

TROLLEYBUS

Vol. 65 No. 779

June 2026



The Magazine of the British Trolleybus Society



*Nottingham 60
San Francisco 90
Huddersfield 541
Innsbruck developments*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 779. June 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 3 July

- Our traditional Bus Outing, leaving Reading Station (North Side) at 7.30pm PROMPT, aiming to return by about 10.00pm, no doubt visiting a hostelry!

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 17 June

- Martin Eady – Switzerland

Wednesday 15 July

- Carl Isgar - "My Early Gricing Years - 1965 - 1972"

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 & Wednesday 8 July

- Presenter and subject to be advised

Monthly Prize Draw Winners

April Draw

- £50 John O'B Smith (Staines, Middlesex)
- £40 Robin Bence (Greater Manchester)
- £30 Shaun Bradbury (Reading, Berkshire)

May Draw

- £50 Keith Manning (Knaresborough, N. Yorkshire)
- £40 David Smith (East Leake, Leicestershire)
- £30 Stephen Oliver (Marple, Cheshire)



Front Cover: It was sixty years ago in May that the first trolleybus tour using a preserved vehicle over a "foreign" system was operated. Parked in the company of a preserved Barton Leyland TD4 with ECW body number 816 (BRM 596), Huddersfield 541 will lower its booms to allow a Wolverhampton trolleybus on route 58 to Dudley to pass.

[Fred Ivey]

Sixty Years Ago: Nottingham's Last Trolleybus

Story and photographs by Tony Belton

Nottingham Corporation's "final service trolleybus day" was sixty years ago on 30 June 1966. The last service trolleybus was 522 on route 36; however, the last trolleybus entering the depot was 510 which had been on a Nottingham Trolleybus Group tour.

On the following day number 506 was used on a trip to Haydn Road Nottingham Road for the benefit of The Mayor, dignitaries, etc., after which the

vehicle returned to Parliament Street depot.

506 had been specially decorated for the occasion on the sides with '1927 CITY OF NOTTINGHAM LAST TROLLEYBUS 1966' and on the front with '1927/1966'

No.1 in the charts was
The Beatles
with
"Paperback Writer"



↑ The last service trolleybus on 30 June 1966 was Nottingham 522 on route 36. After finishing its day's work the vehicle is photographed in King Street on its final journey to Parliament Street depot.

Page 108, upper: This is 510 on the "Nottingham Trolleybus Group" tour of the system, entering Parliament Street Depot at 12.15am on 1 July 1966. This was some minutes after the last service trolleybus had arrived at the depot. 510 is at Lower Parliament Street Stanhope Street turning into Parliament Street Depot.

Page 108, lower: The Mayor and dignitaries are lined up to be photographed in front of specially decorated Nottingham 506 at Haydn Road Nottingham Road.

Page 109, upper: Many enthusiasts had congregated to photograph this occasion at Haydn Road Nottingham Road, which until the previous day had been the terminus of trolleybus route 37.

Page 109, lower: Another view of enthusiasts photographing Nottingham 506 at Haydn Road Nottingham Road.

Page 110, upper: Having returned from Haydn Road, Nottingham 506 had dropped off its official passengers and then defiantly de-wired just prior to turning into Parliament Street Depot for the final time.

Page 110, lower: De-wirement dealt with, 506 now enters Parliament Street depot from Stanhope Street for the very last time.







San Francisco at 90

Words and photographs by Tom Douce

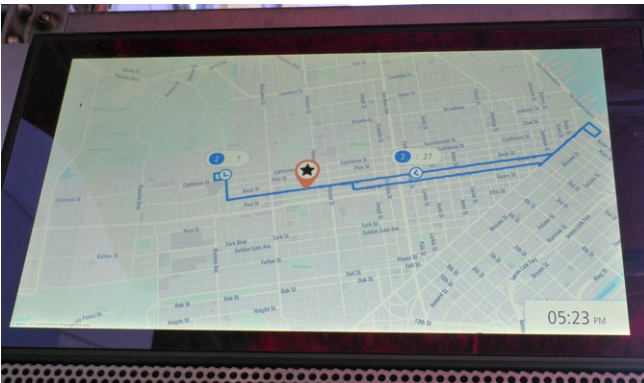
I visited San Francisco between 3 and 11 October. On the 6th of that month the trolleybus system there turned 90 years old, the seventh to do so, after

Shanghai, Philadelphia, Lausanne, Dayton, Milano and Moskva. Two more systems joined that list by the end of 2025; Lyon and Kyiv.



← After leaving the CalTrain terminus of routes 30 (Stockton) and 45 (Union/Stockton) on Townsend Street using battery mode, trolleybuses repole on 3rd Street, as shown by 5798. Saturday, October 4th.

→ Operating on route 2 (Sutter) 5871 is seen on Sutter Street, crossing the wires on Van Ness Avenue used by trolleybuses on route 49 (Van Ness/Mission). Saturday, October 4th.



← Some stops, such as this one at the corner of Sutter and Steiner Streets, display the exact location- also in minutes- on a map of the next arrival. Saturday, October 4th.



← Route 1 (California) has a high frequency, even on a Sunday afternoon/evening. 5833 departs from the western terminus on Geary Street, turning into 33rd Avenue as it does so. 5784 and 5774 can also be seen. Sunday, October 5th.

→ Against a backdrop of San Francisco Bay, 5729 u-turns on Fillmore Street, whilst operating on route 22 (Fillmore). Monday, October 6th.



← 7244 is shown on McAllister Street, crossing route 24 (Divisadero) wires on Divisadero Street, whilst operating on route 5R (Fulton Rapid). Monday, October 6th.



← 5766 descends a section of Noe Street which is claimed to be the steepest gradient used by trolleybuses anywhere in the Western Hemisphere. Tuesday, October 7th

→ San Francisco is famous for its many beautiful residences, one of which can be seen alongside 5843 on Cortland Avenue. Tuesday, October 7th.



← 5721 passes 5753 on 16th Street; the latter was "out of service due to technical issues", stated the driver. Saturday, October 11th.

Sixty Years Ago: Huddersfield 541 in Wolverhampton

Article and captions by Tony Belton with photographs by Fred Ivey

This interesting National Trolleybus Association (NTA) tour of Wolverhampton, using preserved Huddersfield 541, took place sixty years ago on 22 May 1966. This was the first preserved trolleybus tour on a

"foreign" system, which made the event especially exciting.

**No.1 in the charts was
The Rolling Stones
with
"Paint it Black"**

Page 115, upper: Preserved ex Huddersfield 541 (CVH 741) is a Sunbeam MS2 (but badged as a Karrier); it has a Park Royal body distinguishable by its front upper saloon three section window. In this view 541 has stopped to lower its booms to allow the service Wolverhampton trolleybus to pass unheeded on its way to Dudley.

Page 115, lower: View of 541 turning at Sedgley, Bull Ring which was a short working facility usable from either direction. By May 1966 the Wolverhampton system had been reduced to one basic service to Dudley (58) with short workings to Sedgley (61) and Fighting Cocks (8). Despite there only being a remnant of the system left, there was a busy headway on the Wolverhampton (Bilston Street) to Fighting Cocks section with a frequency of 2 ½ minutes at peak hours. The "Clifton" Cinema showing Sophia Loren in "Lady L" opened in 1937.

Page 116, upper: In this photo 541 is parked on the turning circle at Fighting Cocks, Dudding Road. Alongside 541 is Wolverhampton 440 on short working route 8 and behind is 424 on through route 58 to Wolverhampton which is patiently waiting for 541 to depart. Both 424 and 440 are Sunbeam Ws originally with Park Royal bodies but given new bodies by Roe in June 1959 and February 1961 respectively.

Page 116, lower: 541 is parked in Dudley Road at Sedgley with its trolley booms stowed; the enthusiasts on the tour have gone to look at the site of a former trolleybus depot in Valley Road which is to the right of the photo. Passing on its way to Wolverhampton (Bilston Street) is 444 on route 58; 444 is a 1947 Sunbeam W, originally with Park Royal body but given a new body by Roe in August 1960.



 Derby 172 under restoration on 25 April.
[James Race]

TROLLEYBUS CENTENARY

THE
LONG SHOP
MUSEUM

Celebrate the 100th Anniversary
of Trolleybus No 26!

Saturday 11th & Sunday 12th July
10am - 3pm



See our Garrett trolleybus restored to its original glory, visiting vintage and veteran vehicles, mechanical music, food vendors and more...

Main St, Leiston IP16 4ES
www.longshopmuseum.co.uk





MUSEUM & PRESERVATION NEWS

Edited by Dave Hall



The Trolleybus Museum at Sandtoft Derby 172

A start has been made on the restoration of Derby 172, a Sunbeam W built in 1944. The paintwork on the Weyman utility bodywork is now being rubbed down and some of the internal woodwork is being replaced. 172 last ran in service at Sandtoft in 2018 so hopefully in the not-too-distant future we will see her back in action.

Reading 193

Another vehicle hoping to have returned to service by now is Reading 193, a Sunbeam F4A with Burlingham bodywork built in 1961. Following an external repaint in 2021 and period advertisements sign-written in 2022, concentration turned to the interior. The nearside trolleybase was re-secured to the gantry, which required access from the upper-deck ceiling. The ceiling was then stripped down and repainted. A road test was undertaken on 24 April and a couple of minor issues required resolving before re-entry into service.

Reading 181 and Nottingham 506

Both vehicles are awaiting attention to return them to service and it was nice to see them running on demonstration at the recent six-wheeler event.

June Open Days

- Saturday 6 June Recruitment Day with free entry. Learn about the Museum and all the work that helps to keep it running.
- Saturday 13 and Sunday 14 June Open Days
- Saturday 27 and Sunday 28 June Wings & Wheels. Classic cars display on Saturday only.

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

Cardiff & South Wales Trolleybus Project

Cardiff 262 Work on the rear destination blind installation started with its two winding gear end caps having received their brass attachments, the end location plates had new rubber washers fitted and at this stage it was time to apply the



262 with its new replica destination blind installed.
[Keith Walker]

paper blind to its upper and lower horizontal tubes.

All was progressing smoothly until the bevel gearing wouldn't work as it should do when operating the winder from the platform. This necessitated more than one complete strip down and Bob found on the first strip out that some seven decades ago an over exuberant employee had drenched the inner workings with grease which had hardened with age. With a good clean and light lubrication the blind was installed and is running perfectly.

Endeavours have started to sort out the seat frames and as happens we needed a total of nine vertical handrail ceiling mounts, we had three of the four lower saloon mounts in position and then found the fourth, so where were all the five upper deck items? A

suggestion was made about our store and for once, problem solved!.

Cardiff 243 There are lots of jobs this period to report on our "doodlebug". So, let's start with John



243's folding doors following painting in Hammerite special metals primer.

[Keith Walker]

who has taken on the complete paint removal of the panelling around 243's vestibule area which has been painted with Hammerite special metals primer. He then has progressed along the inner nearside window pans and side destination box, painstakingly getting it all back to aluminium. At the entrance step with the doors off (it's easier for access) John had measured the main

step marking out the five drain holes which Rob drilled through, then the metal tubes were temporarily inserted. Following on from 262's rear blind, "Team Heatley" fitted 243's front blind.

Back inside 243 at its front panel Keith had removed its handrail and at home produced two aluminium end caps and after lining the rail up, secured it finally to the bulkhead, while outside he had made three new pins for the driver's nearside door hinges, then with Jeff from Chatham arriving for a day of trolleybus restoration, they worked beneath 243 reinstalling the motor nest of cables. During the week Keith had used insulation tape over the seven cables then overlaid these with Amalgamation tape.

On the Saturday while Keith held the cables into the three receptacles Jeff tightened it all up, then during the next visit Keith has started a major clean-up of the underside of 243 commencing at the rear and to start, he has removed the three bracket assemblies that hold the bamboo pole tube in place. The fun will continue, watch this space.

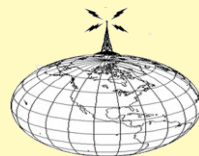
Reading 193 is on the verge of returning to service and is seen on a road test at Sandtoft on 24 April.

[James Race]



World News

Edited by Colin Page



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

ARMENIA Yerevan (768)

A sum of money which had been allocated for the construction of a new metro station has been diverted to the purchase of new trolleybuses, as announced by the Mayor at the end of March. It is deemed that the influx of these will enable the city to complete its programme of road surface transport renewal more quickly than completion of the station construction. Forty-five Chinese vehicles are already manufactured and will be delivered during the rest of this year, along with electric buses which will assist the entire removal of diesel buses from the fleet.

AUSTRIA Innsbruck (778)

Every indication in press reports is that IVB have given permission for the third trolleybus installation when they made an announcement on 22 April to this effect. The significance cannot be underestimated that as the batteries of the trolleybuses can be charged in motion then no costs will be incurred in making alterations to the depot infrastructure to install charging facilities. The changes would have been difficult because of the constrained site layout.

BOSNIA & HERZEGOVINA Sarajevo (765, 767)

The first Solaris Trollino 18 trolleybus arrived at the end of March. Delivery of all ten is anticipated by the end of the summer.

CZECH REPUBLIC Jihlava (771)

Delivery of twelve Škoda 32 Tr trolleybuses is expected in the autumn. This is seen as part of the complicated tender and order process conducted during 2025 which resulted in Škoda alone providing a quote, leading to it receiving an order which it was understood at the time was for twenty. Their arrival will enable the withdrawal of eleven Škoda 26 Trs which will be donated to the city of Lviv in Ukraine. They will be shipped free of charge in October or November, together with spares. Expected vehicles are 68, 70 to 74 and 76 to 80, of which 68 and 71 are long-term non-operational and will serve as a source of spares. Twenty 26 Trs are in presently in service from a fleet that originally totalled twenty-four.

Overhead extensions of a new line to the Jihlava-město station were observed in May as shown in accompanying illustrations. They will be connected to the network at the end of June, to be used by lines C (which passes the end of the new line at present, so will presumably divert to the station) and another line quoted as T, although currently lines operated are A - H. Details will be listed here when the impending route changes are confirmed.

CZECH REPUBLIC Praha (776)

Trolleybus operation on route 52 started on 1 April 2026, fifty-seven years to the day after the earlier operation of the 52 closed. It runs off-wire from the central terminus at Na Knížecí to Santoska, then under the wires to U Waltrovky before continuing



← *Praha will be converting three bus services to trolleybus operation this year. Service 176 will become trolleybus line 53 and all the overhead appeared to be in place when this photo was taken on 8 May. A crew is seen adjusting the overhead line on Holečkova.*

[DG Chick]

→ *Overhead fittings were in place on a new access road to Jihlava-město station on 1 May and the overhead line was reported to have been fitted a week later.*

[DG Chick]



← *Jihlava 10, a Škoda 32 Tr, is seen passing the new access road, operating on line G, which was converted to trolleybus operation in 2023.*

[DG Chick]

off-wire along U Trezorky and Radlicka to the terminus at Jinonice. Initially, just one of the four SOR TNS 12 trolleybuses, which had been rejected by Zlín, was being used in a trial mode to provide operational and driver experience, running just to U Waltrovky. The other three joined shortly after. Seven of the Bozankayas were to be added to the roster, with 515 being the first on 15 April. During this period motorbuses provided the rest of the service. At a future date and when all trials are completed there will be ceremonial conversion from motorbus 137 to trolleybus route 52 when the trolleybuses will then also run off wire to Jinonice.

To celebrate the 90th anniversary of trolleybus operation starting in the city on 28 September 1936, 509, the Škoda Electric 36 Tr trolleybus occasionally used for testing purposes, has been painted in a livery of mauve over which several black and white images of buses through the years have been imposed.

FRANCE Limoges (744)

See below: Switzerland, Schaffhausen regarding possible use in Limoges of the withdrawn trolleybuses.

FRANCE St Etienne (773, image 772)

On 27 April 2026 motorbus line M6 between Jean Moulin and Faculte des Sciences/IUT was converted to trolleybus operation when one of the eight new Solaris IV Trollino 18 trolleybuses (fleet numbers 7001 to 7008) was introduced into service. The rest of them were to be introduced into service in the next few weeks and will enable the frequency to be increased to 8/10 minutes. The new service is being marketed as M6+ and becomes the third trolleybus route running in the city, the other two being M3 and M7.

The original intention was to simultaneously make this initial conversion of M6+ to continue with an

extension from Jean Moulin through to Châteaueux but this section will now open in 2027, with the planned final extension to the Cité du Design being made in 2028.

ITALY Roma (744)

The city department in overall charge of mobility in Rome has recently indicated that better use must be made of the transport facilities, particularly of the trolleybus operations, which have been neglected in the last few years. Better use is to be made of the corridor to the south of the city, between Laurentina – Tor Pagnotta, which is presently served by route 74 from Brunetti-Metro to Laurentina). Trolleybuses run on their own dedicated bus lane and pass the depot at Tor Pagnotta. Two existing parallel motor bus routes will be converted to trolleybus operation. These are No. 72 (Laurentina – Trigatoria) and 73 (Agricoltura – Trigatoria) and will use the existing 74 wiring before continuing to their respective termini using their diesel generators. The plan to do this had already evolved around five years ago. It was activated in 2025, with the intention of increasing the frequency of trolleybus operation, only for it to stall until this year when it was decided that additional electric power was required. This is now being addressed with new substations to be installed and enabling the conversion project to proceed. The stops towards Trigatoria and the terminus have been modified to accommodate 18m trolleybuses. It is not anticipated that new trolleybuses will be required as eight of the 45 18m BredaMenarinibus Avancity HTB trolleybuses (8601 to 8645) which are currently lying out of use in the Tor Pagnotta depot are to be refurbished and returned to service. They will use their diesel generators when running in off-wire mode.

RUSSIA Yekaterinburg (773)

The first of the fifty-five new-to-Yekaterinburg UTTZ-6241.01 "Gorazhan" trolleybuses ordered at the end of 2025 was presented to the public on 13 April 2026. Five units were added to the original order for fifty placed at the end of 2025 due to the tender price being lower than expected. They follow the 49 Olgerds delivered in 2023/24, the one Avangard delivered in 2023 and the 51 Sinara 6254.00 trolleybuses of 2024/25. Media statements indicate that they form an entire fleet replacement but three years ago the service requirement was for over 200 trolleybuses. This leads to the proposition that many of the much earlier trolleybuses remain in service, especially as the new machines can operate off wire on batteries and are being used as such on new services. It is understood that a UTTZ 6243.01 articulated trolleybus with IMC batteries is being evaluated which may lead to further orders.

SAUDI ARABIA Riyadh (756)

Trolleybus operation at the University ceased at the end of February 2026 when the service contract expired. The fleet consisted of nos 1 to 14 Viseon LT20 trolleybuses of 2011.

SWITZERLAND Schaffhausen (774)

The withdrawn trolleybuses have been sent to HESS in Bellach to explore sale opportunities. One trolleybus was tested in Limoges at the beginning of the year. STCL was initially interested in purchasing them, but the deal was cancelled. According to the technical team the operation was deemed too complex because STCL wanted the vehicles equipped with an auxiliary thermal engine instead of batteries and integrating the operational aid system (SAE/ITCS) also proved difficult.

UKRAINE Donetsk.

A UTTZ-6241.01 "Gorazhan" demonstrator trolleybus, built in 2025,

was evaluated in the occupied city at the beginning of April. Donetsk is the tenth system it has visited. Local officials were impressed with its capabilities running on its batteries. It is the first new trolleybus to be seen here since the delivery in 2012 of new Ukrainian LAZ vehicles. One function it was used for was to check the existing state of the overhead infrastructure, particularly in respect of operating the latest trolleybuses with off-wire capability. The condition of the system is deemed run down, with little attention being given to it over the last ten years.

UKRAINE Kramatorsk (738)

Trolleybus operations ended on 1 March 2026. The city is in the Donetsk region and since the start of the "Russian activities" they have provided the main means of public transport. However, with a significantly reduced population (down from 130k to 80k) the network had been trimmed during 2025 to two key routes 2 and 7A using three trolleybuses. Repeated power outages and growing safety issues from the beginning of 2026 determined the end date. The nine newest Dnipro T203 trolleybuses were then sent to Kharkiv for safe keeping. At the beginning of March Kramatorsk arranged a leasing competition which included these together with seven older BKM 321 trolleybuses and which was won by the Kharkiv operator. It is not known if they survived a direct hit by a Russian shell on the depot on 29 March.

Thank you to Dave Chick, Jordan Gondeau, Československý Dopravák

MEXICO CITY TROLLEYBUSES FLEETLIST June 2026

Fleet numbers	No	Manu	Type	Delivery dates	Operator	notes
20001 to 063	63	Yu	ZK5120C	09 to 12 2019	STE	
20064 to 143	80	Yu	ZK5120C	mid 2020	STE	
21001 to 050	50	Yu	ZK5180C	end 2020	STE	
	8	Yu	ZK5120C	with below	STE	line 6
22001 to 108	100	Yu	ZK5120C	aut 22 to beg 23	STE	
23001 to 017	17	Yu	ZK5120C	05 2023	STE	
23018 to 022 ?	5	Yu	ZK5120C	after above	STE	separate order
24001 to 102	102	Yu	ZK5180C	05 to 07 23	STE	line 11
IXT10-001 to 014	14	Zh	LCK6126E	09 2022 to 12 22	Ruta 14	BRT line 10
unknown	3	?		09 2022 to 12 22	Ruta 14	
Other deliveries took place in 2024 but full details are not known						
25CTX01 to 14	14	Yu	ZK5120C	04 2025	Corr Tax	line 12
CEEM-001 to - 026	26	Yu	ZK5180C	2025	Corr Elect	line 13
CEEM-027 to ??	18	Yu	ZK5120C	2025	Corr Elect	line 13
?	42	Zh	LCK6126E	expected 06 26	?	in time for World Cup

Of the 2023/24 orders three 5120C (reg nos CE410-001 to 003) and two 5189C (CE410-004 and 005) have been allocated to the private carrier Corredor Eje 4 – 17 de Marzo, SA de CV (abbreviated CE4-17MS)

Yu = Yutong	ZK5120C 2-axle
	ZK5180C 3-axle artic
Zh = Zhongtong	LCK6126E 2-axle

STE is the municipal-owned operator
Ruta 14 is a private concessionaire.
Corr Tax = Corredor Taxqueña Aztecas S.A., a private company
Corr Elect = Corredor Eléctrico Ermita Mixcoac, also private.
Corredor Eje 4 – 17 de Marzo, SA de CV (abbreviated CE4-17MS)

Rear Cover, lower: Trolleybuses 824 and 821 (Gräf & Stift/Kiepe built in 1992) on line O on the final run on 25 February 2007.

