

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 6 (2000-2002)
Heft: 2

Artikel: Toy fair postscript
Autor: Jesson, John
DOI: <https://doi.org/10.5169/seals-854860>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. [Siehe Rechtliche Hinweise.](#)

Conditions d'utilisation

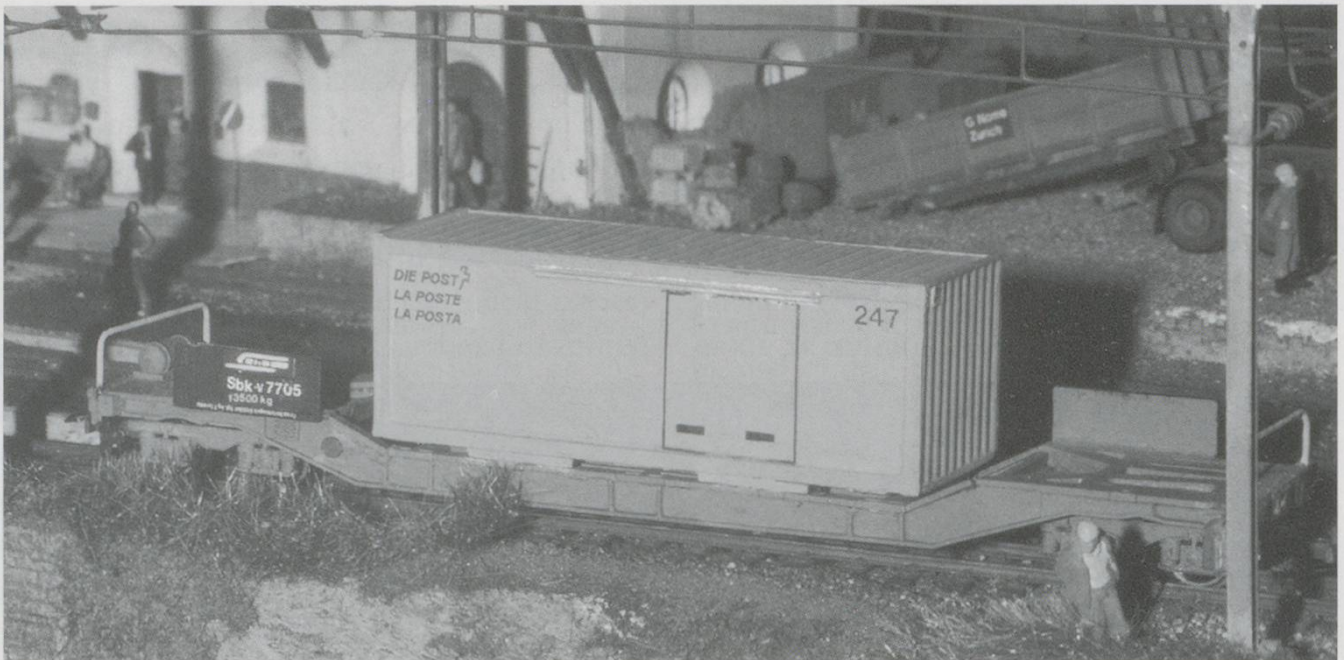
L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. [Voir Informations légales.](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. [See Legal notice.](#)

Download PDF: 02.04.2025

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>



The same wagon converted into a well. The container was removed during the rebuild. (If you look carefully at the lorry dropping the container in the background there is a lady under it about to commit suicide. I didn't see her until the photo was developed!).

Photo: Mike Polglaze

and stripped down to component parts. The two side frames were clamped together and the upper middle part removed, carefully, leaving a well wagon frame. The floors of these models are metal and this was cut to the required lengths and the wagon reassembled. An inch was removed from each end to

shorten it. A pair of Bemo freight bogies replaced the standard gauge ones. The whole thing was then painted using Humbrol 27 grey. The original wagon received the same treatment and these two now work the "Postie". The two containers on the Kk-v's will eventually revert to commercial traffic, maybe.

MORE FROM VIA MALA IN THE NEXT SWISS EXPRESS

John Jesson

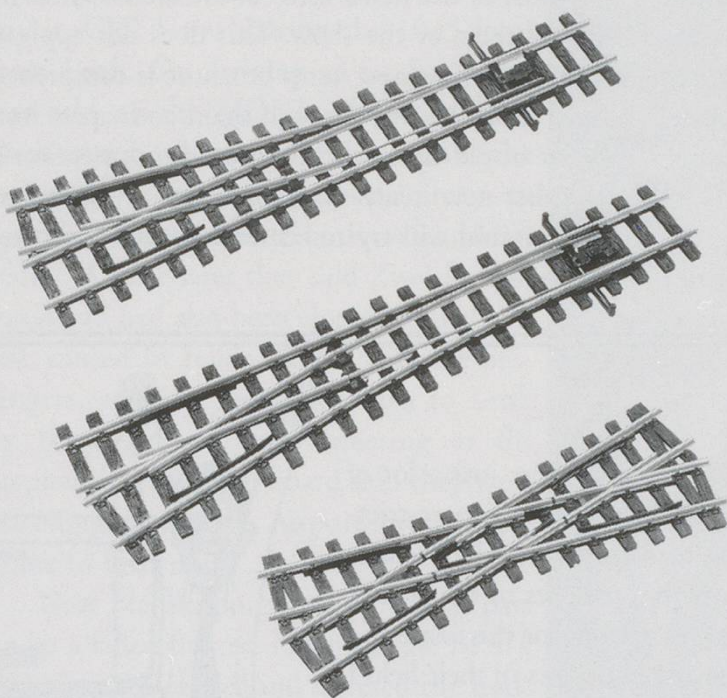
Every year, after writing the Toy Fair report, I await the reports by the professional magazines. Usually, I find that there are very few differences between their reports and mine but, this year, the differences are rather more in number.

AKU and BORN, although not having their own stand, were represented by a showcase on another stand. AKU were showing the overhead line maintenance wagon and the open wagon for transport of oil contaminated scrap which were announced last year, but announced nothing new. BORN displayed two new 2-axle luggage vans, a SBB 2-axle luggage/post, type FZ2, series 19109-19113, and a SCB luggage van F2, series 632-647. ARNOLD are producing their RBe 4/4 in both gold and silver, as part of the companies 40 year anniversary. The Czech company ETS produces tinsplate models in gauge O. Although there are one or two models of Swiss appearance in their range, this year

TOY FAIR POSTSCRIPT

they are making an unmistakably Swiss loco, the Seetalbahn Crocodile, Ce 6/6 15301. GABOR are adding two RhB buildings to their range of Nm models, a small station building and a storage hut, both of wooden construction. At the other end of the scales, HMB has announced the Hotel Edelweiss in IIm scale. This is a very modestly-sized hotel, of rendered/timber construction. LGB are producing a 3-axle coach for use with the Brünig rack tank loco. There are several models from MAERKLIN that do not appear in the new items brochure that I have. The Re 4/4^{II} 11276 comes in the SBB-Cargo livery, and there are to be four wagon sets. A pair of wine wagons for Era II, one with 2 wooden barrels and a brake cabin, the other a K3 van with opening doors and barrels inside. For Era V is a pair of Hbbillns vans with Flumroc and Volg names, a KombiRail set for Migros-Danzas, and a pair of bogie tank wagons for Wascosa and AVIA. The set of old- (Cont. page 20)

For the finest looking HO metre gauge track ... use only the best



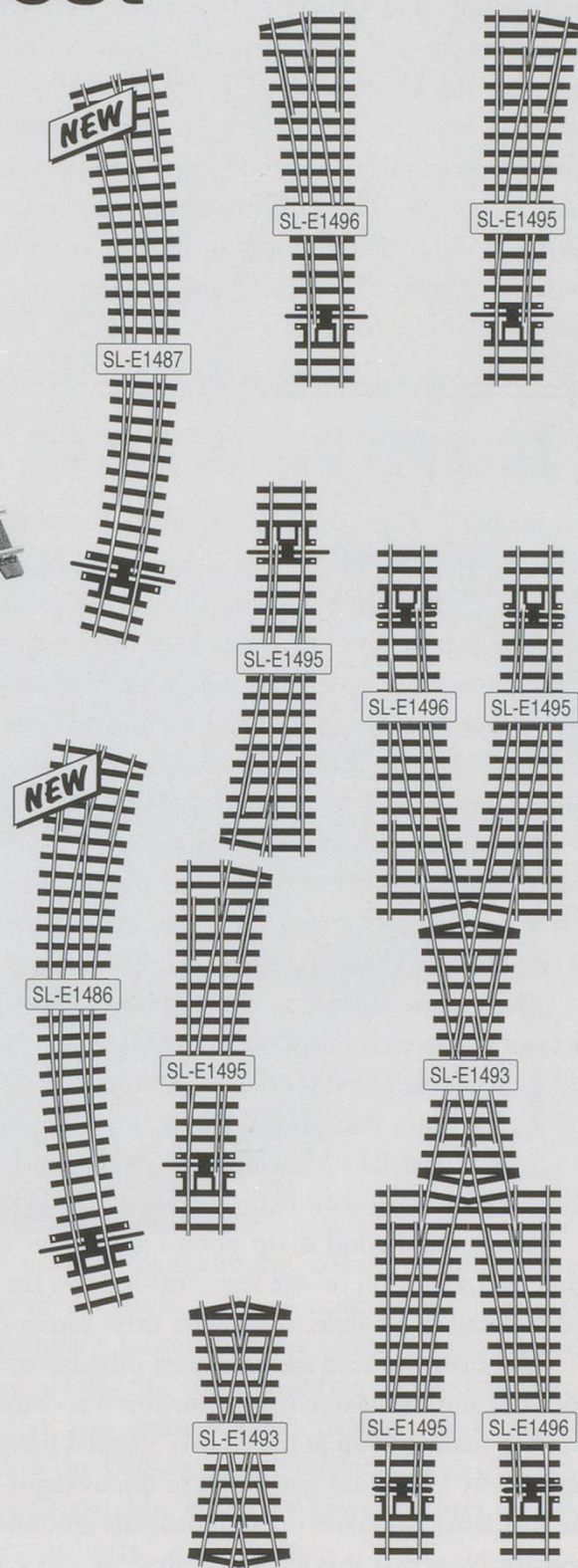
See the entire range at your modelshop today.

- SL-1400** Flexible Track, code 75 rail, wooden sleeper type, 914mm length
- SL-1493** Crossing, 20° angle
- SL-1495** Right Hand Medium Radius Turnout
- SL-1496** Left Hand Medium Radius Turnout
- SL-1486** Right Hand Curved Turnout (**NEW**)
- SL-1487** Left Hand Curved Turnout (**NEW**)
- SL-110** Rail Joiners, nickel silver
- SL-111** Rail Joiners, insulated
- SL-1440** Buffer Stop Kit, rail built type
- SL-1441** Buffer Stop Kit, steel box type
- SL-1455** Turntable Kit

Full details of these and all other Peco products are in the PECO Catalogue.

PECO *STREAMLINE*

Pritchard Patent Product Co. Ltd,
Beer, Seaton, Devon, EX12 3NA, England



(Cont. from page 20) time bogie passenger coaches produced last year (cat.no.42383) was turned out with the wrong lettering, white instead of yellow. Correct vehicles have now been produced, and Maerklin say the incorrect coaches can be replaced through their dealers. To supplement this set is another, with a 1/2nd and two 2nd class coaches. The less well-known manufacturers of small-run and expensive models are not generally reported, but MFB Burmester are making one of the Swiss curiosities this year, the Olten Works Ta 2/2. The HO scale model is being made exclusively for Hochstrasser Modellbahnen in Lucerne, and features hinged accumulator covers. The German tram manufacturer HODL LINIE 8 is continuing its liaison with its Swiss counterpart NAVEMO and is producing the motorised trailer for the Tram 2000, Be 2/4, series 2401 2435, and the Tram 2000 articulated tram is

to be available in the SBB livery, with red front half and green/white back half. Finally, the announcement by HAG of the Re 450 S-Bahn loco this is to be a joint venture with FLEISCHMANN, who already make the 2nd class coach. HAG will make the loco, while Fleischmann will make the coaches to assemble a full S-Bahn set. Unfortunately, the Fleischmann coaches are not full scale length, but at least there will now be a full S-Bahn set.

Most of the items listed above are down to me missing them at the show. This does not apply to Maerklin, whose new items brochure is comprehensive. I have checked through again and, apart from the set of old-time coaches, there is no mention of the other new items. I apologise for my omissions this year and will try to, as teachers say, "do better next time".

THE EDITOR WRITES

Finished at last. Not too much from me this time as there isn't a lot of room. I hope you like the use of colour. Because of the cost I am very restricted in the placing of the pages and therefore decided to divorce the pictures from the text and let them stand on their own with references to the articles where required. I have had some wonderful articles written for this issue and with two major series starting written by two renowned experts in their field I am very confident for the future. Thanks to everyone who has written for the Journal, you are all appreciated more than you know

A couple of managerial type things. I have received a fax from someone about a Kitmaster kit recently advertised. Unfortunately it is too faint to make out names and telephone no. If it was you I am sorry that I have been unable to reply or send on. Those of you waiting for your articles to be published please be patient, at least if they are not in yet I cannot badger you for any more.

I have some travelogues which I have been unable to use so far. They are available from me, together with pictures at 50p each including postage. Pay for them in stamps, say a 20p and 3x10p. The articles are as follows:

1. Switzerland via the TGV - Summer 1999 - Phil Riley
2. By Train, Boat or Bus - how to get the most out of a Swiss Pass - Summer 1999 - Margaret Smith
3. ICN Special - March 2000 - A J Spencer
4. Switzerland with Festiniog Travel (RhB/FO/MOB) - Summer 1999 - Philip Elwin

Articles and good sharp photos are always wanted. When you send in photos or slides please put your name and a caption on the rear. Post-it notes are ideal for this. The caption should include date taken and as much detail as possible. A separate sheet listing the photos should also be enclosed.

Not many noticed the deliberate mistakes in the last two issues. Decmber should have been volume 5/12, not 6/12 and the March issue somehow was dated January. I did get the volume right though. I really enjoyed meeting many of you at the AGM. Stephen Barnes has agreed to become Photo Editor and is probably wondering why I have not got round to discussing it with him a little more. I have just changed jobs (willingly!), the magazine has taken up an inordinate amount of time and my long suffering wife wishes to see me occasionally. Now that it is at last finished we can get going. We still await a commercial manager. Please ring if interested. If colour is wanted it has to be paid for and more advertising will help.

Enjoy the summer, especially if you are going to Switzerland! Me? I'm off to Spain, under instructions naturally!

