational efficiency and working conditions for staff. The redevelopment would also integrate over 500 units of affordable housing and commercial retail spaces built over the roof of the yard. Innovative design features include enclosed maintenance areas, natural light for employee wellness, noise and vibration mitigation and public visibility through glass walls.

In 2025 it was realised that the scope of the project was unaffordable as MUNI's budget deficit had grown to \$307million in the years following the pandemic. The yard will now be rebuilt but the plans for housing have been scaled back and will be restricted to 100 units on the Bryant Street side of the open depot yard. Despite the project not yet being approved by the SFMTA Board of Supervisors, plans were made for Potrero depot to close on 14 February 2026.

A week before closure, on Friday 6 February, a farewell party for staff was held at the depot and was very well attended. Preserved Marmon-Herrington trolleybus 776 visited its former depot for photographic purposes during the last week.

On the last full day of operation, Friday 13 February, XT40 5735 was the last to 'pull out' of the yard to take up service on the Line 22 Owl

(overnight) service. The last trolleybus scheduled to 'pull in' to Potrero was from line 5 following the end of the Owl services, but it arrived back early on Saturday 14 February and so the honour of being last home passed to XT60 7262 from line 14 at approximately 06.10.

From information I have received from enthusiasts on a local Facebook group, the following changes now apply. Operators (drivers) report for duty at Islais Creek Yard at Cesar Chavez Street and obtain their 'Paddles' (running cards) and paperwork from the despatcher. They then walk the short distance to Marin Yard in Marin Street where they collect their XT60 trolleybus and depart to their starting point. About 40 of the 93 XT60s are to be accommodated at Marin Yard from where approximately 18 of them will operate daily on Lines 5/5R (Fulton/Fulton Rapid) and Line 30 (Stockton) on Mondays to Fridays. These routes will be covered by diesel hybrid buses at weekends. The plan is to rotate a batch of stored vehicles in and out of service every couple of weeks to maintain their fitness for service. Any vehicles requiring their batteries to be re-charged will have to visit the nearby Muni Metro East maintenance facility (located on 25th Street).

The other 53 XT60s plus about 40 XT40s will all eventually be stored at Muni Metro East maintenance facility located on 25th Street but for now, most of the XT60 fleet and some XT40 trolleybuses not in use are still housed on the lower yard at Potrero.

The remaining 13 XT40 trolleybuses were transferred to Presidio Division to operate Line 22 (Fillmore), Line 5 (Fulton - weekends only) plus all Owl services. Lines 14 (Mission) and 49 (Van Ness) will be operated by diesel-hybrid motorbuses. Some of the remaining trolleybus Operators were

allocated to the Presidio Division for Line 22 (Fillmore) service whilst the remainder have been allocated to other Divisions.

Final approval of the modernisation project was given on 24 March 2026. The plan for the remainder of 2026 is for the project team to finalise the SFMTA's move-out from the yard, conduct additional site due diligence, and begin removing the overhead lines from the site. Demolition of the existing facility will commence in early 2027 and the project is due for completion in 2030.

In September 2025, BTS member David Hanchett and I were lucky

enough to be given a comprehensive tour around Potrero yard, its maintenance facilities and the offices. The thing that struck us was how friendly the staff were and how they showed interest in what we did at the Trolleybus Museum at Sandtoft. They showed a lot of pride in their depot and this was borne out by Facebook Group 'The end of an era at Potrero' which showed many photos of the farewell event where there were lots of emotional speeches and many posed photos. A lot of comments were also made as to how they would miss working together there.



↑ An overhead view of Presidio trolley yard.

[Google Earth]

Page 94, upper: A view of the trolley yard at Presidio on 17 September 2025 shows three of the preserved trolleybuses (Marmon-Herrington 776, New Flyer 5300 and Škoda/ETI 5538 being prepared for operation at the MUNI Heritage Weekend held a few days later.

[Dave Hall]

Page 94, lower: A great view of Potrero in 2008 with both the lower and upper yards in view. There is a mixture of Škoda/ETI 40 foot and ETI60 (articulated) vehicles plus a few New Flyer E60 articulated trolleybuses in this view.

[Lee James Harrison]



Page 95, upper: One of the large maintenance areas within the Potrero depot complex with New Flyer XT40 amongst others under repair.

[Dave Hall]

Page 95, lower: Preserved Marmon-Herrington 776 entering Potrero trolley yard on 6 February 2026 to take part in some farewell events planned at the depot over the remaining days of operation.

[David Banbury]





← A farewell party was held on Friday 6 February 2026, a week before closure and was attended by the majority of the staff based there. Following speeches and a bbq, the staff posed with 776 in the background.

[Potrero Facebook Group]



← The last service trolleybus to 'pull out' from Potrero was XT40 5735 and it is seen preparing to depart in the evening of Friday 13 February 2026 to operate on the Owl service on Line 22 - Fillmore.

[Matthew Lee]



← The last 'pull in'! XT60 No. 7262 arrives back at Potrero trolley yard having completed service on Line 14 – Mission Owl service. Depot staff can be seen congregating around the vehicle on its arrival.

[Matthew Lee]



← This photo shows how the depot will look on completion in 2030.

[SFMTA website]

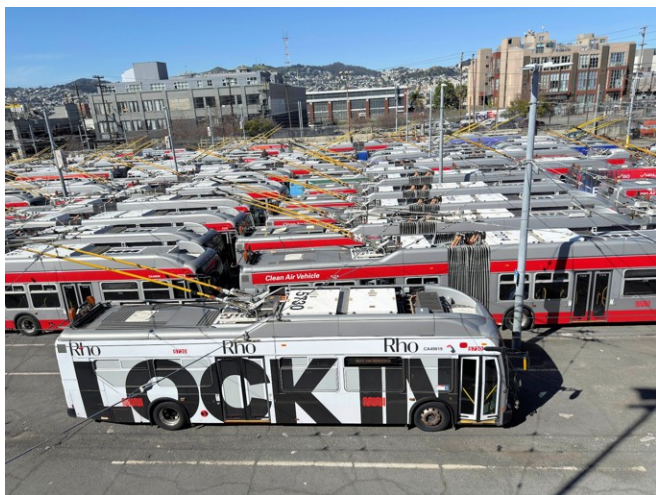


← During Saturday 14 February 2026, some XT60 trolleybuses were moved to Marin Yard from where they will operate whilst Potrero is closed. 7260 is seen on its journey there.

[David Banbury]

→ 7218 is departing Marin Yard on driver training duty a couple of days after Potrero closed.

[David Banbury]



← This view of Potrero lower yard was taken from the upper yard on Thursday 12 March 2026 and shows mostly XT60 articulated trolleybuses waiting to be taken for storage at Marin Yard and Muni Metro East yard. There is no urgency to move them as demolition of the yard will not commence until early 2027.

[David Banbury]

Thirty years ago: Porto 140 on Tour

Story and photographs by Tony Belton

On 5 May 1996, Graham Bilbé arranged a tour of the Porto trolleybus system with double-deck Lancia number 140. Following 140's withdrawal earlier in 1996, the operator (STCP) donated the vehicle for preservation to The Trolleybus Museum at

Sandtoft. STCP kindly allowed a tour using 140 on what remained of the Porto system; unfortunately, the only wiring that was energised on our visit was from Aersa Depot to San Pedro de Cova via San Roque.



 Porto was changing quickly with new roads and flyovers being built everywhere. Fortunately, the area of the Sao Pedro da Cova terminus had not changed. In this view we see 140 arriving at the terminus against a scenic backdrop.



 A rear view of 140 at Santa Eutalia, the junction where route 12 used to branch off to Gondomar. The wiring was still in situ but there was no power on the route 12 section - we did try it!



- ↑ From San Roque we returned to Sao Pedro de Cova and back to San Roque. This photograph shows 140 passing under the same road bridge at San Roque whilst on its way to Aerosa depot.
- ↓ 140 is just about to depart Sao Pedro da Cova terminus on a short working journey to San Roque.





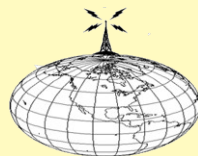
↑ This view is taken at San Roque which I hardly recognised as it had changed completely, especially with the new bridge across the road. In this view 140's booms are being changed on the short working wiring.

↓ The weather had been miserable all day but as we arrived at Aersosa depot at the end of the tour the sun came out! Typical!



World News

Edited by Colin Page



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

AUSTRIA Innsbruck (762)

While IVB, the Public Transport Authority, has not yet indicated when it is to progress with the new trolleybus installation the decision may be affected by the announcement made on 24 February 2026 by the Austrian government that IVB had been successful in its bid for funding. The joint framework agreement with Salzburg LB for the provision of new trolleybuses by Hess remains in place. The two routes planned for conversion are lines C (from Luigenstraße to Sieglanger with a 15 minute frequency) and R (from DEZ Süd to Rehgassee every 7/8 minutes). About 18km of contact line is planned but only about 4km is shared by both. It is intended that trolleybuses will also be used on adjacent night lines N1 (from Sieglanger to Baggersee) and N3 (from Gumpfstraße to Rehgassee). In motion charging will obviate the need for charging facilities being installed in the depot.

BOSNIA HERZEGOVINA Sarajevo (765, 767)

Of the ten Solaris Trollino 18 artic trolleybuses on order from March 2025, the first was expected to be delivered in April with the rest to follow during the summer.

BRAZIL São Paulo (EMTU BR) (777)

Adding to the last report, it is expected that the construction work on the BRT corridor will be finished in October. Three types of service will be provided: all-day stopping, peak limited and express. Trolleybuses will provide the full stopping service with electric buses providing the peak and express services since they can overtake the trolleybuses. Mid-service re-charging for these vehicles will take place in the afternoon at the terminal points. Providing a full trolleybus service would also have imposed a high-power demand along the

system and required more electrical sub-stations.

ESTONIA Tallinn (776)

Trolleybus 345 was seen out on the streets on 24 March 2026 for testing and proving the new and reconditioned overhead and road alignments as a prelude to resumption of trolleybus operations by July. Although it was connected to the overhead it is not known if it collected power directly at this initial stage or was using its battery. It is a Solaris Trollino 12 AC 2-axle trolleybus which was retained by TLT when the previous operation closed on 1 November 2024. TLT also retained articulated 446 as a test vehicle. 326, an earlier Solaris Trollino 12T with GANZ electrical equipment, has been kept as a museum trolleybus. 26 March 2026 saw the arrival in the city of two of the new Škoda 32 Tr 12m trolleybuses for the new services. The official handover ceremony of these was held on 8 April 2026 in the presence of



Tallinn Solaris Trollino 12 345 was retrofitted with a battery before the decision was made to renew the trolleybus fleet. It is seen on 24 March testing the new and reconditioned overhead and road alignments. [TLT]

Škoda representatives and local officials including the Mayor and deputy Mayor. A test drive followed to demonstrate the vehicle in real operating conditions.

Photographs indicate it was registered no PROOV 2228.

The remainder of the 22 32 Trs and 18 33 Trs should be delivered by May. It is anticipated that introduction into service will be phased, supplanting the diesel buses.

In November 2025 four traction poles were erected, with overhead wires connected to a power supply, at the Kopli terminus of what was route 9 when trolleybuses were withdrawn from that route in 2017. It is intended that trolleybuses will be re-introduced on it in the autumn. Much of it will be unwired and trolleybuses will have their batteries charged while waiting at the terminus. Kopli is located at the far north of the system and adjacent to a large tram depot and the sea.

MEXICO Mexico City (776)

A ceremony was held on 9 March 2026 at the Zhongtong factory in China, to witness the departure of a batch of twenty N12 trolleybuses. The 2-axle twin-doored trolleybuses, in blue livery, utilise the battery off-wire facility and include several features specified by the operator such as



A São Paulo Caio Millennium BRT articulated trolleybus. It is a Mercedes-Benz with Caio Induscar body and Eletra electrical equipment. [BRT ABC]

the areas for wheelchairs and providing 110V sockets for using hand-held equipment on board. They will be delivered in time for their first duty to bolster transport arrangements for the FIFA World Cup football tournament taking place in Mexico in June and July.

As a test for the organisation of transporting visitors to the matches, eight special routes operated by Servico de Transport Electricos using trolleybuses

were trialled on the afternoon of 28 March 2026. They ran to the Santo Thomas/ Sta Ursula stadium, with route numbers 1 to 8 and with passengers being given free rides.

POLAND Gdynia (761)

Further to T775, Bozankaya's prototype SNG 12T 2-axle trolleybus – numbered 510 when running in Prague – left that city on 6 January 2026 and returned to Ankara for rejuvenation and repaint. It has since been sent to Gdynia for at least a month's demonstration including carrying passengers. It arrived on 30 March. A registration licence plate is needed for running in European countries so it went via Bozankaya's homologation and testing facilities in Germany where this was provided. Note: such a plate was not needed in Prague as the Czech Republic regards trolleybuses as railway vehicles.

ROMANIA Bucharesti (777)

All twenty-two Yutong U12 trolleybuses (5601 to 5622) were launched into full public service from the Noi depot on 30 March 2026, with minimum fanfare. They are allocated to routes No. 86: Cartier Pajura via Gara de Nord, Foişorul de Foc and Gara Obor to Baicului. No. 93: Piaţa Presei via Gara de Nord and Drumul Taberei to Cartier Constantin Brâncuşi. No. 97: Clăbucet via Gara de Nord and Foişorul de Foc to Pasaj Mihai Bravu.

This appears to represent a regrouping of these services from this date. For example, the 86 eastwards to Baicului was previously numbered 85. With the new Yutongs now allocated to this group of routes the older Solaris T12 trolleybuses have been allocated to the route to Stadion, previously no.86 but which is now no.85. Various other routes have also been changed over the last couple of years as a result of Metro extensions and alterations to the tram system. Some of the changes to the routes include off-wire extensions. The details of the changes do not lend themselves to concise description and will be listed in a later issue.

At the beginning of April 2026, the routes listed on the stb.ro website are 61, 62, 63, 66, 69, 72, 73, 76, 79, 85, 86, 90, 93, 95, 96 and 97.

Other trolleybuses have also been sent to different depots, with all the oldest Ikarus

415T trolleybuses, numbering about thirty, now allocated only to Noi and Bercerne depots.

RUSSIA Berezniki

Trolleybuses ceased to run in this city on 28 February 2026 when 814, a Trolza-5265.00 "Megapolis", returned to the depot at 22:45 for the last time, four days short of the 65th anniversary of start of trolleybus operations. It was the last system in the Perm region.

From the opening on 4 March 1961 the system extended by 1977 to 12 routes. Just four remained at the end, served by about twenty of the Trolzas. These routes have been converted to motorbus operation. A statement on the local news channel said funds were not available to renew the depreciated trolleybus fleet and rebuild the infrastructure.

(WN Editor's note - the city is disappearing into sinkholes which are opening because of extensive mining of the potash that it is built on. Longterm thoughts are being given to evacuate the population, and which may have had an influence on the closure decision).

UKRAINE Slovyansk (738)

Trolleybus operations have ceased with effect from 3 March 2026 due to the difficulties in keeping them running because of Russian activities in the area. The system opened on 19 March 1977 and expanded to a network length of 33 km with thirty trolleybuses. This declined in the 1990s but increased in the 2000s when

funding improved. Twenty-three were listed in the fleet when this area of Donetsk was first occupied in 2014 by a break-away Russian group, causing operations to be closed from 28 May. Occupying troops were then repelled allowing areas to be returned to some sort of normality and trolleybuses to return on 1 August. In early 2022 trolleybuses were the only form of public transport providing a transport service since all the motor buses were being used in evacuating the population which dropped from about 100 to 25 thousand as a result of a second occupation. A temporary system withdrawal took place from 13 to 16 March 2022. A third occupation caused withdrawal again from 3 July. They returned on 8 November 2022, albeit with erratic operations. Matters deteriorated again in late 2025 and the decision was taken to close the system permanently and remove the trolleybuses. The overhead is now being removed after 3 March 2026 but kept for possible reuse in the future. Television pictures seen on main news channels have shown anti-drone netting being strung up in place of the wiring. Two Dnipro T203 and two Etalon T12110 trolleybuses were removed from service on 27 November 2025. Another two T203s and three LAZ 183s were removed at the beginning of March 2026. Four of these nine have gone to Poltava.

Museum News

The Trolleybus Museum at Sandtoft

May Open Days

- Saturday 2 May – Monday 4 May
Yorkshire Made and Operated, featuring buses built in Yorkshire that served in the county.
- Saturday 23 May – Monday 25 May
BTS Weekend. Come and support the Society when we feature trolleybuses from our fleet.

- Tuesday 26 – Friday 29 May
- Recruitment Day Saturday 6 June

The Museum is offering free entry for this event. Learn more about the various jobs which are essential to the Museum's operation. There is no obligation to become a volunteer, but the Museum is hoping to recruit new team members.

Rear cover captions. Lyon new route TB12. Photographs by Jordan Gondeau

Rear cover, upper: Lyon 4901 running out of service after launching service TB12.

Rear cover, lower: 4902 passes 4911 on the TB12 inaugural day.

