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Autor: [s.n.]
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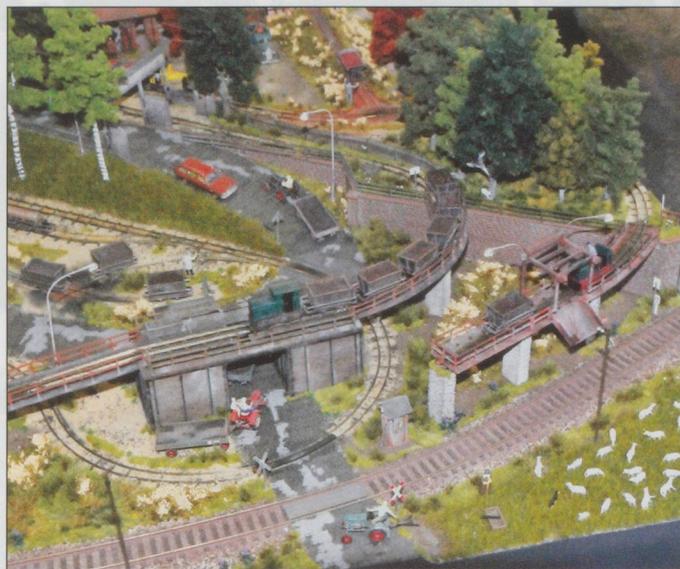
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developed. There is a very comprehensive selection in all of the smaller scales that goes far beyond the more common loads of coal or sand for open wagons. Of particular interest is their wide range of loads for flat wagons. One of the bees-in-my-bonnet is empty wagons – nothing wrong with this of course, but in my view the purpose of wagons is to carry things! VK-Modelle were showing their range of Swiss bus and trolleybus models.

A few years ago, Hobbytrain announced two sets of coaches for a vintage 'Orient Express', both in N and HO scales. This year, advance samples were on display. The complete train comprises 5 vehicles – 3-coaches and 2-vans. Last year, Roco introduced a model of Re6/6 11662 in green. Märklin have gone into buildings in a big way. Apart from the industrial models, there is an attractive goods shed based on a Württemberg prototype. The stand of the Märklin Empire is about four times the size of any other company. Finally, UK manufacturer Peco - is firmly established at the Toy Fair, and is 70 years old this year.

Editor's comment – It is a pity that the bold wording on the Peco stand appeared to be only in English – at a Toy Fair in Germany! However, these days English is the accepted “business language”, so perhaps it is not too surprising. 



ABOVE: Railpool zebra-striped TraxX loco. TOP RIGHT: One of the Busch dioramas, showing their industrial system. BOTTOM RIGHT: One of this year's new models from the Swedish manufacturer NMJ. Not only are the models exquisite, I have it on excellent authority that they run very well.

Scale Rail International

The launch of 'Scale Rail International' came about following the cessation of 'Model Trains International' magazine, on the retirement of the editor Chris Ellis. A small group decided that it would be a shame to lose a modelling journal that not only cut across international lines, but also was the only one left that retained an independence from the trade, and had the promotion of small personal model railway layouts at its heart. After a period of discussion 'Scale Rail International' was produced with much of the ethos of MTI, but in an easy to store compact style and in full colour – something that MTI had not done. Many of the contributors to MTI have transferred to Scale Rail International including MTI's former editor Chris Ellis. The accent is very much on modelling, but with plenty of prototype articles on some of the more quirky lines and ideas for layouts representing the same. In the first year countries such as France, Norway, East Germany, Bulgaria and the USA have been featured, not forgetting a substantial amount of UK railway subjects. The modelling scales have spread from N gauge up to garden lines of 7 1/4" gauge running on battery power. The magazine is published bi-monthly by subscription only, except for sales at a few model railway exhibitions and some selected model shops. The cost is £21.60 for six issues. Further details can be obtained from scalerrailinternational@gmail.com or on www.scalerrailsint.blogspot.co.uk. 

