

TROLLEYBUS

Vol. 65 No. 782

September 2026



The Magazine of the British Trolleybus Society



*Sandtoft Gathering 2026
Teesside
Vilnius
Vancouver*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 782. September 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 2 October

- 'The Three Manxketeers' Graham, Francis and Roger - give an update on the Isle of Man following their trip in June this year.

Friday 6 November

- 'Dave Hall looks back on 125 years of service by Reading Buses. A mixture of digital photos and film of the trams, trolleybuses and buses to 1989 and digital cine thereafter including a couple of quirky films!'

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 21 October

- Jeff Tucker "Brno, Riga, St Petersburg, Sofia, Budapest and Crimea 2000 - 2004, and Prague 2025/6."

Wednesday 18 November

- Bob Hodges - Films.

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 9 September

- D Archer: A miscellany including overseas travel and working in the rail industry in the 1970s & 1980s (this will be a repeat of the talk presented on 11 Nov 2025).

Wednesday 14 October

- Lindsay Moore with another of his epic voyages using the English Bus Pass as the main method of travel.

Monthly Prize Draw Winners

August Draw held over until September Reading meeting.

Front Cover: A procession of Vancouver trolleybuses, pictured in Granville Street on the morning of 25 May 2026.

[Stephen Cobb]

The 2026 Sandtoft Gathering

Dave Hall reports on a hugely successful event. Photos by the author except where shown

The Gathering is usually the most eagerly awaited event of the operating season for enthusiasts and the public. It not only shows people that we can host a very entertaining event, but it is one of the biggest opportunities to bring in much needed revenue to sustain our fleet of buses and trolleybuses and the infrastructure. This year's event was one of the most successful we have had for a while. What is interesting though is the amount of planning that goes into the event months before to make it successful.

The engineering team worked hard for many months to make available as many trolleybuses as possible for the Gathering and were rewarded when they had made 12 trolleybuses available for service, the most since Covid, operating 97 trips and carrying 2,318 passengers.

Invites to various societies/groups and individuals to bring their classic vehicles to the event go out early in the year, resulting in 32 classic buses and coaches, 98 classic cars, 6 bicycles and 5 other vehicles attending, an increase from 92 last year to 141 in total.



People enjoying some refreshments in the yet to open beer tent on Gathering Day. Bradford 792 in the background has a fundraising poster in a window

Arranging for the attendance of a couple of food outlets to ease the burden on the Café is necessary. Inviting the Doncaster CAMRA group to bring its beer tent for the sale of alcohol is another necessity. Invites for a fairground organ and perhaps a singer are also sent out. Various societies are invited to bring their sales stalls which are accommodated inside the depot. Additional land for parking



The sales stalls draw in the crowds in the main depot.

always has to be arranged.

As the week leading up to the Gathering approaches, work starts on moving all vehicles in the main depot not required for service (except for those in the back line) to be towed out on to the back field. Those that will be used are grouped outside ready for testing and/or cleaning. Ian Metcalfe gets to work on setting up speakers around the site so that people can clearly hear any broadcasts made.

Sandtoft volunteers will have advised their availability for the weekend a week or so beforehand, so that Chas Allen can produce an operational rota for drivers and conductors. Staffing has to be allocated for the buses picking up or dropping off passengers to/from Doncaster as well as the Isle of Axholme tours. Engineering staff in attendance are on standby duty in

case of any breakdowns. Stan Collins allocates the duties for the volunteers so that all units such as reception, exhibition hall, cycle museum, café, Sandtoft Emporium, toy museum, and cinema are manned as well as appointing parking marshals to guide the public into the car park.

On Friday 24 July, all 12 vehicles that were due to operate were lined up and tested for any electricity leaks before being passed fit for service for Gathering Preview on the Saturday. This practice also took place after Gathering Preview ready for the big day itself on Sunday.

Saturday morning dawned and some of the classic buses and cars began arriving. The service commenced with Huddersfield 619, Bradford 844 and Wellington 82. I am not sure what other vehicles ran in service that day apart from Reading 193 and Rotherham 37, as I was working in the cinema, but my impression was that it was fairly busy especially earlier in the day.

Gathering Day saw a lot of activity early on. In bright warm sunshine, sales stalls were erected in the main depot, while many classic buses and cars were arriving on the back field. Derby 172 (currently being stripped of paint) and Bradford 792 were placed on display on the centre green as examples of current projects. 792 is to be adapted to work with the Museum's wheelchair lift and when completed will be the world's first double-deck accessible trolleybus. Posters were placed in both vehicles seeking donations to help fund the work. They were joined on the centre grass by some food outlets, a fairground organ, the beer tent, an ice cream van and the

singer Johnny Victory, who had proved very popular at the Museum's 1940s event at Easter.

Trolleybus operations commenced at 10.00 with three vehicles. The plan was for one vehicle to be at the bus stop whilst the other two were operating in service. As soon as a vehicle arrived back at the bus stop, the front one would depart. After around two hours, the three vehicles would be swapped for another three. The first three were Bradford 746, Wellington 82 and Rotherham 37. The next three were Maidstone 72, South Shields 204 and Newcastle 501. The third set were Reading 113, Huddersfield 541 and Cleethorpes 54. The last set saw Reading 193, London 1348 and I assume Huddersfield 631, although I didn't see it run as I was busy in the cinema.

The café and shop did a roaring trade and the queues were long for the Isle of Axholme tours. Queues also built up for trolleybus rides even though an intensive service was operated.

The part of the day that I loved most was when a former Reading trolleybus conductor, Allan Roache, made his first ever visit to Sandtoft, the trip being arranged by his wife Jill as a surprise. He was quite emotional when he had a ride on Reading 113, his first ride on a Reading trolleybus since 1968! All too soon the day came to an end. It was a brilliant weekend and every one of the volunteers played their part to make it so successful. We had well over 1,000 visitors including members, paying visitors, stall holders and guests – the highest number since 2017. The public were full of compliments for the museum and its staff for the enjoyable day they had experienced.

Page 169, upper: A line up of vehicles on Friday 24 July ready to be tested for electricity leakage.

[Shaun Mattocks]

Page 169, lower: Reading 193 departing Sandtoft Square on Preview Day 25 July whilst Bradford 844 and Wellington 82 await their turn.





← Wellington 82 and Rotherham 37 in service on Preview Day.

→ The trolleybuses worked hard during the day with long queues forming for a ride.



← Cleethorpes 54 is well loaded as it changes direction in Sandtoft Square.

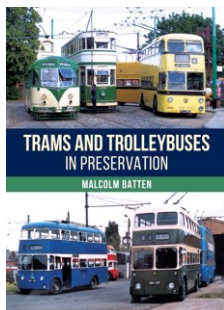


↑ The Cedes Stoll was put on display on the centre green and its trolley was connected to the special overhead to demonstrate an earlier form of trolleybus operation.

← Former Reading trolleybus conductor Allan Roache poses by Reading 113 on what was quite an emotional reunion for him.

Book Review

Trams and Trolleybuses in Preservation by Malcolm Batten.



Card covers
234 x 165 mm

96 pages, 179
photographs

ISBN
9-781398127340

Published by
A m b e r l e y

Publishing for £15.99 plus postage.

This book is divided into two sections, the first of which deals with trams. Each section starts with a "preview", showing vehicles in service, followed by museums and other displays. Trolleybuses are allocated 32 pages, including 10 devoted to the Trolleybus Museum at Sandtoft.

The book claims to cover "a wide range of locations in Great Britain

where trams and trolleybuses can be found at work or on display". Had it detailed where each preserved tram and trolleybus can be found it would have been a very useful publication. It is, in fact, an album of photographs and not a guide. Just looking at the trolleybus section you would not, for example, know that Transperience has closed (you have to read the tram section for that), or that St Helens 387 is on display in its home town, and if you want to see Portsmouth 201 you are directed to Milestones Museum, which it left some time ago.

Some simple online checks would have prevented some of the book's errors and omissions, while others could have been eliminated by proof-reading.

This publication includes some nice photos and some purchasers may be happy with that, but it does not do the job it claims to.

DGC

BTS UK Trolleybuses Calendar 2027 Now Available

Tony Belton has again made some wonderful selections from his large photographic archive. The cover and every month features superb photographs accompanied by 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. The price has been held at £12 for the calendar plus £2 postage.



60 Years Ago: Teesside Middlesbrough Road diversion at Cargo Fleet

Words and photographs by Tony Belton

Sixty years ago, between 19 March and 30 October 1966, the road bridge on Middlesbrough Road at Cargo Fleet was rebuilt. Teesside's trolleybuses, amongst all other traffic, used this bridge which crossed a goods siding. A fully wired diversion, approximately half a mile long was implemented; trolleybuses coming from North Ormesby had to bear right immediately opposite the trolleybus depot on to Old Middlesbrough Road, down to the bottom where they crossed the goods

siding level crossing. Here they turned left and made their way up to the top where they turned right, back onto Middlesbrough Road and line of route.

Trolleybuses in the opposite direction had to bear left on to Old Middlesbrough Road, down to the bottom where they crossed the goods siding level crossing; here they turned right and up to the top where they turned left back onto Middlesbrough Road and line of route.



↑ The bridge is given a pounding every day, not only by normal traffic but by the trolleybuses as well; this view is taken from opposite Teesside Railless Traction Board's (TRTB) Cargo Fleet depot. Teesside No.7 is followed by No.11 over the bridge and No.5 is parked on the depot forecourt.

Page 174, upper: View of No.16 taken from the opposite side of the bridge; this shows the traction standards and bracket arms in situ in Old Middlesbrough Road ready for the diversion wiring to be erected.

Page 174, lower: The diversion is now being used and TRTB No.17 is crossing the goods siding level crossing on its way to North Ormesby.





⬆ In August 1966 No.5 is about to turn right into Old Middlesborough Road at the start of the diversion; the photograph shows how close Cargo Fleet depot is.

⬇ On the same day that No. 5 was photographed, Teesside 17 is coming off the diversion, turning left from Old Middlesborough Road on to Middlesborough Road and back to line of route.



Vilnius

Photographs by Francis Terry. Compiled from Francis' notes and other on-line sources

The trolleybus system, which opened in November 1956, was at one time being run down, but that policy was reversed and the delivery of 41 Škoda 26 Trs commenced in 2018. Fleet renewal continued with 91 Škoda 32 Trs.

Last year Solaris won the competition to supply articulated trolleybuses and an order was placed for 73 Trollino 18s. This was increased to an order for 81 because the Solaris price was lower than expected.

By the time delivery of the new vehicles has been completed, all Škoda 14 Trs and 15 Trs as well as the 45 Solaris T15s which were delivered in 2004/2006 will have been eliminated from the fleet. As we report in World News, the two Amber Vilnius 12 AC trolleybuses, 1719 and 1720, have already been withdrawn and have been donated to Kryvyi Rih in Ukraine. Francis found that the Liubarto bridge is under heavy repair, necessitating the closure of the carriageway in the southbound direction. Trolleybuses on

routes 1, 3 and 7 therefore have to switch to auxiliary power each side of the bridge.

Several 14 Trs were seen in service on 20 June, spread across routes 4, 17 and 18 and possibly others. A few more appeared in the peak. Francis caught one on service 18 but it was in very poor condition, with a lot of rust visible inside and a loud grinding noise from the motor and gearing. After two or three miles a burning smell became apparent; the driver gave up and asked the passengers to alight. He then lowered the booms for other trolleybuses to pass and presumably phoned for assistance. A rather sad episode.

There were only ever five 15 Trs in Vilnius and the number was reduced to three some years ago. Francis did not manage to find any of them at work, but another member of the party photographed one on route 9 and found two others in apparently serviceable condition in depot 2.



↑ 32 Tr 2788 is seen with lowered booms prior to crossing the Liubarto bridge. It is passing the little synagogue for the Karaite community, a minute sect found only in Lithuania.



↑ The driver of the failed 14 Tr, 2963, lowers the booms.

↓ One of the Solaris T15s, no. 1707.





↑ Škoda 26 Tr no. 1730 shows support for Ukraine on its destination screen.

← Another 32 Tr, no. 2782.

Vancouver

Stephen Cobb visited the city ahead of the start of fleet replacement by Solaris Trollinos



➡ Articulated New Flyer 2516 turns into Kingsway off Main Street on Route 8 on 1 June 2026.

➡ 2227 and another vehicle rest at the Stanley Park terminus of Route 19 on 28 May 2026.



➡ New Flyer 2215 arrives at the terminus of the 16 Arbutus route on 24 May 2026. The yellow piping attachments on the span wires are as a result of roadworks taking place in the area and act as a warning to the workers.

MUSEUM & PRESERVATION NEWS

Edited by Dave Hall



The Trolleybus Museum at Sandtoft

Malcolm Coates donated Maidstone 56 to the Museum on 27 July. The vehicle has a Sunbeam W chassis and had a Park Royal utility body when delivered in 1944, receiving its present Roe body in 1960 and operating until the end of the Maidstone system in 1967. Malcolm has owned 56 since 1982.

Public operation of the Sandtoft & District Railway started on Saturday 8 August, less than 48 hours after confirmation was received from the insurers that railway service could commence.

September and October Open Days

- Saturday 19 and Sunday 20 September Blues & Twos Weekend.

Featuring retired emergency vehicle displays and demonstrations.

- Saturday 3 October and Sunday 4 October Eastern Buses. On Saturday only there will be a display of classic cars.
- Saturday 17 October Sandtoft & District Railway Launch Day.
- Sunday 18 October Isle of Axholme Running Day and Rally. With visiting vehicles, classic cars, and motorbus tours of the area.
- Saturday 31 October Twilight Trolleys (open 11.30 – 18.00). With atmospheric trolleybus operation after dusk.

World News

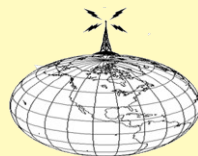
↓ *The new trolleybus line 53 to Strahov provides spectacular views across Prague at several points. Praha 511 heads for Karlovo náměstí on 7 August.*
[DG Chick]



↑ *Vilnius 1720, the second Amber prototype from 2011 heads along Vilnius Gatve towards the Station on 6 April 2016, having just crossed the River Neris. It was sent to Kryvyi Rih Ukraine in July 2026 together with its sister 1719.*
[Colin Page]

World News

Edited by Colin Page



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

AUSTRIA Linz (767)

With major road and tunnelling works starting in May 2026 in front of the west side of Hauptbahnhof the trolleybuses on the hilly western sections of routes 45 and 46 to Froschberg changed to operate in off-wire mode between these two points. However, it was soon found that when back under the wires to the east of Hbf it was not possible to recharge the batteries sufficiently to maintain the whole service of both routes with the proportion of running in off wire mode. Consequently, trolleybus operation ceased after 13 July between Froschberg and Hbf with diesel motorbuses being substituted just between these two points. The two services now connect directly across platform at Hbf into the unaltered sections of the routes; 45 to Stieglbaurnstrasse and 46 to Hafenport and on which trolleybuses continue to operate. The revised timetable advises "commuting traffic to transfer at Hbf." The works are scheduled to take until the end of 2027 but no date has been set for trolleybuses to return to Froschberg. Comments have been made as to whether they will.

AUSTRIA Salzburg (762)

The prototype Bozankaya SNG 12T arrived here on 22 July from Gdynia. Trials across the system were due to be conducted during August, particularly to off-wire areas. (WN Editor's note; all the service trolleybuses in Salzburg are articulated. Interestingly, it is believed that consideration has been given to running rigid vehicles in conjunction with trailers and in off-wire mode, but these ideas were not pursued, perhaps until now?).

ESTONIA Tallinn (781)

On 1 August trolleybus operation returned to routes 72 Mustamäe (inadvertently

described as Keskuse in T781) on-wire along Soprupe pst then off-wire to Kopli, 81 Mustamäe to Kaubamaja via Mustamäe tee and 83 Mustamäe to Kaubamaja via Soprupe pst. Fleet numbers for the eighteen Škoda 32 Trs are 6347 to 6364 and for the twenty-two 33 Trs are 6452 to 6373 (not confirmed at time of writing).

GERMANY Esslingen (768)

Delivery took place on 17 July 2026 of the first two trolleybuses from the order for 52 placed with Škoda in 2025. They herald a significant increase in the use of trolleybuses in this city which, with its operator SVE, now sees the realisation of its "100% Electromobility in Public Transport" project to have all its urban transport vehicles powered by electricity by the end of 2026. The existing overhead network will be strategically extended, which with the off-wire capability of the trolleybuses will enable many new destinations to experience their operation.

Forty-two of the Škoda trolleybuses are the 18m artic model 33 Tr of which the first has been allocated fleet number 511 with the first of the ten 12m 2-axle model 32 Tr ordered displaying 561. All are bodied by SOR, with two doors for the 32 Tr and three for the 33 Tr configuration. Both "solid" axles on the artic are powered, each with two hub motors, being considered necessary for the hilly nature of the city's terrain. Initial production units were road tested in Plzeň, running in ex-works white livery.

Notable is that they are the first trolleybuses which Škoda has supplied with liquid-cooled batteries (as opposed to the usual air-cooling method) for off-wire operations. The concept is that they allow for and therefore accept a higher electrical capacity rating and thus allow greater running distances to be provided away from the wires and power consumption climbing hills. The battery material is of a nickel/

magnesium/cobalt mix which is lighter than the more usual LTO type and from experience in other modes has a longer overall life.

A map has been published by SVE showing the four planned extensions to the overhead. All are taken directly from the existing system. Ausbaustufe 1 (expansion stage 1) takes wires from the 108, westwards to Pleinsauvorstadt. A 2 will see wiring installed around the Altstadttring (Old Town Ring) which is adjacent to ZOB (the central rail and bus station). A 3 is the most extensive installation, taking wires into the northern suburbs (Esslingen Norden) at Sankt Bernhard. A 4 follows an existing one line set of wires from the 108 southwards to Zollberg. This was installed many years ago but has never seen working trolleybuses. It is however followed by them presently running in battery mode on route 113. One new substation will be provided on this "expansion."

ITALY Genova (761, 759, 768)

A year after the first few of a new fleet of Trollino 18 artics entered service only one has regularly been used in service. On 20 July 2026 it was expected that this would increase to nine, but early observations indicate that only three are being turned out. Meanwhile, the plan to provide the new "4 axes of strength" trolleybus network has stalled, due to the escalating estimation of the completion construction costs of the project. It is now understood that only 39 Trollinos (of the original order for 112) will be required. The number delivered so far is not known but many will stand in the depot for the time being, especially in view of construction problems which have now beset the project.

The effect of the probable outcome for the "4 Assi di Forza" project is thus. It was anticipated that the existing route 20 would be upgraded to become Line C (Centro) of the axes, with extensions and revised termini from each existing terminus. Work on this started in 2025 and will continue but is temporarily halted. Line D (Levante) runs eastwards to Nervi, using part of Line C. Work has stalled, although it is now by no means certain when or if this will be resumed and completed. However, line A (Ponente) was to run from a point on Line C, near the main railway station, and

westwards along the coast to Voltri. The Council have indicated they are no longer looking for this to be undertaken. Line B was to start from the existing 20 terminus at Rimassa and run north to Valisagno but this has also been abandoned. Central government in Rome who are providing grants for the project are now investigating why it is no longer running within budget and could withdraw a portion of the funds if reasons cannot be justified.

LITHUANIA Vilnius (771)

The two Amber Vilnius 12 AC trolleybuses 1719 and 1720 left depot 1 in Vilnius on 9 July 2026 having been donated to Kryvyi Rih in Ukraine, where half of the fleet consists of Dnipro T203 trolleybuses,

VVT (Vilnius's operator) promoted the Amber project as replacements for their ageing fleet of Škoda 14 Trs. They were constructed in 2011 and based on the MAZ-ETON T203 trolleybus from Belarus, with final assembly in VVT's depot using components from several primary suppliers. In 2012, a combination of merging the bus and trolleybus operations and a downturn at the same time in the number of service trolleybuses actually required saw the project sidelined. Another factor was the final cost being much greater as compared with major overhaul costs of a 14 Tr trolleybus. There were many differences between the two, with perhaps the pedal control configurations being most notable: 1719 with brake pedal to the left of the steering wheel and power to the right (requiring both feet to be used) whilst 1720 had both pedals on the right, needing just one foot. They were however used in everyday service until both were sidelined in 2024.

NETHERLANDS Arnhem (781)

The first of the articulated Yutong U18T trolleybuses arrived on 29 July. The first of the rigid U12Ts was introduced into service at the beginning of August.

POLAND Gdynia (781)

The trials of the prototype Bozankaya with passengers concluded on 10 July. It was then sent to Salzburg (qv).

On 1 July 2026, the three separate entities providing public transport in the city were merged into one organisation.

Przedsiębiorstwo Komunikacji Autobusowej sp. z o.o., Przedsiębiorstwo Komunikacji Miejskiej sp. z o.o. and Przedsiębiorstwo Komunikacji Trolleybusowej sp. z o.o. have become the one brand of Gdynska Komunikacja Miejska sp. z o.o. The individual identities of the three sectors have been deleted, although the website details for them were still being shown in early August but how long this will remain is not known. Note that one sector was devoted to the trolleybus operation.

SERBIA Beograd (781)

Further to the above it has now been revealed that only one tender had actually been received and which was announced on 22 July 2026. The bidder was the SDT group who represents Solaris in the country, although it must be noted that other manufacturers might have been the supplier. However, SDT were unable to provide the required leasing arrangements and thus the tender was rejected. The tendering process has now been formally suspended, without confirmation that it will be revived. The future of the city's trolleybuses thus remains unclear.

RUSSIA Yaroslavl (781)

Three LiAZ Sinara 6254 2-axle trolleybuses arrived in the city on 24 July 2026. They form the initial deliveries from an expected order for ten, due by the end of the year. Off-wire capability is 30 Kilometres. Simultaneously nine BKM 32100D "Olgerd" 2-axle trolleybuses have arrived, also at depot 2. Fleet numbers of these appear to start at 521.

SWITZERLAND Luzern (776).

The first two SwissTrolley 3 BGT-NTCs, 203 and 204, were transferred to Zhitomir in early June.

SWITZERLAND Zurich (776)

Following on from the previous report, at some time around the end of February 2026 VBZ officially confirmed that it was no longer pursuing the 2022 framework agreement with HESS for the supply of 166 trolleybuses. Twelve LightTram 25DC (fleet numbers 1 to 12) and about fifteen 19DCs (from batch 210 to 226) had been provided

thus far. A new tender was then issued on 27 February for the supply of up to 100 electric buses (noting specifically this was not for trolleybuses) but did allow for the alternative option to provide 100 trolleybuses instead. Having secured financing, VBZ announced on 29 July that it had placed an initial order for electric buses with 12 from Daimler and 8 from Yutong using their U12 rigids. Yutong did not offer trolleybuses as an option in respect of the tender but apparently offered to supply trolleybuses in both 2 and 3 section formations via HESS. This offer was rejected by VBZ who have now stated that they are no longer considering purchasing any more trolleybuses at the moment. No reports have been seen about how close to completion the new wiring for route 69 is and for which new trolleybuses were to be used.

UKRAINE Ivano-Frankivsk (776)

The nine Electron articulated trolleybuses, designated T19102 are numbered 250 to 258, and all had been delivered by April 2026.

UKRAINE Kryvyi Rih

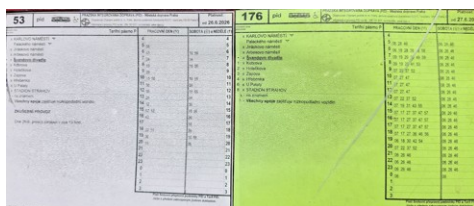
The two trolleybuses from Vilnius Lithuania (Amber 1719 and 1720) were expected to arrive in the city in July. See Vilnius report above.

UKRAINE Kyiv (776, 780 + pic)

The twelve PTS R12309 trolleybuses with AKAI bodies are numbered from 1201. 1204 was in service at the beginning of August.

UKRAINE Zhitomir (776)

Luzern 203 and 204 had arrived by 10 June.



Prague has yet to accept the new Bozankaya trolleybuses, so the three trolleybus lines introduced this year are interworking with the bus services they are intended to replace. Line 53 should replace the 176. [DG Chick]

Rear cover: Shanghai "retro-style" trolleybuses. Photos by Roy Watts, taken in June.

The world's oldest trolleybus system, opened 15 November 1914, acknowledges its trolleybus heritage with 22 Sunwin type SWB5129BEV77G purchased for line 20 in 2023, bearing images of older trolleybuses on both sides (lower) and an advertising livery (upper).

