



This article is provided by FMES for your interest thanks to the kindness of the original publishers. FMES makes no representations or warranties of any kind, express or implied about the completeness, accuracy or reliability with respect to this document and any sentiments expressed are not necessarily supported by FMES. Any reliance you place on this document is therefore strictly at your own risk

“Old Rube restoration part 3”

This document was written by Paul Naylor in early 2025 and is the third article in a restoration project. The articles were published more or less simultaneously in the Frimley and Ascot Locomotive Society newsletter.

Having found a boiler man, I think, the next step is to remove the boiler and the cladding. I get nervous about moving heavy weights, and so it was with some trepidation that I started out on this. After all, nothing else happens until I do this.

I dragged the whole shooting match out into the daylight for more room, using *Matilda*, my caravan mover. This worked fine and was easy enough to do...but would have been very hard alone to do without this little machine.

Then, I had to separate the boiler and think about stripping it. Fortunately (see earlier), the boiler was already removeable and all the piping and other bits and pieces were taken off. I only had to worry about the cladding and a few fittings. I want to try to keep as many of these as



possible, and so far, I have a 100% record on removing things in one reuseable piece. I also want to use the same cladding, but this depends on the boiler man putting a few bushes in the same place as the old boiler (such as for water feed etc). I wound a strap around the boiler and got it off using the crane: another impossible task for me without it. I know half scale traction men will be laughing at my efforts, but there is a first time for everything!

Another piece of indispensable equipment that I had was a trolley. I needed it for something a while ago and made it from wood and steel with heavy duty castors. I know you can buy things like this, but I wanted something low, tough and with wheels not likely to go flat or buckle...ideal for putting the boiler on to move it around. I did not want to use the crane for this too much as the boiler is like a very heavy conker on a string when lifted, and I am not totally sure that the oil in the hydraulics will stay there for the duration.



To complete the preparation of the boiler for a trip to the boiler man, I needed to remove the cladding. The bands were easy enough (one unscrewed, and I cut the bolts of the other two that needed to come off), but the builder had also put small (around 6BA but I haven't measured them properly yet) slotted screws every 75mm along the underside. I had visions of lifting the boiler and crawling under it with a grinder to cut the heads off until I tried one with a short screwdriver. Bearing in mind I had about 70mm clearance under the boiler without lifting it again, I was *really* pleased that they all came out easily. Why weren't they rusted in as everything there was steel? Well, every drop of spilled oil for years had ended up right there inside the cladding. Thank goodness for over oiling. And that is a mantra I think I will be saying again and again...



So, the cladding is now off, the boiler exposed and ready for transport...and I can see the next stage: the chassis strip to get