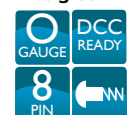


FIRST REVIEW

MINERVA PECKETT

0-4-0ST

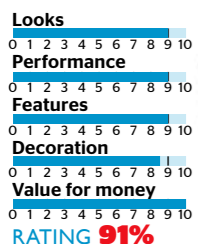
PRODUCT
Minerva Model Railways MOS-PLGL Peckett 'E' 0-4-0ST, lined green



PERIOD
1903-1960s

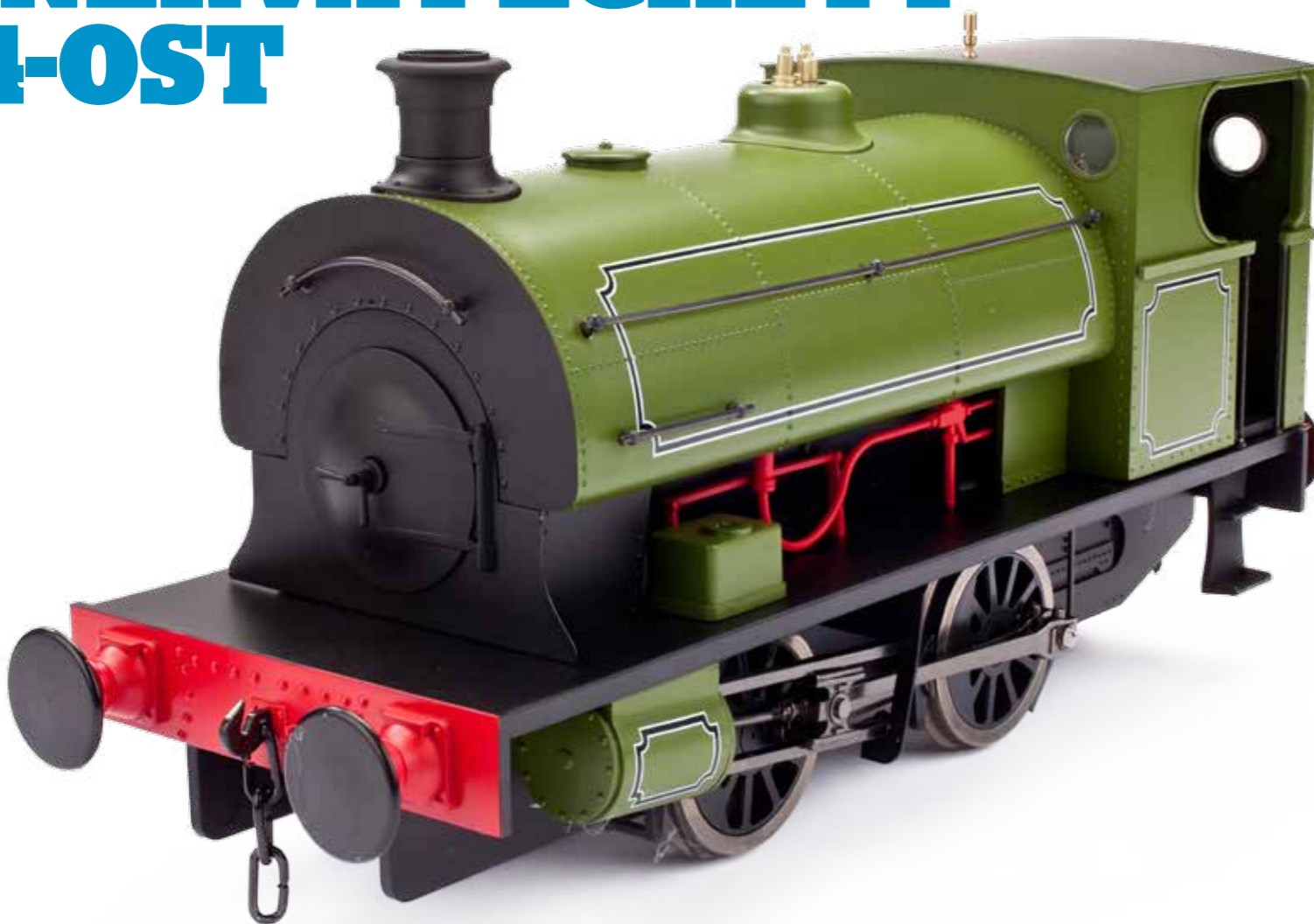
AVAILABILITY
Minerva Model Railways, PO Box 244, Penarth CF64 9FJ. Web: www.minervamodelrailways.co.uk

PRICE
rrp £255.00



+ Great choice of prototype, good looking, well put together, value.

- Nothing of note.



cab is perhaps a little more bare than a new model from Bachmann or Hornby.

What makes the 'E' a good choice is that it crosses the boundary between 'industrial' and 'main line'. The GWR inherited 'E' class Pecketts, from two organisations, that shunted the lines on Swansea Docks; carting agents Powlesland & Mason and the Swansea Harbour Trust. Some of these would become BR property in 1948.

The GWR, of course, put its own touch on its Pecketts in the form of the obligatory cabside numberplates and safety valve bonnet. Minerva offers both, the former in etched brass (and a choice of six numbers). The brass fret also contains BR smokebox door 'plates, lamp irons and cab side sheets, plus a second fret with some fine works plates.

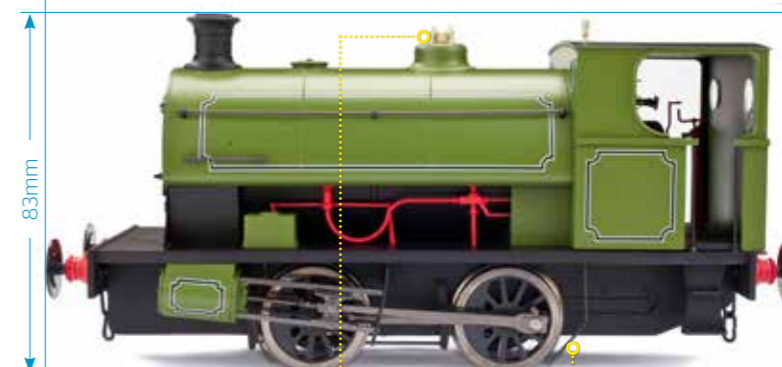
But how to cater for the standard Peckett dome and the retro-fitted GWR item? Well, Minerva has made the Peckett dome removable, and offers a GWR item plus the unique Salter safety valve fitted component that former SHT No. 1143 had. It's an ingenious way of offering different guises without tooling three different bodies.

This practical approach is carried over to the mechanical side too. All four wheels transfer current to a sealed motor, which drives the rear axle via a 40:1 ratio gearbox. There's a flywheel too, for some remarkable slow-speed running.

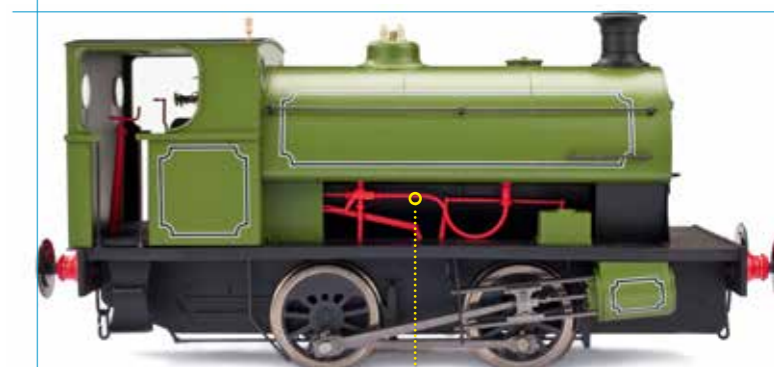
On test it proved smooth and powerful. There's really little more to say other than this is a great model and Minerva is onto a winner. If you've ever wanted to try 'O'; this is an ideal entry point. The only other comment is: "please can we have some smaller ones?!" (RF)



MINERVA PECKETT 0-4-0ST



Removable dome, Fine wire sandpipes



Injector pipework



Port for optional sound, Wire handrails



MINERVA PECKETT 0-4-0ST

OVERVIEW			
Manufacturer	Minerva Model Railways		
Ref. No.	MOS-PLGL		
Unit No.	N/A		
Scale/gauge	1:43.5 scale, 32mm gauge 'O'		
Body	Plastic with metal parts		
Chassis	Metal with plastic parts		
Weight	509g		
Min. curve radius	N/A		
ELECTRICS			
Electrical system	12V DC two-rail		
Motor type	High torque		
Lights?	No		
DCC ready?	Eight-pin socket		
MECHANISM			
Drive system	Worm drive to rear axle		
Flywheel(s)	Yes		
Traction tyres	No		
SERVICING			
How to dismantle	Refer to instruction sheet		
Where to oil	Factory lubricated; instructions suggest further lubrication after running in.		
DIMENSIONS			
	PROTOTYPE	1:43.5 SCALE	MODEL
Length (over buffers)	24ft 1 1/4in	85mm	85.1mm
Height (over chimney)	11ft 10 1/4in	83mm	83mm
Width (over bufferbeam)	8ft 4in	60mm	58.3mm
Wheel diameter (driving)	3ft 7in	26mm	25.1mm
Wheelbase	6ft 6in	47mm	43mm
Wheel back-to-backs	-	-	29mm

One of the dark horses to emerge in the explosion of mass-produced ready-to-run locomotives was Ixion. It had a slightly inauspicious start with its 'N' gauge GWR 'Manor', but stunned everyone with its next British outline model, the acclaimed 'O' gauge Hudswell Clarke O-6-0ST (MR174). This was an inspired choice for a model, whatever the scale, but Ixion produced it with aplomb and at a reasonable price. We wanted more - and got it, with the excellent Fowler O-4-ODM (MR191).

The problem, if there was one, was that some of Ixion's directors were British and some were Australian, and the choice of prototypes had to reflect this. So Ixion director Chris Klein set up a new operation with Chris Basten, with a focus on British outline models, leaving Ixion to cater for the Antipodean market.

The result was Minerva Model Railways, and its first locomotive is here, less than 12 months after it was first announced. And, just like the Hudswell

Clarke, it's an inspired choice. Bristol builder Peckett & Sons offered an extensive catalogue of locomotive types, one of which was an O-4-0ST with 15in by 21in cylinders and 3ft 7in diameter wheels. This was classified 'E' under Peckett's system and 52 were built between 1903 and 1940.

The 'E' makes a perfect model. It's small and its short wheelbase is ideal for shunting layouts with tight curves. If any model puts 'O' gauge within the reach of the masses, it's this - the Peckett is absolutely ideal for a 7mm:1ft scale 'micro' layout.

First impressions of Minerva's Peckett are good. The new organisation has closely followed Ixion's successful recipe by offering something basic but for a very reasonable price.

'Basic' sounds a bit harsh but it's not meant as a criticism. The model does look quite plain at first glance, possibly

even a bit toy-like. Admittedly, the matt finish does make it look a bit plasticky, but the toy-like aspect is very welcome. This feels like something you can really use without worrying about damage. And at £255 it's great value.

Look closer and you'll see that this is no toy. The handrails are all wire, the smokebox door dart is a separately fitted item, the cab interior has some rather refined fittings and there are rivets pretty much wherever you expect to find them.

THE FACE FITS

Peckett gave its products a family resemblance with a distinctive smokebox door and wingplates, and Minerva has captured the look perfectly. It looks 'right' from every angle and the large blackened sprung buffers and three-link coupling chains mean that you can forgive the faint mould seams on the tanks, or that the

