

Nuremburg Toy Fair - 2011

Autor(en): **Jesson, John**

Objektyp: **Article**

Zeitschrift: **Swiss express : the Swiss Railways Society journal**

Band (Jahr): - **(2011)**

Heft 106

PDF erstellt am: **22.07.2024**

Persistenter Link: <https://doi.org/10.5169/seals-854695>

Nutzungsbedingungen

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern. Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden. Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

Haftungsausschluss

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.

NUREMBURG TOY FAIR – 2011

John Jesson

The last few Toy Fairs have been interesting as manufacturers struggled with financial problems while still trying to present new models. Now, the situation has more or less stabilised. The Märklin Empire is in the hands of the banks, who have decided that the outlook is promising enough to continue their financial support. The Roco takeover of Fleischmann has settled down to a certain extent, but the stated aims of market coverage are nowhere near being achieved (Roco – all modern, Fleischmann – all historic), while Kibri seems happily settled in the Viessmann stable.

Once again, the area covered by the model railway sector has shrunk slightly, and the number of new models is smaller. Although there are few completely new models for the Swiss HO market this year, there are some of interest. The Tillig Zürich double-deck coach, once complemented by the 1st/2nd and driving trailer coaches, will give a scale-length train (with the Hag Re 450), and the Zürich suburban unit RBe 12/12 (“Mirage”) is projected from LS Models. Otherwise, the previously announced models from this manufacturer are now reaching the shops, or will be during the year. Roco are producing the Ae 3/6II in its unrebuilt form (with cab end doors), while Hag have announced the 922 shunter. In N scale, there are the EW-II coaches from Brawa, EW-IV driving trailer from Fleischmann and EW-III coach set with loco from Minitrix. Unusually from the Trix/Märklin stable, this set was not on display, so could not be checked out visually. This was a disappointment, as the catalogue illustrations do not look quite right.

The most active part of the hobby seems to be the scenic side. Laser-cut technology has come of age, with virtually all the former plastic kit manufacturers embracing the new technology, some with imaginative kits combining different materials. The technology has also seen new manufacturers come to the fore, with Joswood and Stangel standing out, although there are several others. As always, it was worth paying close attention to what the “scenic” manufacturers are making. One thing that impressed very much this year was the stone walling being made by Preiser, both single-sided (for building bases) and double-sided (for walls). Inevitably, the Faller Car System has gone digital, although my technically-minded friends are still trying to find out what this will mean in terms of what the system will be capable of doing. Also on the scenic side, although a hobby in its own right, are the road vehicles, where there are several new Swiss vehicles from Rietze & VK-Modelle

As always, there are other manufacturers who do not

exhibit at Nuremberg. Finding out what these are making new is not always straightforward. The magazines manage it by virtue of having staff to chase up the firms, so I generally leave it to them, which is why such items do not appear here. Also, as always, all errors and omissions are mine. If there are any (I cannot imagine there not being any), I apologise in advance. The full list of new Swiss items will appear on the SRS website, together with a few photographs, once our webmaster has the time to post them. ☒

TOP: LGB 49250, Set 2x RhB 2-axle cement silo wagons. Grey livery, Ucs8014 lettered RhB, Ucs8027 with “B” logo in orange. In background, 27420, RhB Ge 4/4III 643 “Vals”. Red livery. Fitted digital decoder. Two Bühler motor drives. Pantographs raise & lower automatically. Opening cab doors.

MIDDLE: HAG 34-009, SBB GTW 2/6 Turbo, 3-section, in overall Yellow “Top-Blitz” livery.

BOTTOM: HAG 26-046, SOB Re 456.095 “100 Jahre SOB” livery.

Editor’s note: For more pictures go onto the Society’s website.

