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## CHAIRMAN'S NOTES

One of the problems a Chairman has to face is that of the Editor bullying him to write notes for each magazine. The Secretary also has to write notes, but has an advantage in that he is reporting on matters currently in committee. This leaves me with the problem of what to write about each quarter.

This time, as I write these notes, I am preparing to set off for Nürnberg and the annual Toy Fair. My interests have always included the modelling of railways and are not bound by the borders of Switzerland. In particular, I enjoy the railways of Germany, both model and full-size, so the advent of the Channel Tunnel is a boon. Now, I do not have a tiresome journey to Heathrow and a boring old flight to Frankfurt, then a fight through the crowds between Frankfurt Airport and Frankfurt Hbf to find a train to Nürnberg. These days, I can travel in pre-rush hour comfort to Waterloo, enjoy an excellent cup of coffee in the Eurotunnel terminal and travel in comfort by train all the way, with stress-free changes at Brussels and Köln.

The Toy Fair is always hectic. Plenty of interest is shown by all sorts of people, including a healthy attitude by the press. From my wanderings around the different halls, each concentrating on one aspect of the Toy market, it is safe to say that the railway hall, Hall D, is the

busiest. This is probably because of the large proportion of enthusiasts who attend, despite it being a trade show.

The crowds make it difficult to get around at times, and it is easy to miss things. One favourite trick is for one stand to harbour two, three, or even more, manufacturers. These are usually small manufacturers or cottage industries, sharing the staffing and the cost of the stand, and it is all too easy to miss some fascinating new model or idea. The main manufacturers make quite sure that no-one misses anything!

My usual formula is to set off Wednesday morning, stay two nights in Nürnberg, visiting the show on Thursday and Friday morning, then travel back to Frankfurt for a relaxing weekend with friends who, although they live in Bahnhofstrasse, are 20 Km from the nearest train. Germany, like Britain, has suffered from many line closures.

On returning home, I then have the task of compiling a report of what is being produced for the Swiss market. The end result you should see with the March magazine, as an insert. Last year, we mucked it up (the master got lost in the post). This year we hope to do better.

John Jesson

## SECRETARY'S REPORT

The Management Committee met on the 6th January, 1996 and discussed many matters including the Annual General Meeting to be held in March in Altrincham. All the current Officers with the exception of the Sales Officer are prepared to continue in office subject to other nominations at the AGM. At the meeting the Committee received the resignation from Tom Sheard from the position of Sales Officer and therefore it will be necessary to appoint a new Sales Officer at the AGM. The Committee expressed its thanks to Tom for his work for the Society during his period as the Sales Officer.

At the AGM the Committee will submit the

following amendment to the Constitution and Rules:

Paragraph 4: Officers and Management of the Society.

The Management of the Society shall be in the hands of a Management Committee comprising a Chairman, Secretary, Treasurer, Membership Secretary, Editor, Two Publicity and Exhibitions Officers (North and South areas), Sales Officer, Librarian and Branch Co-Ordinator, and a maximum of two others members.

If this amendment is agreed at the AGM it will become operative from the 1997 AGM

Peter Dransfield