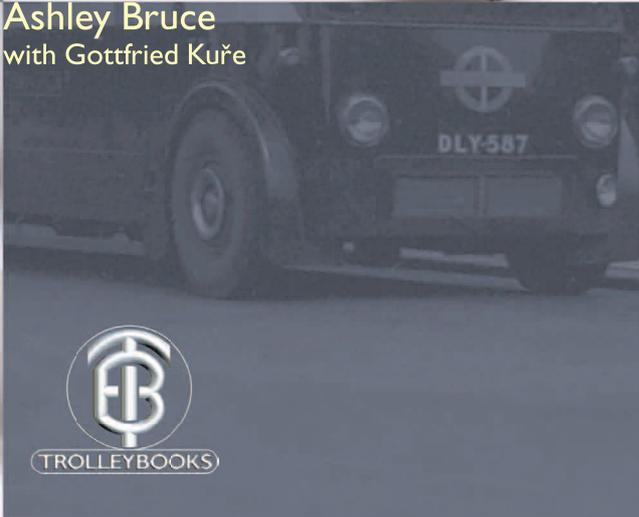




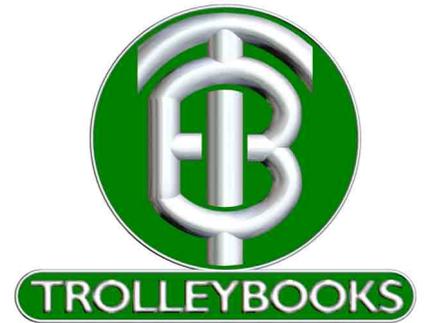
Trolleybus miniatures, models and the real things



Ashley Bruce
with Gottfried Kuře



News from



“- the obscure and yet surprisingly nostalgic subject of the Trolleybus in miniature”

Publication:	December 2012
Price:	£35.00
ISBN:	978-0-904235-23-4
Size:	302 x 214mm
Binding:	Hardback
Extent:	416 pages

Trolleybooks, the publishing arm of the British Trolleybus Society and the National Trolleybus Association, announce the publication of “**Trolleybus miniatures, models and the real things**” an encyclopaedic volume of 416 pages with 1,532 illustrations, virtually all in full colour.

After four years of research, acquisition and compiling, collaborators Ashley Bruce and Gottfried Kuře have produced a definitive book that covers the obscure and yet surprisingly nostalgic subject of the Trolleybus in miniature with much reference to the real things on which so many of the models are based. An epic tome that serves not only to indicate the worldwide scope of trolleybus designs but also better illustrate, through

highly detailed models, what long gone trolleybuses once looked like. The book covers-

- why so many should find such a topic so evocative
- the industrial relevance of company display models
- exhibition models in museums
- attempts to recreate moving trolleybuses in miniature
- commercial motorised model trolleybuses
- 23 national trolleybus histories from 1882 to the present day
- 226 full sized prototypes
- 282 producers and makers
- over 1270 marketed, adapted and one-off models from around the world

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Keighley 5, Straker Squire A/
Brush/BTH by Ken Allbon,
1:43, balsa, card



Keighley 10, Straker Squire A/Brush/BTH, 1924 - (BTH)

While the rest of the world faltered, Britain can fairly be said to be the flag bearer for the trolleybus in the 1920s when 800 were built, of which 123 were double-deckers. Incredibly, one survives - Keighley no.5 is a Brush bodied Straker Clough A type that's stored at Keighley Bus Museum. Ken, who lived in Yorkshire in his teens 'discovered' this eccentric system with under and over running trolleybuses and built an evocative model of under- running no.5 in 1984.



Rotherham 53, AEC 664T/East Lancs/EE, 1939 (unknown)

By the end of the twenties, Britain had more trolleybuses than anywhere else and by 1939 had the largest (London) and the fastest (Rotherham) systems in the world. The streamlined livery of Rotherham's high powered AEC, Guy and Sunbeam single-deckers typified the 'modern electric' age. Ken's model of preserved 73, a Sunbeam MS2C, shows her as modernised in 1950, with additional roof faring to enclose the resistances and new trolleygear.

London Transport's staggering deployment of 1660 trolleybuses on 256 miles of route in only six years between 1933 and 1940, has never been equalled. Suddenly they were everywhere and throughout the country trolleybuses had gone from 684 in service in 1933 to 2462 in service in 1940, a 360% increase. No wonder toy makers felt compelled to introduce commercial trolleybus toys. There were at least 4 makers in the 30s - Betal, Taylor & Barrett and Wells who were all in London and Güntherman whose toys were imported from Germany. There was very nearly a fifth, the Minic, but it was not to be, as the war intervened. Before looking at models, we'll

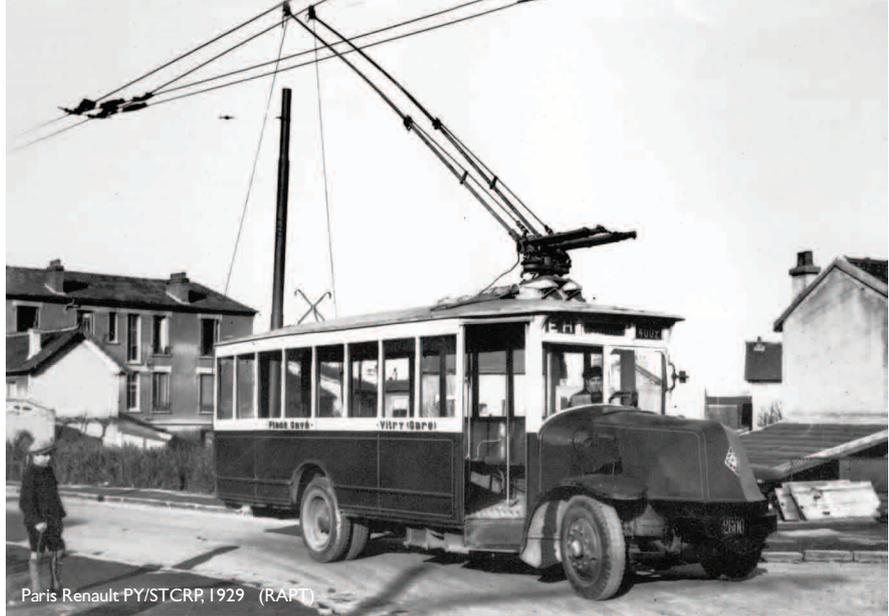
Rotherham 74, Sunbeam MS2C/East Lancs/BTH
by Ken Allbon, 1:43, balsa, card



London Transport
664, Leyland TTB4/
Leyland/MV by
St.Petersburg,
1:43, resin



The experimental Vitry-sur-Seine line, a result of the poor reliability of buses, next received two Renault PY trolleybuses in 1929 that were very similar to those deployed in Bouches-du-Rhône and Savoie. These too were apparently not reliable, but lasted until 1934, to be replaced by petrol electric hybrids that lasted a year, after which the overhead came down. Trolleybuses didn't return to Paris until 1943. The 1929 Renaults have been accurately modelled in 1:43 scale by C.C.C. of Rouen as a resin kit with whitemetal booms and transfers of the Place Cavé to Vitry Gare route. Being a dual purpose



Paris Renault PY/STCRP, 1929 (RAPT)



Paris Renault PY/STCRP by C.C.C., 1:43, resin, whitemetal

kit, with the option to build the bus version, it looks very good but only has three window pillars instead of the requisite seven, perhaps added to take the weight of the trolleygear. A little simplified in model form, but the booms do include the unusual cantilever arrangement. The tricky-to-apply lining transfers are too thick. Four of the Electrobus de Savoie 1930 trolleybuses

that ran to Villard-du-Planay were similar, and did have three pillars, but staggered trolleyboom mountings and headlights at the very front of the mudguards. The door and the windscreen were

Electrobus de Savoie Renault PY/STCRP, 1930 (coll. Lartilleux)



Twin Coach 40TT

model maker	ref.	issued	total	scale	construction	operator	fleet#	route	destination	built
St.Petersburg	183	2000	50	1:48	resin	Detroit Street Railway	401			1930
St.Petersburg	183a	2000	50	1:48	resin	Cincinnati Street Ry.	599			1930
St.Petersburg	183b	2000	50	1:48	resin	Brooklyn & Queens Transit	1001			1930
St.Petersburg	184	1999	80	1:48	resin	Chicago CSL	64		Central	1930
St.Petersburg	184a	1999	10	1:48	resin	Chicago CTA	9063	85	Central	1930
St.Petersburg	184b	1999	50	1:48	resin	Chicago CTA	9051-9079		40TT	



San Francisco 593, Twin Coach 44TTW, 1949 (Scalzo col. trolleybus.net)

Twin Coaches penchant for innovative design saw an unsuccessful attempt at an articulated trolleybus in 1940 that, articulating only vertically, caused traffic hold-ups. But it symbolised the hope that there would be a public transit boom; instead people bought cars and operators tried to compete. Immediately after the war Twin Coach's final fling was the rather exuberantly styled T series that was based on the S (single-engined) bus. The aluminium fluting, ornate insignia and front roof mounted "flashes" were slightly bizarre art deco embellishments that looked derived from 30s cinemas but added a certain panache to the otherwise dreary 40s and 50s. In 1949, Detroit had 60 and San Francisco had 90, one of which, 614 is at Illinois Railway Museum. SPTC has faithfully reproduced all three variants of San Francisco Municipal Railways green and cream livery including the experimental, mostly cream version of 1963. No.570 was painted in the new red and yellow livery of 1969. The SF Twins were in service until the mid 70s. Detroit's Twins lasted until 1961, when they were scrapped,



San Francisco 621, Twin Coach 44TTW by St.Petersburg, 1:48, resin