



Peckett 0-6-0ST by Locos n Stuff

Body instructions

Cut parts out of the fret only when they are needed. Some parts are contained within others. make sure you put them somewhere safe until they are needed. Holes can be opened out to size more easily when the parts are still on the etch and it reduces the risk of them ending up lost in the carpet.

Fold a part means to fold 90° with the etched line on the inside of the fold. Fold double means to fold 180° with the etched line on the outside of the fold. Try to get it right first time as re-folding usually results in the part breaking off.

Once you have assembled parts with tags, file off any tags that protrude through the other side.

Footplate

Locate the footplate 1 and clean up the edges. Make an easing tool from a piece of scrap etch (see sketches)and check that the slots are clear. Solder a 12BA nut over each of the two rear holes (etched lines on the footplate facing downward).

You can fit the buffer beams, supports and valences now, which will mean cutting a piece of wood to fit between them and act as a solid base to work on, or you can fit them later which will allow the footplate to lay flat on your work bench. Either way, the valences 2 are soldered vertically into the slots near

the footplate edge and the buffer beam supports 3 fold up and fit into the etched recess at each end. Push out the rivets in the buffer beam outers 5 and solder to the inners 4. Solder these in place centrally at each end and flush with the footplate top. Note which way up the rivets go.

Cab

Remove the cab frame 6 from the etch in one piece and clean up the edges, saving the parts contained within it. Do not remove the strips across and above the doorways, these are strengtheners which will be removed later. Fold it to shape and try it for fit. Ease any of the slots that need it but do not distort the frame in the process. When happy with the fit, solder it in place. Fold the top strips on the frame inwards to match the roof line, that is not quite 90°.

Try the cab front 7 in place, it should overhang slightly each side. Position it centrally and solder in place. Try the cab sides 8 & 9 for fit. They must sit on the footplate and tuck in behind the overhang of the front. They will overhang the rear slightly. Solder in place but do not get any solder on the top strengtheners. Try the rear 10 for fit, it must fit between the side overlays just fitted and engage in the slots in the footplate. Again, solder in place when happy with the fit. Fold the top extensions of the sides over so they match the line of the roof and solder to the strengtheners.

Curve the roof 21 to fit and fold up the side strips around 60°. Fit the supports 25 according to the sketch and try the roof for fit, it will always be removable.

Smokebox

Solder a 12BA nut over the hole in the smokebox former 11 with the etched lines facing up. Fold the ends up at 90°. Pass 0.5mm wire through the small holes in 11 with 2mm protruding either end and solder in place. Push out the rivets in the wrapper 12 (see sketch), curve to shape, double check that the former is square and the ends are parallel and solder in place with the small hole on the left. Push out the rivets in the front 13 (see sketch) and solder in place. Overlay 14 only appeared on the as built version, if you are using it, solder it in place centrally and flush with the base. It could also be glued in place if you don't fancy trying to solder it.

Rear 15 and the spacer 30 fit on the wires at the rear of the smokebox. You will see that fitting 30 makes the slots in 15 hard to use. The best solution is to fit the parts onto the wires and tack solder 30 to 15 without soldering to anything else. Remove from the smokebox and ease the slots until full thickness brass etch will fit. Roll and trial fit the boiler 19 into it's slots in the smokebox rear 15, it is easier to do it with parts 15 and 30 round the wrong way to start with. I managed to position the outer tags too far round the boiler, just file away the top half of each tag and the boiler will fit perfectly.

Saddle tank and boiler

The saddle tank should have a joint just in front of the central row of rivets, the end with two side holes is the front. This can be scored in with a straight edge and knife tip. Use the knife upside down so that it doesn't actually cut. This is not essential, just cosmetic. Roll the tank wrapper 18 to the shape of the front 16. It is best to over roll it so that it holds itself in place like a spring. Start the tight curves either side at the sixth rivet from the edge. Try 16 for fit in various places and make sure the wrapper doesn't twist in the process. When happy solder in place flush with the front edge with the word FRONT facing inwards. Similarly fit the rear 17. The front of the wrapper is the end with a small hole either side. It is important to get the front fitting perfectly as it is visible after assembly, but the rear is not so important as no one will see it when assembled. Solder 1mm rod into the three holes in the tank rear and trim to around 1mm.

Look at the tank from all round to ensure that it is square and sits level on a flat surface. Trial fit it by positioning parts 15 and 30 and the tank ends on their respective wires and fitting the screw into the smokebox to hold it in place. Place the model on a flat surface and check that it sits square and level. The position of the smokebox can be adjusted by filing the hole oval in the footplate to slide it backwards or forwards. If all is OK, solder 15 and 30 to the tank front, lining up the holes with temporary wires which must not be soldered.

Slide the boiler into place under the tank from underneath and engage the tags at the front. This is a surprisingly fiddly operation but it will fit. Solder around the front tags and the rear top corners to the tank rear. Fit onto the cab and slide the smokebox into place. Look at it critically from all directions, if it looks crooked now, it will look crooked later when all is finished. Find the

problem now and fix it. Check for solder around the alignment wires, countersinking the holes in the tank and boiler ends will cure this. Check that the cab and smokebox are square and the smokebox rear is soldered flat. The boiler should be flush with the tank rear but the tank should have a slight gap.

When happy with all this, solder the smokebox plate 15 to the smokebox rear and check that a 12BA screw fits under the smokebox. The hole in the footplate may need elongating to achieve this. Fit the tank and boiler at the rear end. It can be soldered but superglue will work equally well. Solder the smokebox base to the footplate. A small amount of boiler may obstruct the motor opening (16.5mm only), this can be trimmed with a slitting disc or gently bent out of the way. Test fit the body on the chassis and check that nothing is pressing on the motor.

Push out the rivets in the smokebox brackets 24, if you are using them, and the rear tank supports 20. Fold to 90° along the etched lines and test fit. The brackets 24 will hold the smokebox in place once soldered but if not using them, solder the smokebox base directly to the footplate. The rear supports 20 need to be a tight fit so that they stay in place whilst being soldered so bend the top angle a little to achieve this. Solder the top first, readjust the bottom until it stands vertical then solder to the footplate. They should be hard against the boiler side. Remove the screw and trial fit the chassis.

Remaining parts

Push out the rivets in the smokebox brackets 24 and saddle tank supports 20 and fold at the etched lines. The supports fit vertically against the cab front with the top touching the boiler, solder to the tank and footplate. The brackets fit centrally at the base of the smokebox sides. They seemed to have been fitted to the later locos only. If you wish to fit them but inadvertently pushed out the rivets in the smokebox, they can be trimmed with a sharp knife and the brackets fitted over the top.

Fold the bunker sand boxes 28 and position almost in the back corners of the cab, touching the rear. Cut a bottom corner off to clear the nut and solder to the cab back. Fit the bunker door 31 to the bunker front 27, open or closed as you wish and solder the front in place touching the sand boxes. If using the early mid sand boxes 29, fold to shape and solder to the footplate.

Fold the cab floor sides down 26 and reinforce with a strip of scrap etch about 3mm from the rear edge, see sketch. Try it for size, it may need a little trim to fit. Assemble the reverser, parts 26 and 27 on the chassis etch and solder to the false floor as shown in the sketch. Fit the cab handrails from 0.5mm wire then recheck the fit of the floor. The floor can be left out until painting is finished and then glued in place.

The cab steps are part 22 on the chassis etch. NS is stronger than brass so less likely to be damaged. Fold to shape and fit centrally below the doorways against the back of the valance. Builders in 16.5mm will have to omit these as they will foul the rear cranks. Remaining parts are the regulator, 28 on the chassis etch, filler cap levers 23 and lamp irons 22, all of which are explained in the sketches.

Parts list

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| 1 - Footplate | 17 - Saddle tank rear |
| 2 - Valence x2 | 18 - Saddle tank wrapper |
| 3 - Buffer beam supports x2 | 19 - Boiler |
| 4 - Buffer beam inner x2 | 20 - Saddle tank supports x2 |
| 5 - Buffer beam outer x2 | 21 - Cab roof |
| 6 - Cab frame | 22 - Lamp irons x4 |
| 7 - Cab front | 23 - Filler cap clamps x3 |
| 8 - Cab L/H side | 24 - Smokebox brackets x2 |
| 9 - Cab R/H side | 25 - Roof supports x2 |
| 10 - Cab rear | 26 - Cab floor |
| 11 - Smokebox former | 27 - Bunker |
| 12 - Smokebox wrapper | 28 - Bunker sand boxes x2 |
| 13 - Smokebox front | 29 - Footplate sand boxes x2 |
| 14 - Smokebox front overlay | 30 - Boiler spacer |
| 15 - Smokebox rear | 31 - Bunker door |
| 16 - Saddle tank front | 32 - Tank front bracket (2 parts) |