



## **Peckett 0-6-0ST by Locos n Stuff**

I thought this would be a fairly easy kit to develop, six locos belonging to the Southam works of Rugby Portland Cement, previously Kaye & Co Ltd, what could be easier. It turns out that the locos bought by Kaye & Co were based on three similar ones supplied to Charles Nelson & Co Ltd of Stockton. There were also long and short versions, both companies had a Jurassic and Kayes had two Liassics at the same time. To make it worse, Rugby Portland Cement ended up owning both companies.

I have made this a kit of the longer version, an extra 6 inches, as it seems prettier and more balanced to me. To be honest, most of the differences are in details and the length is not really noticeable. only a real purist would spot the difference.

### **A Brief History**

Charles Nelson was using horse power on his 21in gauge tramway at Stockton and decided to buy locos in 1897. His locos were:

Gamecock 687/1897, Niras 785/1899 and Jurassic 918/1901.

All came from Peckett and were actually their first narrow gauge design. They had frames 12 ft long with 1 ft 8 in wheels and 7 x 10 in cylinders. Track was 20 or 24 lb rail on wooden sleepers 40 x 6 x 3 in at 30 in centre spacing. A lot of this track ended up at Southam when Nelson's works closed.

Southam works didn't get steam locos until 1903. They used 1ft 11 1/2in gauge and bought the same design as Nelson which were:

Jurassic 1008/1903, Neozoic 1119/1906, Liassic 1216/1909, Triassic 1270/1911, Mesozoic 1327/1913 and Liassic 1632/1923.

The first three were mostly the same as Nelson's locos but the last three were 6 in longer, 12 ft 6 in frames. Track was 20 to 30 lb rail on mostly wooden sleepers 42 x 6 x 3 in at 39 in centre spacing, although some sleepers were concrete. Point work was mostly laid in situ on wooden sleepers but some was prefabricated on steel sleepers, then laid on wooden sleepers.

The nine locos are best thought of in three groups:-

Originals, Gamecock, Niras and Jurassic (Nelson's). Intermediate, Jurassic (Southam), Neozoic and Liassic (first). Final, Triassic, Mesozoic and Liassic (second).

- The Originals had shorter frames, footplate mounted sand boxes, no cab steps and a strange heavily riveted patch on the smokebox sides, at least on Gamecock and Niras. I don't know if they had sand boxes in the bunker but the front ones either side of the smokebox disappeared at an early date.

- The intermediates were as above but without the riveted patches and with cab steps.

- The final group had the longer frames with sand boxes in the bunker and either side of the smokebox. There were two shapes of sand boxes, Triassic had the smaller ones and the other two had the larger.

As is normal for a private works railway, there were rebuilds and parts swapping to keep locos running. Neozoic and Liassic (first) were scrapped on site in 1943 but the frames of one of them were used to rebuild Mesozoic, which consequently ended up a shorter loco. Since Liassic's frames were reported to be "broken", the resulting loco was likely to be Neozoic's frames, one of the early cabs and Mesozoic's tank. Mesozoic's boiler was worn out so one from the scrapped pair would be used, probably Neozoic's as it was a more recent replacement. Changing name plates required a special spanner borrowed from Peckett or a small boy to shove through the water filler with a spanner. It was far easier to use a handy tank, regardless of the name on it, so the rebuild became Mesozoic. Maybe it should have been renamed Neomesolizoic, or maybe not.

As an aid to identity of the duplicate named locos, Nelson's Jurassic never had proper name plates, the name was painted on the tank, as were Niras and Gamecock. There was only one set of Liassic plates, the early engine had them until scrapping then they switched to the later engine. Also Mesozoic gained a home made smokebox door after it's rebuild, which later ended up on Liassic (later version).

Final disposal of the locos was as follows:

Nelson's three locos were all scrapped in 1949 but some parts were sent to Southam for re-use.

Jurassic was sold to the Lincolnshire Coast Railway in 1961.

Neozoic and Liassic were scrapped on site in 1943, some parts re-used.

Triassic went to JB Latham of Woking, Surrey in 1957.

Mesozoic went to EL Pitt & Co Ltd of Brackley, Northamptonshire after 1961.

Liassic went to C Matthews of Toronto, Canada (with the home made smokebox door).

Triassic and Liassic are now both at the Statfold Barn Railway.

When looking for pictures of these locos, you will find that Gamecock is sometimes portrayed as an 0-4-0ST. This is actually a Cranmore class and was a photographic error by Peckett. There was also some confusion over gauges as I have seen the Lincolnshire Coast Ry shown as 21in, but the loco they had, Jurassic, was 1ft 11 1/2in gauge and still is.

## **The kit**

This is a relatively simple kit to assemble but you must decide on gauge and couplings fairly early on. Spacers are supplied for 16.5 and 14mm gauges, if you want Nelson's 21in gauge, build as a 14mm gauge loco and push the wheels closer to run on 12mm track. Do not over file the edges of parts other than to remove the tabs as this will affect the fit of the parts. Only file square edges that will show on the finished loco.

Coupling holes in the buffer beams must be filed to the size required by your couplings before any small parts are added to reduce the risk of damage. Since there is no upper boiler it is easy to fit DCC and ballast, even after the loco is finished.