

In order to determine how I was going to fit the tender unit to the existing loco chassis and fit a smaller diameter boiler at a revised and lower level it was now necessary to remove the existing boiler and whatever else might prove an obstruction to the modification process.

The exploded diagrams supplied with the locomotive are excellent and the following points are only meant as additional guidance notes.

The four screws securing the cab were removed and the cab placed aside. Two further screws hold the cow catcher in place (these need to be taped to the catcher for possible return of the unit). The whistle was pulled out sideways and pulling off the smoke box door allows the bell to be pulled forward. Two screws in the cab floor and one beneath the front platform hold the boiler in place. Once removed the boiler can be simply pulled away from the chassis taking care not to snag the internal wiring, the gold stanchions can be gently pulled away sideways.

The lead weight is next in line for removal. When disconnecting the wires from the front terminal block ensure you make a note of their locations, remove the two screws holding the lead weight in place and gently lift the weight from the chassis.

The four wires at the rear of the motor block housing are easily slipped upward, again noting their coloured locations. Two screws hold the running boards in place and once removed it is only necessary to gently prise away the front tool box. This is the only item so far that would need to be glued back in place should you wish to return the loco to it's original state.