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Both models arrived well packaged. The locomotive runs quietly and smoothly and the wagon runs freely. Because the locomotive is part of the Hobby Range it offers better value for money than the wagon but, as would be expected for the price, the wagon is very finely detailed.

At the 2006 Nürnberg Toy Fair Piko introduced its first G scale locomotive in a

range that is being expanded year on year. In addition to HO and G scales Piko also retail a small range of TT scale locomotives. For more information on Piko products go to www.piko.de or in the UK get in touch with Gaugemaster, Gaugemaster House, Ford Road, Arundel, West Sussex, BN18 0BN, Tel: 01903884488, website: www.gaugemaster.com

LJB AT THE BC

One hundred years after its construction by Ringhoffer in Prague, the tiny automotrice Ce 2/2 No 12 of the Langenthal-Jura-Bahn (LJB) was re-launched at Chaulin Museum on the Blonay-Chamby railway during the Journées de Patrimoine on 8th September. The theme of the 2007 heritage days was "wood" and as well as being featured in the beautifully restored wooden interior of this car, the GFM automotrice No 11 was hauling a flat wagon borrowed from MOB for the weekend and loaded with tree trunks.

With a capacity of only 18 third class passengers the LJB did not want to waste space with luggage so they hung a platform on one end to which cases or perambulators could be tied. A vintage basket-weave pram was mounted on this during the inaugural runs.

The event was the first to be presented by the BC's new president, Jean-François Andrist, well-known for his publicity efforts for the museum line for many years. Only the previous day he had taken over from Michel Friederich who had carried the BC association forward during the previous ten years. He congratulated the team which had taken such care with the restoration of No 12 and introduced several VIPs from ASm, now responsible

Le Vaudois

for the Oberaargau-Jura-Bahn that in turn had taken over the LJB. One of these was a man who had passed his driving test on the vehicle in 1948. The launching was celebrated in usual style by trying to smash a bottle of bubbly over the buffer beam; the bottle seemed reluctant to break and it took several attempts!

There is more work to do on the car, including tracing a problem with the brakes which showed up on the first day but it is hoped that this small vehicle will be used to train drivers for the society which runs the line. There are several who have qualified to drive the simple trams such as 28 from Lausanne and 52 from Berne but want promotion to the more complicated cars. No 12 will also be ideal for taking small parties of visitors.

