BOOT LANE WORKS
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JANET

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

Tools & Adhesives

I recommend a few tools to help you assemble your kit –

- Small Bench Vice
- Modelling Knife *(I use a scalpel)*
- Tweezers, Pliers, etc…
- Needle Files, various shapes
- Wet & Dry abrasive paper *(the mixed selection from Halfords is very good)*
- Selection of small twist drills, including 1.5mm & 2mm diameter
- A 90-degree angle *(I use a set block, but a small set square will work well)*
- Personally, can't manage without my small, tapered reamer, look for them on eBay!
  TAKE CARE WITH THE REAMER - MAKE A SMALL CUT, TRY, AND CUT AGAIN

I also recommend the following adhesives –

- Super Glue
- Dichloromethane, A liquid solvent for the acrylic
  We use E.M.A. Model Supplies "Plastic Weld"

A little about the printing process.
The printer extrudes a filament of plastic, layer by layer, to create an object. As it does so, it can leave tiny ridges along the object, and the printing "seams".
For best results, clean the ridges off with a file. Before painting and rubbing back with wet'n'dry.

THE RESIN PARTS ARE BRITTLE AND MUST BE HANDLED WITH CARE
The resin is hardened by an ultraviolet light process but continues to adsorb the light after the process.
Please ensure the resin is thoroughly painted to stop the hardening process.

THE ACRYLIC IS ALSO BRITTLE, CARE SHOULD BE TAKEN DURING CONSTRUCTION

******* IMPORTANT *******

JANET is designed to fit our 0-6-0 "No 9" Power Chassis, one of which will be included with this kit.
Instructions for the No 9 chassis will be the No 9 kit.

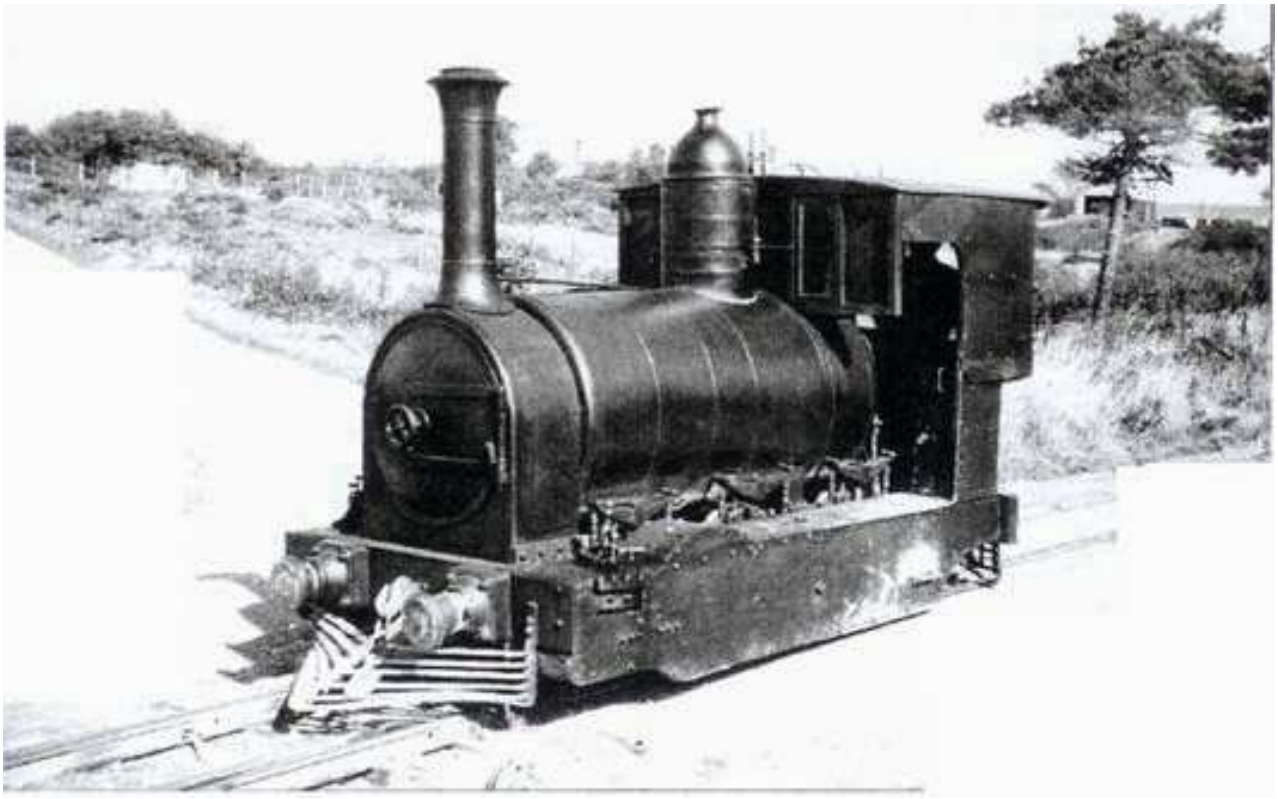
Please bear in mind that this kit, although intended for garden use, is a reasonably small power unit, designed for hauling a handful of wagons or a carriage.
We DO NOT guarantee this model if used for "Heavy Haulage"!

This model was inspired by the Furzebrook Railway, SECUNDUS.
Built to a gauge of 2'8" by G. E. Bellis & Co. In 1874 and not as often reported, by Bellis & Seeking of Birmingham), Seeking having left the business in 1866.
SECUNDUS was ordered from Bellis and spent its entire working life on the Furzebrook Railway which was owned and operated by the Pike Brothers' Dorset Clay business.
It was overhauled several times by Stephen Lewin's Poole Foundry, which may account for some of the odd fittings found on the engine, safety valve bonnet, etc?

An 0-6-0 well tank locomotive, with outside frames, the engine had a marine style boiler, an overall low centre of gravity and was much favoured by the crews at Furzebrook.

Finally retired in 1955, and as the only surviving Birmingham built locomotive, SECUNDUS was saved by the Birmingham Locomotive Society and presented to the Museum of Science and Industry in Birmingham. There the engine remained for many years; it is now on loan from the Birmingham Museum Trust and under the custodianship of the Purbeck Mineral and Mining Museum, located at the Swanage Railway Museum in Corfe Castle, Dorset, where (we believe) it is on display.

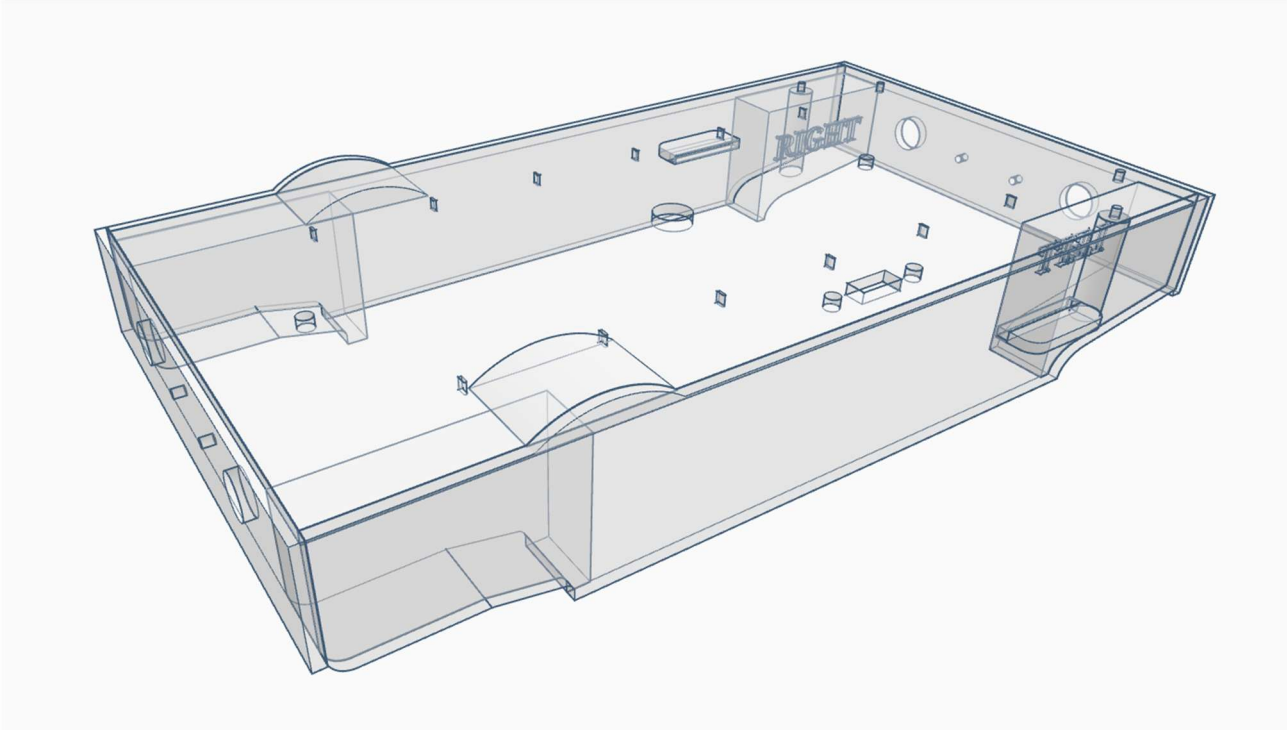
JANET is named in honour of a close friend and customer, without who's input we would have likely given up!
With our grateful thanks, David.
We hope we've done you both proud?



A classic pose for SECUNDUS on the Furzebrook, note the clay buildup around the steps and footplate

The model is built up from three major parts, the footplate/skirt, the boiler & the cab.

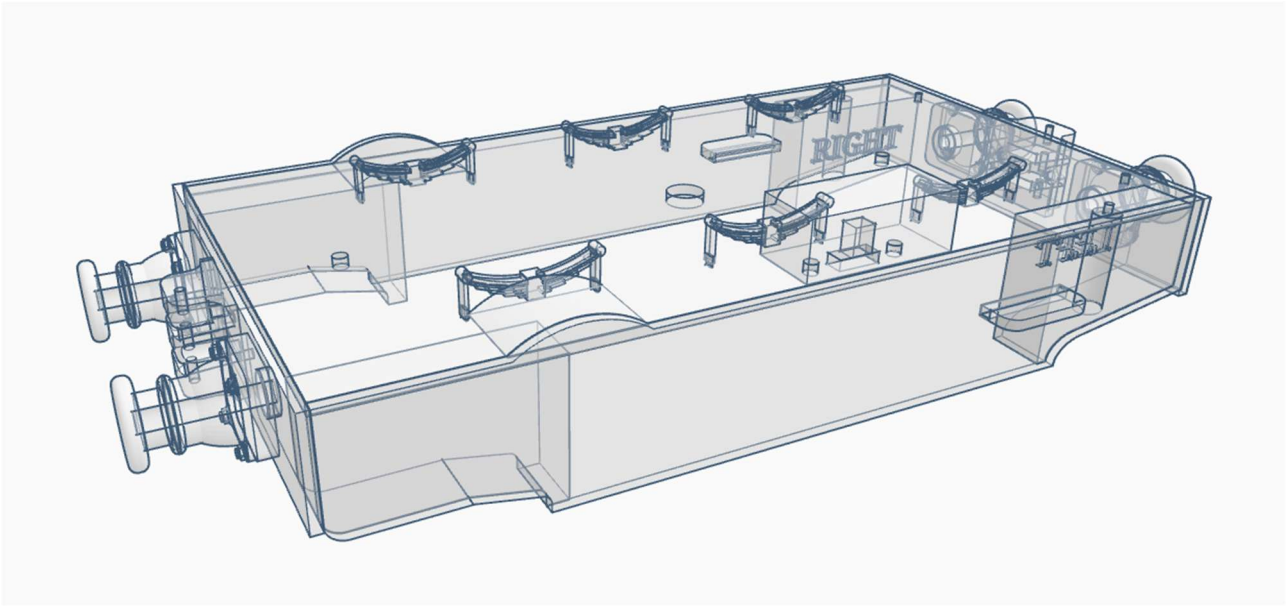
Let's start with the footplate and skirt.
Locate the 2mm acrylic parts in the image below.



The footplate is designed to fit inside the side skirts and bufferbeams (ensure bufferbeams are correct way up, the holes for the couplings (in the centre) should be higher to the top of the beam, not the bottom).
We glued the footplate, sides and beams all together in one go using a liquid glue, but the bufferbeams can be left free and attached with the screws that also attach the couplings.

There are four white printed corner pieces, these add depth and structure to the model. Two are identical and mount under the front of the engine, the two rear ones are marked "left" and "right" and should align with the screw holes in the footplate and allow you to attach the cab to the footplate.

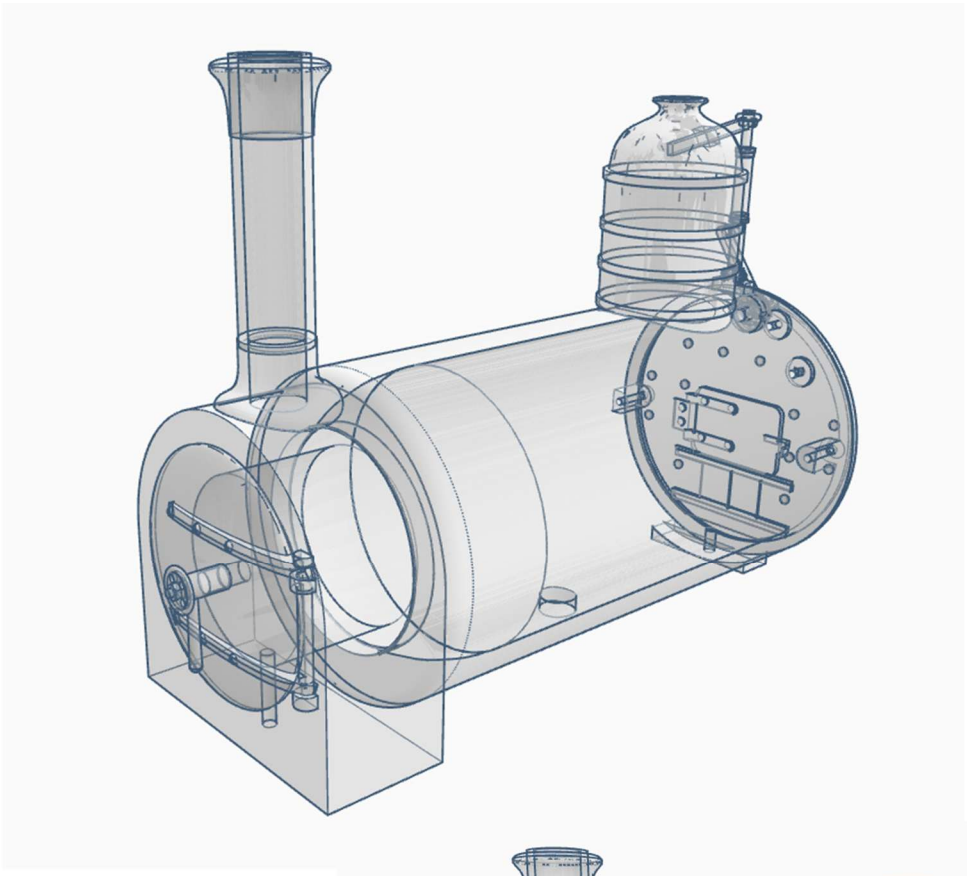
Note the steps in the side skirts, also made from 2mm acrylic and the motion covers on the top front.
These motion covers are not wheel splasher, but a peculiar casing that cover the top of the lifting link in what is an early example of outside Stephenson valve gear.
The motion covers are built up from white printed parts and simply glue onto the footplate.

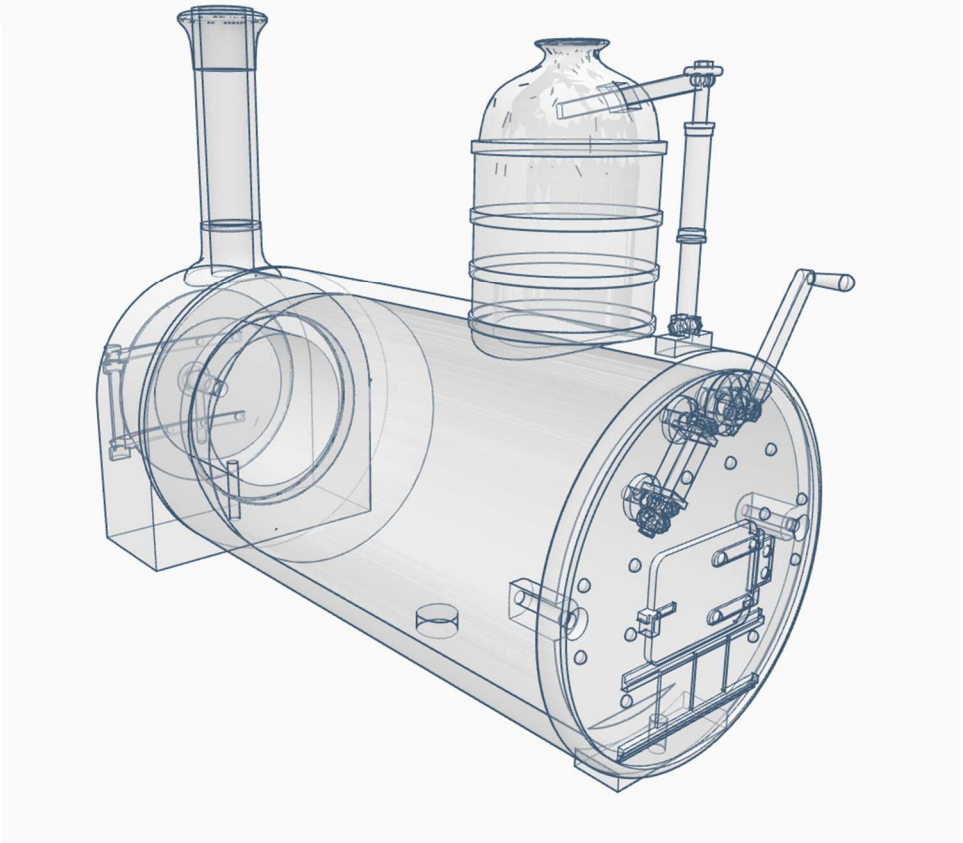


Next, add the springs, and buffer (whether you've decided to add the bufferbeams separately or not, the resin printed buffers will need glueing the bufferbeams).

We painted the buffers separately before adding them to the bufferbeams, which we masked when painting two different colours.

The boiler is built up from the boiler barrel and smokebox, with a few added details.





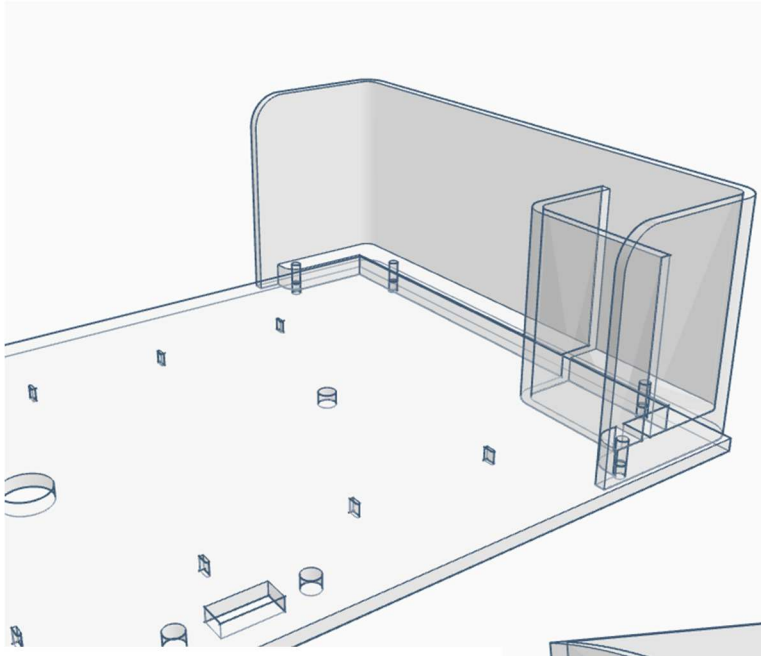
The smokebox door attaches to the front of the smokebox, hinging on the left side of the locomotive,
The door handle fits inside the door, the handle points downwards. The hole in the centre of the door and smokebox helps align the two.

The chimney attaches to the smokebox, ensure you gat it 100% vertical!

The rear of the boiler (backhead) is a separate printed part. This allows access to the boiler and your electrical parts, there is a hole in the base of the boiler to allow wires to pass to the motor and switch, should you so desire.
The backhead is held in place with two M2 8mm conehead screws (all the screws should self-tap into the printed plastic), the use of an M2 tap is recommended (but not essential).

A resin printed regulator and clear gauge frame is also included as backhead detail.
The firehole & ashpan doors are printed into the backhead.

The dome and Salters safety valve, we recommend fixing to the boiler after you decide what cab style to use. See below…

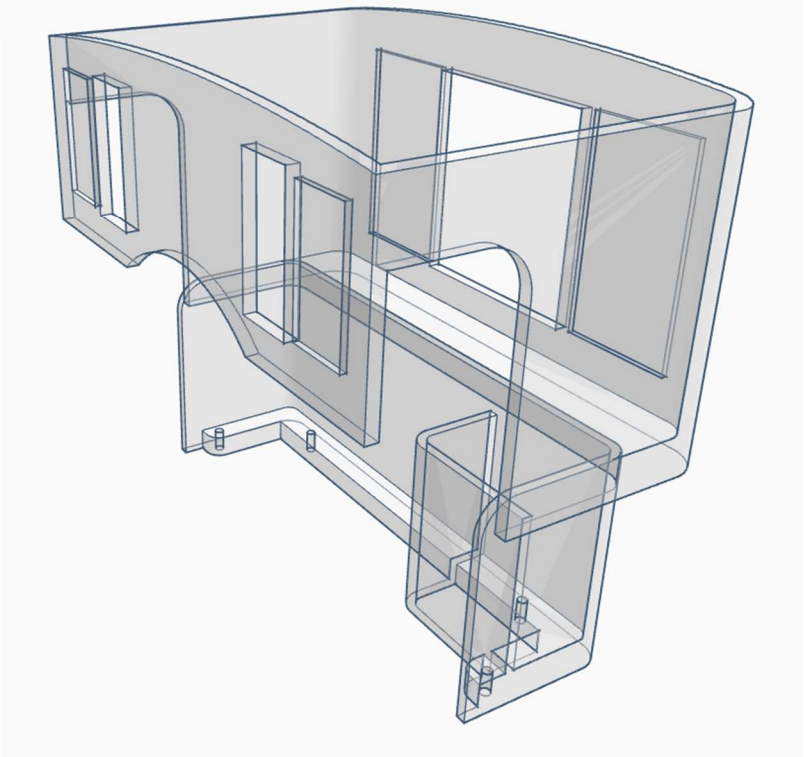


SECUNDUS was originally built with a lower back-sheet and coal bunker. At some point the engine acquired a "homemade" upper cab section, probably built at Furzebrook?

Our kit has both cab styles included in the kit.

The upper cab (if wanted) can be glued to the lower back-sheet.

Included among the 2mm acrylic is a piece with the word "JIG".
This piece is the correct depth for the height of the upper cab section, from the footplate.
Use the JIG as a spacer from the bottom of the lower back-sheet to the bottom of the upper cab section to ensure the cabs are glued together at the correct height.
The lower inside lip on the upper cab section should also line up perfectly with the top edge of the lower back-sheet.



In either instance, the cab is held into place on the footplate with four M2 8mm panhead screws.

The upper cab section had sliding widows, and these are made up from 1mm acrylic.
There are two smaller windowpanes and two larger, these fir into the recesses in the upper ca section.
There are two outer frames that fit onto the front of the upper cab section, and one large frame that fits onto the rear of the upper cab section.
Again, we would recommend that the frames are painted prior to fitting, and that the window pieces are not painted to represent glass.

The roof is built up from a piece of 0.5mm black styrene, and a white printed roof frame.
Glue the two together, we tend to use a slower setting adhesive and raise the two outer edges off the bench with a couple of strips of wood, and add a weight to the centre to maintain the curve of the roof while the glue sets.

BRINGING THE WHOLE MODEL TOGETHER

You will need the chassis for this stage.
The chassis is designed to fit into the model with the motor at the front of the model.

The chassis is attached to the body with two M3 16mm panhead screws.
They come up from underneath, through the chassis, through the footplate and screw into the smokebox at the front and the boiler at the rear. (Note that there are different 3mm holes in the chassis, use the very front hole at the front and the inner hole at the rear).

The cab is attached with four M2 8mm panhead screws from under the footplate.

The couplings are attached to the chassis with four (two for each end) M2 8mm panheads screws.

The spacing between the dome, cab can be assessed once the cab is in position. There is a hole in the roof for the Salters safety valve to exit through the roof and enter the dome. To be 100% truthful, this is very fiddly, but we can't think of a better way of achieving this!

The toolbox is a bit of Boot Lane Works tradition now!
We have taken the liberty of adding a toolbox to cover the switch. We have included wooden strips if you want to cover the toolbox, if you want to use the toolbox?
Once added, the toolbox becomes the switch, you merely slide the toolbox to operate…

We also included a resin printed handbrake standard and reversing lever as extra cab detail.

An electronic copy of theses instructions can be found at -
www.bootlane.org.uk

Andrew & Jacqui

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