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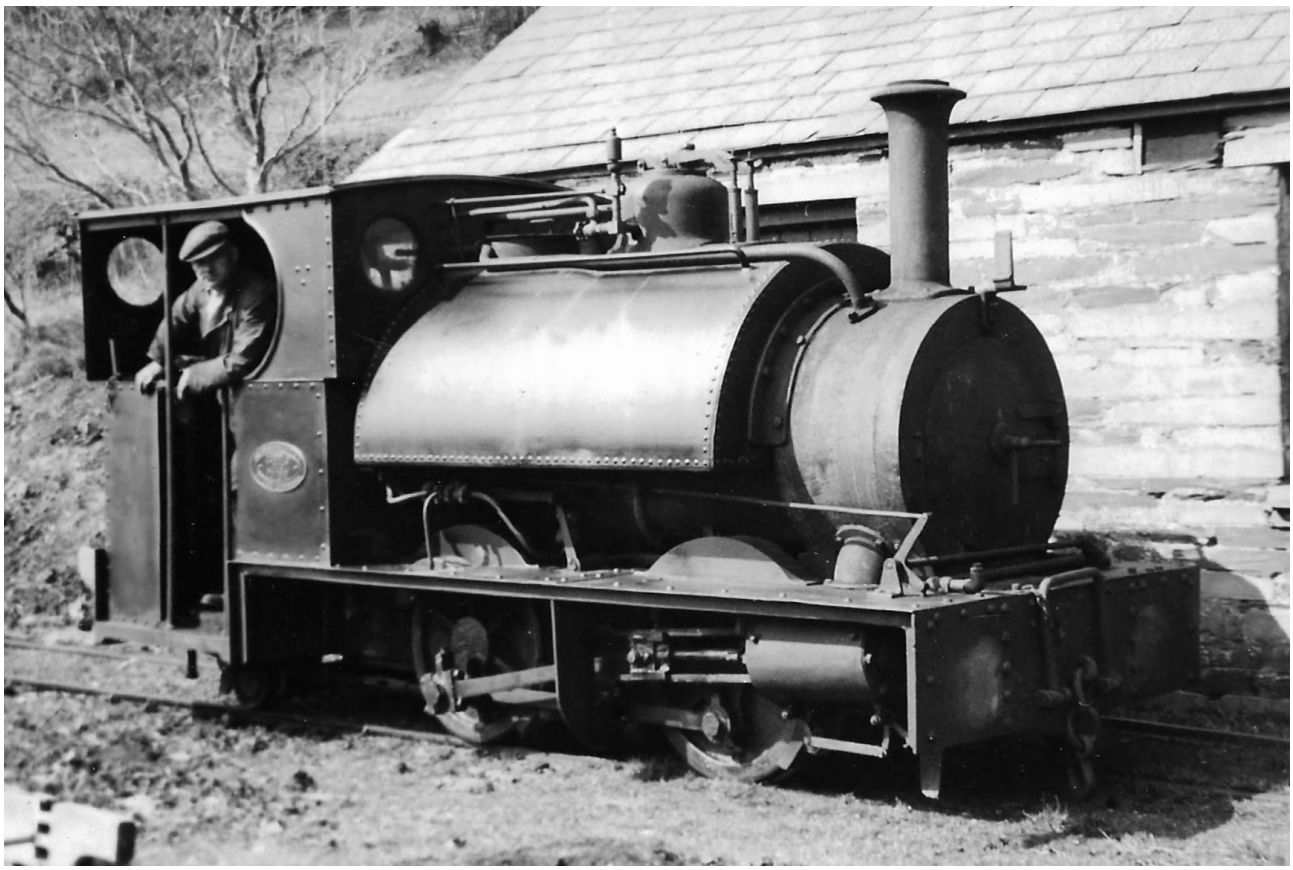


ALBERT
(CORRIS CAB)

Thank you for buying this locomotive kit from Boot Lane Works, please read all the instructions carefully before assembly.

PLEASE READ THE FULL ASSEMBLY INSTRUCTIONS FOR ALBERTA ALONGSIDE THESE INSTRUCTIONS

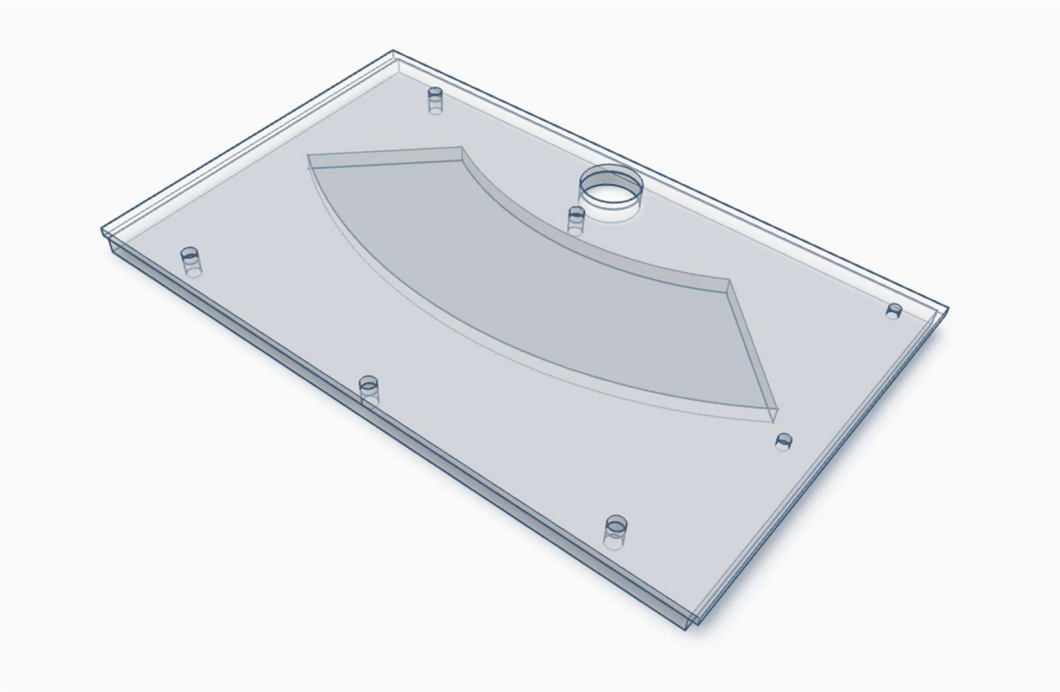
These are the instructions for the alternative Corris Cab that comes with the ALBERT kit.
The Corris locos acquired these cabs when the engines were converted to 0-4-2 between 1883 & 1900. Our kit is a representation of No 3's cab after the 1927 rebuild when all three Corris engines were rebuilt into a single locomotive.



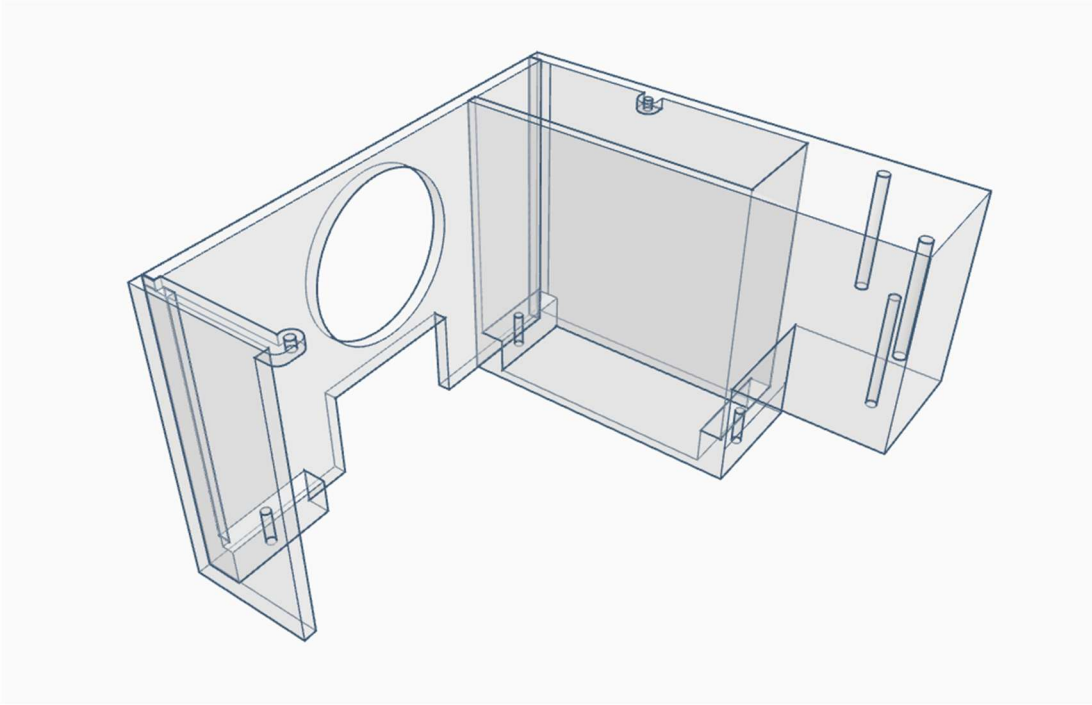
The parts in the bag along with these instructions replace or supplement those parts in the ALBERT kit.

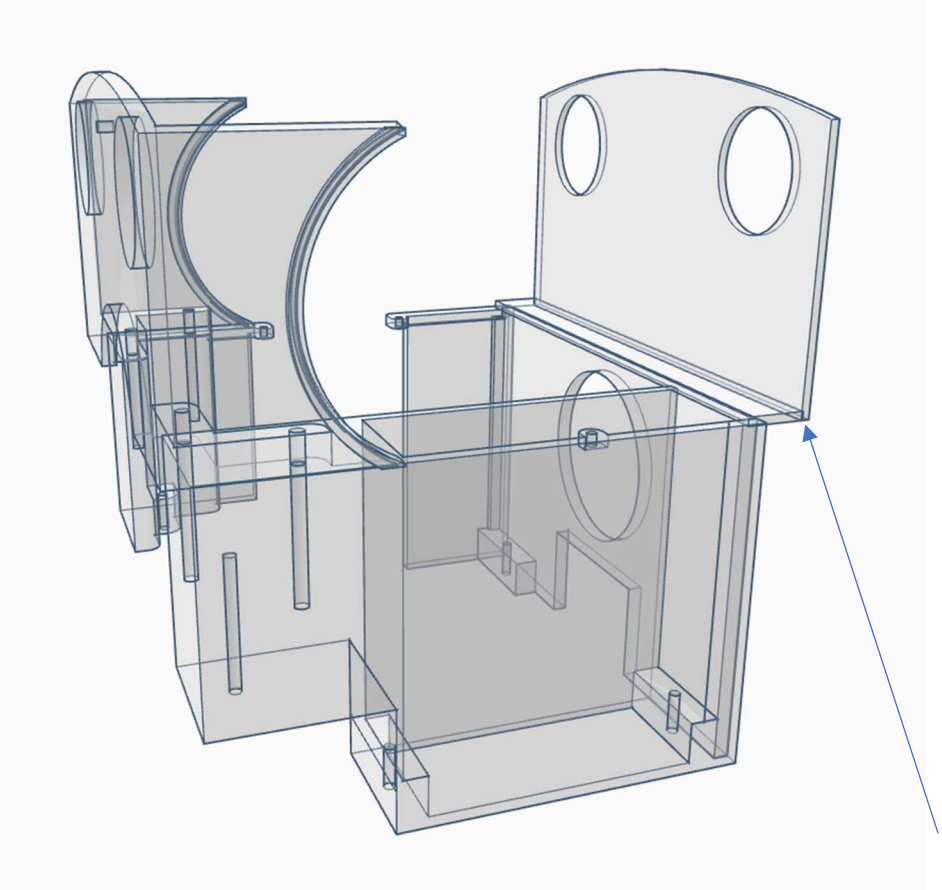
Primarily all the cab parts, along with replacement cab floor sections, both 1 & 2mm acrylic.
Almost all of the assembly in front of the cab is not altered with the exception of the front buffer-beam which originally did not have side buffers.
We have also included a representation of the peculiar Corris coupling hook, which may be used on the front and rear buffer-beams if desired.

The cab floor sections have different mounting holes and must be aligned so that the 2mm holes align. The 1.5mm holes are there to accept the handrail uprights and are only present on the right-hand side of the footplate.
They do not continue through the 2mm section, which offers a stop for the handrails.
Also, remember the countersunk hole as per the other cab floor!!!



The lower rear three cab sections may be glued together, to create a single piece.



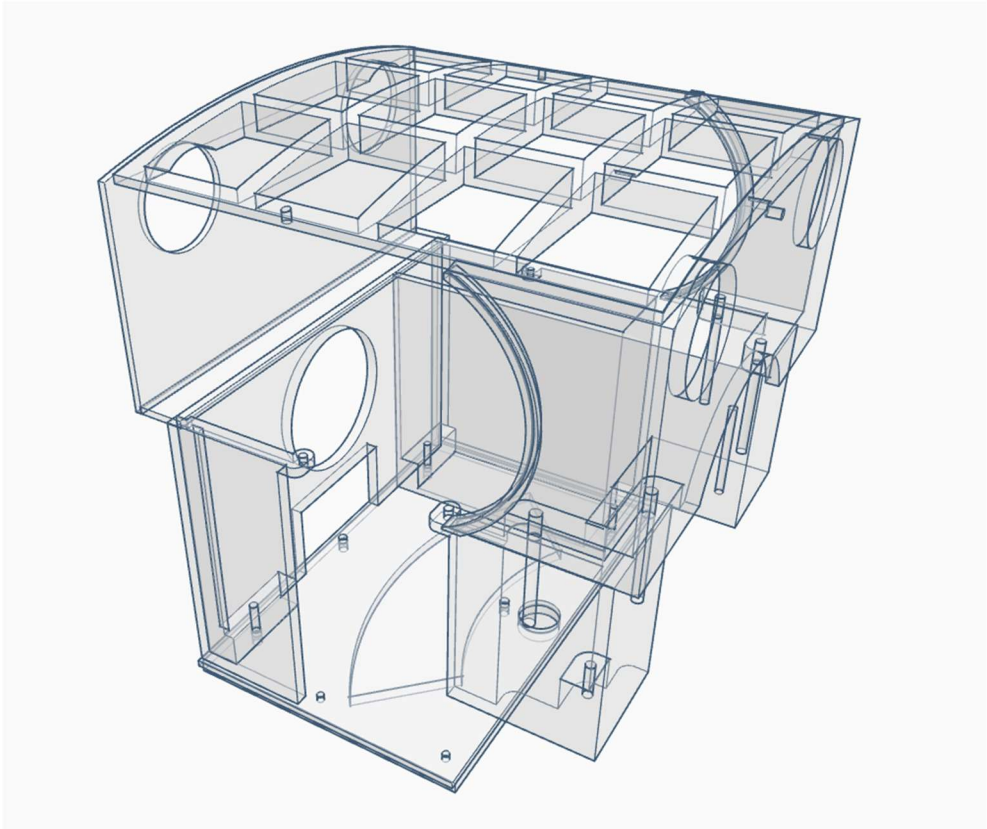


The front section of the cab mounts on both the left-hand bunker and the right-hand cab front lower.
Note that the upper cab section hangs over the lower section. It is attached the same way as the newer cab version, with four 8mm M2 panhead screws.

There are two curved beading sections that tidy up the curved edge of the Cabsheet sides.

The rear sheet is built up from two sections of 1mm acrylic.
The horizontal section sits on top of the lower section, BUT the upright sits in front of the horizontal.

The whole screws onto the footplate and running boards. The mount screws for the running board are the same for both cabs.



The roof section, like the rest of the cab is a little delicate!
This is because the original cab as built was extremely low (hence the 1968 rebuild), as the model tries to emulate this, certain allowances have been made.
There are small cut outs in the roof frame to accommodate the window holes and at the front to allow for the regulator rod!

Upright handrails can be fitted.
A full length and two shorter lengths.

A PDF copy of these instructions can be found at – www.bootlane.org.uk/instructions

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