



Minerva Model Railways – led by Chris Klein (also of Ixion Model Railways and a contributor to RM on many occasions) and Chris Basten (noted authority on Welsh Railways and proprietor of Dragon Models) – has released its first locomotive, a Peckett Class E 0-4-OST in O gauge.

These products of the famous Bristol company were widespread in industry, but the best-known exam-

ples were the septet owned and operated by the Swansea Harbour Trust – see the Drawn & Described article by Ian Beattie in the October 1989 RM – which were absorbed by the GWR at the Grouping. The last of these stocky little locomotives was withdrawn in 1960, and none of the SHT seven was preserved.

Placed on an enlarged copy of

Ian's drawing, the locomotive was a good fit, although it was around a scale 6" longer in the frames between the front of the cylinders and the buffer faces. It features full rivet detail on its injection moulded superstructure, which rides on a diecast chassis. Cab detail is excellent, and the typically Peckett small spectacle windows are spot-on. The buffers and drawhooks are sprung.

The can-type motor drives the trailing coupled axle via

ed – plus one with a GW-style safety valve bonnet, and another round-topped one with Salter valves. The instructions give details as to which of the SHT engines carried which dome, including fleet numbers. Also included is a moulded toolbox, and the bell as fitted to the SHT locomotives for use when running in street trackage. An etched brass fret is also included, providing works and number plates, lamp irons and a couple of shutters to be fitted to the cab sides if desired.

If the additional details are fitted, however – especially those situated



40:1 gearing; it is fitted with a flywheel to help the short wheelbase (6'6", or 45.5mm in actuality) machine cope with dead frog pointwork. It is DCC ready – an eight-pole dual inline socket is fitted atop the chassis – and there is easy provision for sound, there being a recess provided in the chassis floor. The instructional will guide the purchaser through the process.

The model weighs 503g, which will provide ample haulage capacity for the length of train expected of such a small locomotive. Performance is good, and whisper-quiet.

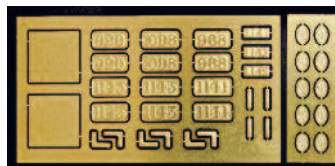
Separately supplied with the locomotive is a choice of three domes: typical standard Peckett – as illustrat-

on the top of the tank – the inner packaging will require recesses to be cut out if the locomotive is to be returned to its box.

This little charmer is available in lined medium green, unlined GWR green – as here – and unlined black. For the many who are already imagining a layout based around it, a few figures for you: it's only 30mm longer than the typical ventilated van, and just 15mm longer than the Ixion Model Railways Fowler 0-4-ODM.

As Michael Watts stated in his introduction to his own O gauge project, *Webbs Wharf* (last month), "start afresh with a small scheme in O gauge" – what are you waiting for?

The SHT-pattern bell for street running, an extra toolbox, and the other two domes are all supplied with the model.



▲ The fret has a selection of cabside number plates, lamp irons and cab shutters; the works plates are on a separate etch.

Sample supplied by

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**PRICE
£255.00**