

Modelling news : SBB Cargo loco and SBB sand wagon from Piko

Autor(en): **Marriott, Peter**

Objektyp: **Article**

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

Band (Jahr): - **(2008)**

Heft 94

PDF erstellt am: **11.07.2024**

Persistenter Link: <https://doi.org/10.5169/seals-854628>

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.

MODELLING NEWS

Peter Marriott

SBB Cargo loco and SBB sand wagon from Piko



In UK model railway circles the name of Piko is perhaps not as well known as Bemo, Fleischmann and Roco but the company are certainly endeavouring to make their presence felt on this side of the English Channel. Piko (a German manufacturer not to be confused with Peco in Devon) introduced their Hobby Range

good application of the livery. Whilst the lettering is a little shiny the body colour is matt. There are a lot of roof details on the locomotive including four pantographs. The crispness of the lettering is not quite in the league of Roco - but you can have two Piko locos for the price of one Roco loco! SBB Cargo loco stock number 57455 :

£67.

The four-wheel open wagon for sand with gravity discharge of the Type Fcs is from Piko's more expensive Classic Range. The model comes with a small bag of add-on air pipes whilst the



of lower priced equipment including locomotives, rolling stock and buildings in 2002. The range features all wheel drive and pickups on the locomotive thus giving good running characteristics at a decent price. The Hobby Range locomotive featured is the SBB Re 474, one of the dual-system SBB Cargo freight locomotives used on its Switzerland to Italy services. The model is well detailed and carries a



chassis detail is most impressive. However the fitted load would benefit from a little weathering. SBB sand wagon stock number 54463 : £35.

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.

