

TROLLEYBUS

Vol. 62 No. 743

June 2023



The Magazine of the British Trolleybus Society



*Ukraine
Genève 666
Memories of 1963*

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 743 June 2023

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Printed by Barden Print, Birkby
Huddersfield. Tel: 01484 422522

*Trolleybus should be regarded as
overdue to subscribers if not
received by the 20th of each
month.*

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Registered Charity No. 1033666

B T S 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 (Please note that there has been a small increase in the admission charge but that there will now be no charge for tea and coffee).

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

Friday 7 July Our annual bus outing, leaving Reading Station North Side at 19.30 prompt, no doubt ending up at a suitable hostelry! Planned to include one preserved and one accessible vehicle so that all can join us.

London Meetings

Held at The Model Railway Club, 4 Calshot Street, London N1 9DA (nearest Underground station: King's Cross). Organised by the NTA. BTS members welcome. Start 19.00 – doors open 18.30.

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

Bradford Meetings

Meetings are not being held at present.

Wednesday 21 June John Parkin presents an A-Z of pictures of British and European systems he has visited

West Midlands Transport Circle

BTS members are invited to attend WMTC meetings, which are held on the second Wednesday of every month at Bradmore Community Centre (Main Hall) in Wolverhampton. Doors Open 19:05, Start presentation : 19:30 prompt!, Break (around) 20:30 - 20:45; Finish 21:45: Out of venue by 22:00 Visitor fee £3.00, just turn up and bring others with you.

Wednesday 14 June Birmingham to Lands End by Bus. Looking at an epic journey! Lindsay Moore

Organised by Mike Richardes. michael.richardes64@btinternet.com

MONTHLY PRIZE DRAW

The April Draw winners were:

£50 Robin Bence, Boothstown, Greater Manchester

£35 Keith Manning, Knaresborough, N Yorks

£25 Francis Terry, Oundle, Northants

New Members

We are delighted to welcome new member:

Norris Boyland, North Walsham, Norfolk



Front cover: Zaporizhzhia 114 (ZiU-682V-012[V0A] ex 568 built in 1989) poses for a photo on a private hire during the Ukraine road trip, with some impressive "action" in the background near the Siedova Street loop. 225 of this 682 version remain in service in Moldova, Ukraine and Russia. Only five of the "ZiU-9" family were still running here. [Lars Richter]

Ukraine

A Ukraine Roadtrip by Lars Richter (Part 4)

This article was written following a visit in October 2021 when it could not have been imagined that the country would soon be the target of Russian invaders. Part 1 was published in April 2022 (issue 729), part 2 in August 2022 (issue 733) and part 3 in January 2023 (issue 738).

On our trip out of Donbas via Druzhkivka we went through Kostyantynivka where much of the abandoned tram tracks are still visible. Dnipro was our next destination. We had little time for the trolleybuses here but I at last managed to see the downtown loop where the lines crossing the river terminate. We never seem to have enough time in Dnipro, next time 3 or 4 days really are a must.

From Dnipro we went via Kamjanske to Zaporizhzhia. Like in Dnipro the trams were our main target again (so much has changed in the fleet) but we did see some of the ex-Arnhem trolleybuses and all vehicles now have been repainted into the new fleet livery. Very few ZiUs survive and thus we organised another private hire on one of them (we had hoped they would also show us the depot again but being a weekend, this request was turned down – we later did use the toilet in the depot and could see that the long lines of retired old trolleybuses have all been scrapped). Headways are not very good on the trolleybuses on a weekend. The Soviets had removed most tramlines from the main city centre streets in most big cities and replaced them with trolleybuses (so the trams still often run on small and not very nice roads parallel to the trolleybus lines with the latter usually seeing much higher passenger numbers – I had to take buses to avoid waiting for the few trolleybuses that operated). Some tram and trolleybus drivers in Zaporizhzhia only allowed a certain number of passengers on board (because of local Covid restrictions), but not all of them. So, I got left stranded two or three times and each time had to squeeze in a *Marshrutka (where limiting passenger numbers obviously was not enforced). As public transport is mainly used by the

elderly (who ride for free, but must pay on the minibuses) there was a lot of shouting and swearing at some of the busier stops. I did much walking and taking photos.

We returned to Donbas. Mariupol is best reached via Zaporizhzhia. The old trolleybuses are now all gone (including those ex-Solingen, except for three training vehicles). As in most of the bigger tram networks we visited much of our time simply had to be allocated to trams. But our hotel was near the railway station, and we thus used trolleybuses a few times to go into town. During our previous visit the city centre was completely without trolleybuses (major road construction), so it was nice to see this time what it looks like with them running. Our driver (a friend from Kyiv) unfortunately had to leave us in Zaporizhzhia, so Mariupol was the first destination during our trip that we reached by taxi. From here on most of our journeys from city to city took about three hours. When sharing the taxi cost with three people this is still very affordable and with our luggage this was easier than going by Marshrutka. The interurban minibuses stop frequently along the way and of course do not take you where your next hotel is. We had often booked cheap hotels on the outskirts, easy to reach by car but not always by public transport. Train rides would simply have taken too long as many services run over night only.

We left Mariupol for Kherson around noon as this would be the longest ride between cities. The taxi took six (!) hours but it was still very cheap. We decided to just spend the night and skip the trolleybuses here to have more time in Mykolaiv. But I managed to get out on the road outside the hotel before sunrise and walked to the city centre taking lots of photos all the way. We had spent time in other parts of this town before, so I was rather pleased with the result. Many old vehicles were still in service, including some articulated! I still have not been inside the depot here. On a previous visit we had rented a ZiU-10 but the depot visit

was cancelled last minute right after we had paid in cash!

To be concluded

*Marshrutka, or routed taxicab, is a form of public transportation such as share taxi

which originated in Soviet Russia and is still present in Russia and other associated countries as well as the Baltic states, Bulgaria, Georgia, Turkmenistan, Ukraine and Armenia. (Wikipedia)



Above: Dnipro 1595, a Dnipro T203 delivered in 2019, on line 3 at the Staromostova Square terminus. Dnipro has 47 of these. This is a busy and important terminus with five tram lines and the central railway station is just a short walk away. Trolleybus lines 3 and 15 cross the old bridge over the mighty Dnipro (Dnepr in Russian) river together with tramlines 6 and 9. Dnipro was called Dnipropetrovsk until 2016 but the Oblast still carries that name.

Page 105, upper: Dnipro 2057 (YMZ T1R[T2P] delivered as an articulated vehicle in 1993 but shortened in the early 2000s) passes along an industrial area on Bogdan Khmelnytsky Prospekt. This long line first parallels and then duplicates a tram line (there must have been a lot of passengers in earlier times heading to the factories – these days the tram is very frequent here, unlike the trolleybuses).

Page 105, lower: Zaporizhzhia 122 (Van Hool AG 300T ex-Arnhem 5204 from 1997) on line 3 close to the eastern terminus. Ten are in stock, eight from Arnhem and two from Esslingen. 117 of this type still operate in Europe including 46 in Milano, one of which is shown on the rear cover this month.

Page 106, upper: Mariupol 1440 (AKSM 321 new in 2020) on line 11 at the railway station loop. 77 trolleybuses of the BKM 321 family plus 13 Dnipro T103s were running all the services. The trolleybus system was destroyed in the early part of the war. Stray dogs are still to be found almost everywhere in provincial Ukraine (most have an ear tag to show that they are neutered).

Page 106 lower: Mariupol 214 (2017 Dnipro T103 - one of 12) on line 11 near Theatre Square (with the theatre in the background). Five months after this photograph was taken the theatre was bombed by Russian forces, killing a large number of sheltering civilians. It has since been demolished but with the façade remaining.

Six of the ten trolleybus lines ran round this central square and another three were within walking distance behind the photographer. Only line 8 avoided the city centre completely.







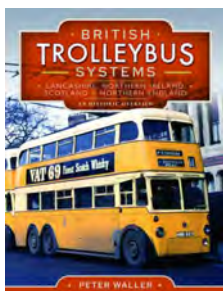
Above: Kherson 458 (ZiU-683V01 built in 1993) on line 9 passing Shevchenko Park. Two out of five of these "ZiU-10s" remain active in Kherson. They only run during peak hours and soon I noticed both heading to the depot (the other active vehicle is 453).

Below: Kherson 489 (2008 LAZ E183D1 – there is also 488) on line 1 heading along Perekopska Street. It looks quite strange in this advertising livery. Out of 110 vehicles of this type only 74 remain in active service in Ukraine (19 still in Kyiv).



Book Reviews

British Trolleybus Systems – Lancashire, Northern Ireland, Scotland & Northern England: An Historic Overview



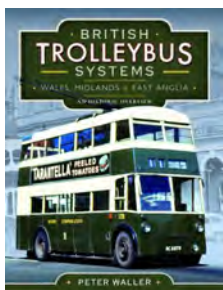
Hardback

216 x 282mm,
136 pages

ISBN

978-1399022521

British Trolleybus Systems – Wales, Midlands & East Anglia: An Historic Overview



Hardback

216 x 282mm,
152 pages

ISBN

978-1399022484

Both by Peter Waller. Comprehensively illustrated with maps and photographs, many in colour. Published by Pen & Sword Books Ltd, 47 Church Street, Barnsley S702AS www.pen-and-sword.co.uk Price £30 each plus P&P

These are the third and fourth volumes in a series of four which between them cover all the trolleybus operators in the British Isles. The first two volumes were reviewed in the October 2022 edition of Trolleybus.

The format of these new volumes follows the pattern of their predecessors with an overview of the history of trolleybus operation for each undertaking, followed by tables detailing the fleet and the routes, accompanied by a good selection of photographs. The majority of the images are again from the Online Transport Archive.

I wrote of the first two books that they were marred by a multitude of factual and typographical errors. Sadly, these volumes are no better. I found myself having to read some sentences several times to be able to make sense of them. Sometimes contradictory information appears within the same section. How about this baffling statement about Ramsbottom's first four trolleybuses: "All four received replacement chassis – probably supplied by Thornycroft – during 1923 and 1924 and were also rebodied at the same time by Short Bros."

Trying to make sense of the text becomes very tedious and this undermines the value of the works. They are enjoyable for the photographs.

DGC

Letters to The Editor



Napoli-Aversa

I was interested in the feature about the demise of the Naples interurban system. I was watching the BBC's 'Clive Myrie's Italian Road Trip' and in part 4 he was in Torre el Greco and many of the streets showed trolleybus wires. It seems that no effort has been made to remove them, although I think it is many years since route 255 used them. When I visited in March 2020 there was no operation of trolleybuses on the coast road south of Portici, as route 254 climbed steeply inland to its terminus.

Ian Stubbs, by email

Tina Bilbé

We are very sad to record that Tina passed away on 16 April after a five-year battle with cancer. Tina will be known to many members because since 1979 she has been married to Graham Bilbé and regularly attended Society events as well as volunteering at the Trolleybus Museum at Sandtoft.

A Librarian by profession, Tina was also a keen storyteller. Following extensive research into the history of the Kingsnorth Airship Station, Tina's book on the subject was published in 2013. The same year she was interviewed about the Airship Station for an episode of "The Flying Archaeologist", which was repeated on BBC4 recently.

Despite her declining health Tina continued to live life to the full, as far as was possible. For the last few months Graham had been acting as her full-time carer.

Tina's funeral was held at Reading Crematorium on 9 May and as a testament to her popularity around 100 people attended. More than £1200 has been donated to World-Wide Cancer Research and Sue Ryder cancer care in memory of Tina.

Our condolences to Graham and to Graham and Tina's son Edward, who was with his mother in the hospice when she passed away peacefully.

DGC



Genève 666 captions

Page 110, upper: At the Place des Nations on 10 March 666 is seen with the Broken Chair, a 12m high sculpture designed by Swiss artist Daniel Berset.

Page 110, lower et seq.: The other three photos were taken during a special tour on 26 March. Here, 666 passes Van Hool Exqui.City 1631 at Chemin de la Croisette, Vernier.

Genève 666

The 1982 Saurer is preserved by operator TPG and is available to hire for special occasions such as weddings, birthdays,

company outings, etc. This year the seats will be restored to their original condition.
Photographs by Jordan Gondeau.





Above: A stop on the road to Saint-Georges, Petit-Lancy.

Below: Crossing tramway overhead at Rue des Deux-Ponts.



Memories of 1963 : Touring in Bournemouth 212

Article and photographs by Tony Belton

The series continues with the wonderful tour of Bournemouth using number 212, a 1935 Sunbeam MS2 with Park Royal body. The tour was organised by the Reading Trolleybus Society to take place on Sunday 7 July. Included in the photographs is the itinerary for the tour; it's amazing the mileage completed in four hours and forty-seven minutes. With modern day traffic only a fraction of the mileage could be completed in the time allowed!

The other photo I want to mention is the line-up of participating enthusiasts in front of 212 at the rear of Mallard Road, Castle Lane depot. I only recognise two in the line-up, Paul Creswell and Mike Dare; if you are

in the photograph or can give us the name(s) of anybody else then please let the editor know. It would be great to fill in some, if not all, of the spaces.

When 212 was withdrawn later that year it was purchased by the Reading Transport Society, the predecessor of the British Trolleybus Society. The vehicle has been restored and carries its original fleet number 99; it now forms part of the British Trolleybus Society collection at The Trolleybus Museum at Sandtoft.

Gerry & The Pacemakers with "I like It" was top of the charts on 7 July 1963



Above: The overhead layout at Cooper Dean roundabout was completed on 18 May 1963. During the RTS tour on 7 July 1963, 212 negotiates the new wiring as it proceeds from Castle Lane East into Castle Lane West.

Page 112, upper: The terminus of service 35 was a reverser from Charminster Avenue into Malvern Road. 212 has reversed into this latter thoroughfare during the RTS tour. Opened on 12 April 1937, the Malvern Road service was abandoned without any replacement on 4 April 1965.

Page 112, lower: 212 has parked under the unique 3-wire in Southcote Road whilst the participants of the tour took the opportunity to visit Bournemouth's Southcote Road Central depot.





Bournemouth Corporation Transport

READING TRANSPORT SOCIETY - PROPOSED TROLLEYBUS TOUR

Sunday, 7th July, 1963.

1.00pm Central Station
1.02pm Lansdowne
1.07pm Bournemouth Pier
1.10pm Bournemouth Square
1.17pm Westbourne
1.25pm Bournemouth Square
1.33pm Winton (via Richmond Hill)
1.40pm Ensbury Park Hotel (via Ensbury Park Road)
1.44pm Columbia Road/Kinson Road
1.54pm Winton (via Talbot Village)
2.00pm Moordown (Old tram depot)
2.06pm Broadway Hotel
2.10pm Five Ways
2.18pm Cemetery Junction
2.22pm Lansdowne (via St. Paul's Road)
2.27pm Bournemouth Square (via Westover Road)
2.28pm Triangle
2.30pm Bournemouth Square
2.35pm Lansdowne (via Old Christchurch Road)
2.42pm Boscombe Arcade
2.48pm Queen's Park Hotel (via Ashley Road)
2.55pm Central Station
2.58pm Central Depot arrive.
3.20pm Depart
3.25pm Boscombe Arcade
3.30pm Pokesdown Station
3.34pm Iford roundabout
3.41pm Mallard Road Depot arrive.
4.00pm Depart
4.07pm Iford roundabout
4.09pm Jumpers Corner (Tea at Jumpers Cafe)
4.30pm Depart
4.38pm Christchurch turntable arrive.
4.42pm Depart
4.48pm Tuckton Bridge
4.59pm Fisherman's Walk (via Cranleigh Road)
5.08pm Tuckton Bridge (via Southbourne)
5.19pm Fisherman's Walk (via Cranleigh Road)
5.23pm Pokesdown Depot arrive.
5.30pm Depart.
5.35pm Boscombe
5.40pm Queen's Park Hotel (via Ashley Road)
5.47pm Central Station.

The trolleybus used for this tour will be ALJ 973, a 1935 Sunbeam MS2/Park Royal - subject to service availability.

Arrangements have been made for a visit to the various depots, by kind permission of the General Manager, Mr Ronald Cox, M.Inst.T., M.I.R.T.E. All members visit the depots at their own risk, and the Bournemouth Corporation take no responsibility for injury, damage, etc.

DLC/NM,
Traffic Office,
27.2.63.

Page 114: The group photo. Are you able to recognise any of the participants?

Above: The Tour Itinerary

MUSEUM & PRESERVATION NEWS

Edited by Jody White



Time for Travel and Trolleybuses!

Yes, summer is here, and here's your opportunity to visit some great museums and enjoy all the wonderful things they have to offer... Although the following is only a portion of amazing sights and sounds you can see in England this summer, I'm sure you can ask 'Dr. Google' for more! Both here and elsewhere...

The following information was found on individual websites, which of course, can be checked for added news and details:

East Anglia Transport Museum

Big Bus Bash 2023

8 July to 9 July

Time: 11.00 to 17.00

999 Emergency Services Day

20 August

Time: 11.00 to 17.00

Trolleybus Weekend

23 September to 24 September

Time: Saturday 12.00 to 21.00

and Sunday 11.00 to 17.00

Ipswich Transport Museum

Ipswich Transport & Model Festival

Saturday 17 June

Three great attractions on one inclusive ticket - the Transport Museum, The Ipswich Railway Modellers Association HQ and the Ipswich Model Engineering Society. A free bus service links the sites and the Ipswich Model Railway Centre using historic vehicles. Inclusive 'all attractions' adult ticket £12.00, accompanied children £1. Normal admission if entering museum only.

Ipswich Buses 120th Birthday

Sunday 23 July to 11.00 to 16.00

Celebrate 120 years of municipal public transport in Ipswich with a "green bus" themed day with rides on historic Ipswich buses.

Ride a Fire Engine Day

Monday 28 August - 11.00 to 16.00

Get fired up with free rides on the Museum's magnificent fire engines, joined

by a selection of visiting machines. Hear bells ring and sirens scream. A very popular event!

The Longshop Museum

Model Engineering Show

Saturday 10 June – 11.00 to 16.00

Scale trains, cars, boats, planes, trams, and agricultural machinery, as well as live steam engines and models on display.

Steampunk Spectacular

Saturday 22 July – 10.00 to 18.00

An Awesome Abundance of Splendid Shenanigans!

Join them for displays of magic, music, science and tea-duelling; dance, devices, salubrious shopping and fabulous fashion!

The Trolleybus Museum at Sandtoft

Fathers' Day Weekend Trolleydays

Saturday 17 June – Sunday 18 June

Weekend Trolleydays – Atkinson Lorries

Saturday 1 July and Sunday 2 July

Huddersfield Weekend Trolleydays

Saturday 15 July - Sunday 16 July

Gathering Preview

Saturday 29 July

10.00 to 16.30; last admission 15.30

The Sandtoft Gathering

Sunday 30 July

10.00 to 17.30; last admission 15.30

The big event of the year! All our usual attractions, plus:

Real ale beer tent provided by the CAMRA-listed and LocAle-accredited Doncaster Brewery & Tap
(<https://doncasterbrewery.co.uk/>)

Jazz band; displays of vintage cars, buses, motorcycles; additional tours of the local area, using vintage buses; transport flea market.

Getting to the Museum: We'll be running free buses to and from Doncaster Interchange throughout the day. See website for current information.

Happy Holidays!

News

Black Country Living Museum

It is understood that neither the trolleybuses nor the trams will operate for the rest of this year.



Above: The Trolleybus Museum at Sandtoft's BTS weekend showcased the Society's fleet. London 1812 is seen in service. [D G Chick]

Below: Manchester 1344 and Glasgow TB78 on display with the David Croft Depot in the background.

[D G Chick]



World News

Edited by Bruce Lake



ARGENTINA Rosario

Since January 23, 2023, line Q will no longer be used, because all Russian Trolza battery trolleybuses had to be taken out of service. In the past, there had always been problems, including with the body stability of the vehicles, which were only delivered in 2017.

CZECH REPUBLIC Praha

The first Solaris Trollino 24 arrived at the Škoda works in Plzeň on 26 April.

HUNGARY Budapest

The last of the latest batch of 36 Solaris Trollino 18s departed the Škoda works in Plzeň on 17 April.

ITALY Verona

After long delays, intensive construction of the new trolleybus system was due to commence on 21 April, after this year's Vinitaly, which is one of the world's most important trade fairs for wine and spirits, and be completed before Vinitaly 2024. During the construction period, a multi-lane ring road for car traffic is to reduce the obstruction caused by the construction site.

The opening of the trolleybus service is now planned for the beginning of 2026, in time to transport guests to the closing ceremony in the Arena of Verona at the conclusion of the XXV Olympic Winter Games, which will run from 6 to 22 February 2026.

KAZAKHSTAN Almaty

The city has announced a competition for the supply of 100 new trolleybuses. There have been two previous attempts that have failed,

reportedly because of very short timescales for bidding.

ROMANIA Ploiești

Since September 2021, five of the ex-Lausanne Neoplan trolleybuses have occasionally appeared in service, the last (5911) in June 2022. The only Neoplans still functional are 5903 and 5911.

ROMANIA Târgu Jiu

The trolleybus fleet will be expanded this year with the delivery of 15 new vehicles, bringing the fleet strength to 35, which is the largest it has ever been.

Six Škoda 26 Trs began testing in Plzeň in March, prior to delivery.

The modernisation of the trolleybus system began with the delivery of eleven classic trolleybuses (ie without batteries), then another nine with batteries.

The six for imminent delivery are classic trolleybuses and the next nine will have batteries.

All are Solaris Trollinos, but the classic trolleybuses have Škoda electrical equipment and are badged as Škodas, while those with batteries have Medcom equipment and are badged as Solaris.

ROMANIA Vaslui

Trial operation on the new trolleybus system commenced in May. Ten new Solaris Trollino 12s have been purchased and will enter service after completion of the training of personnel (drivers, mechanics, etc), various garage modifications and some revisions of the overhead network and power supply system.

The original operation with one 6.5km route opened on 1 May 1994 using five Rocar trolleybuses. It closed on 7 July 2009 but reopened in August 2016 with three ex-Salzburg Gräf & Stift trolleybuses. However, the revived operation did not last long and it was decided to acquire modern trolleybuses.

SWEDEN Lund

The EVolution Road project's undercurrent system for road vehicles has been on trial here since 2019 and will run for another two years. In June there was a ceremonial presentation of a modified road near the centre of Lund using a borrowed Solaris Trollino trolleybus from Landskrona. The system collects current from a power supply embedded in the road rather than using overhead wiring.

SWITZERLAND Neuchâtel

The first of the New Hess trolleybuses was delivered to TransN's Marin depot on 25 April and road testing commenced a few days later. The operator's first trolleybus with an auxiliary battery, it has received fleet number 161. Another 17 similar vehicles are to be received by the end of September, replacing the 14 NAW/Hess/ABB GT high-floor vehicles which date from 1991.

In 2025 another twelve new trolleybuses are to be ordered, for delivery in 2026.

UKRAINE Lutsk

Lublin Solaris Trollinos 3837 and 3838 have been acquired. They have Medcom equipment and were new in

2007/8. Both of Lublin's remaining Jelcz trolleybuses are also going to Lutsk.

With thanks to: Dave Chick, Československý Dopravák, Plzeňské Trolejbusy, sustainable-bus.com, Škoda Group, Trolleybus Trollino,

Urban Transport Magazine, Ville Rail & Transports, zpravavy.cz

World News Photo Captions



Upper: The first of the Praha Solaris Trollino 24s which will operate the airport service is seen at the Škoda works in Plzeň on the day it arrived, 26 April. [Škoda Group]

Milan's Circular Services

This page Lower: Milan Solaris Trollino No. 800 heads towards a road width restriction on clockwise circle line 90 on 26 April. [Francis Terry]

Cover Rear, upper: Solaris Trollino No. 800 is seen operating clockwise circle line 90 (Circolare destra) on 26 April. [Francis Terry]

Cover rear, lower: On the same day, Van Hool AG300T 733 serves the counter-clockwise line (Circolare sinistra). [Francis Terry]

