

The logo for Roundhouse, featuring the word "ROUNDHOUSE" in a stylized, blocky font with a metallic, weathered appearance. The letters are white with a dark outline, set against a dark, textured background that resembles a metal plate or sign.

## 'Millie' Full Cab

### Fitting Instructions

Remove rear buffer beam which is held by two M3 brass cheese head screws on its outer face.

Slacken, but do not remove, the 6BA brass nut on the underside of the rear frame spacer directly beneath the gas tank. This will allow the gas tank to lift slightly and the rear cab sheet will slide off backwards.

At the front of the loco, remove the two 6BA brass screws and nuts (one each side) that fasten the front of the side tanks to the front footplate.

The main body assembly (left and right side tank with spectacle plate) will now slide forward a couple of millimetres so that the retaining tabs inside the cab, that slot into the rear foot plate are clear of their slots. The body will now lift off the locomotive.

Remove the front spectacle plate, (one 6BA screw and nut each side), and replace it with the new full cab front spectacle using the same screws and nuts. Note that the fixing holes in the new spectacle plate are slotted to allow for adjustment. Normally, this will be fitted with the screw in the centre of the slot, so start with this position. Make sure that the three items are square to each other and tighten the screws and nuts. This is important, as you will not be able to reach the left hand nut once the body is fitted.

Re-fit the main body over the boiler and sit it down to rest on the front and rear footplates. Inside the front of the cab, you will see the locating tabs on the bottom of each side tank and the slots on the front face of the rear footplate into which they fit. Carefully align these on both sides and slide the body backwards till they locate correctly. Fix the main body in place with the two 6BA brass screws and nuts through the front of the side tanks and front footplate.

Fix the cab roof to the cab back with an 8BA brass screw and nut

through the small hole in the centre of its rear edge, and through the tab on the cab back, but do not tighten it yet. Ensure that the large hole in the roof is to the rear, this is for access to the gas filler valve.

Slide the cab back on to the loco around the gas tank so that the large flange on the bottom slips between the gas tank and the footplate. There is a slot in the centre to fit round the gas tank fixing stud that passes down through the footplate. Ensure that the bottom flanges on the cab back are all bent in at 90 degrees and sitting flat, if not they can be easily adjusted by a little hand bending. Failure to do this may result in the cab back leaning out at a slight angle when bolted down.

Fix the cab roof to the front spectacle plate. This is fastened in a similar way to the rear fixing. The nut can be held and placed inside the cab using tweezers or long nosed pliers.

Align the cab back so that it is sitting square on the chassis and the strips on each side that form the top of the doorway meet the corresponding strips from the front spectacle. The screw holes in the roof fixing tabs are slotted to allow some adjustment.

When you are happy that all items are positioned correctly, tighten the roof screws and nuts and the gas tank fixing nut under the loco.

Replace the rear buffer beam.

In order to fill the gas tank, you will require a long gas filling adapter which you pass down through the large hole in the cab roof.

If you do not already have one, these are available either direct from **ROUNDHOUSE** or from your usual garden railway supplier.

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