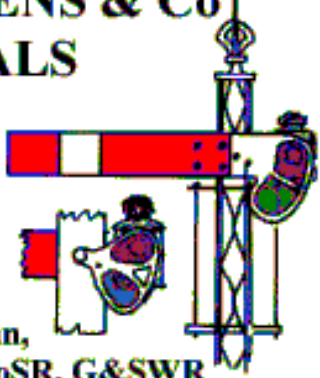




STEVENS & Co SIGNALS

3 types
for the
LSWR,
LC&DR,
H&BR,
Caledonian,
NBR, GNoSR, G&SWR
and overseas railways



Stevens & Co signals have been widely used by many British railway companies from the 1860s onwards. The original lower quadrant arms in this pack are still in use on British preserved lines and on overseas railways, and a few of the original lattice posts modernised with upper quadrant arms are to be found on Network Rail.

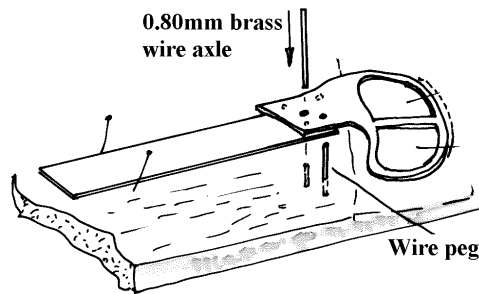
The early signals used slotted posts with pear-shaped spectacles showing only a red light, which when moved with the arm displayed a clear white light beneath. Some slotted posts (with modified arms and dual spectacles) survived on BR till the mid-1950s. Ex-North British signals still used the pear-shaped spectacle well into BR times, mounted on lattice posts. The H&BR used the same components as the LSWR, with the exception that the finials were painted black and the spectacle had a thicker rim to provide a counterbalance to the arm. Caledonian signals were unique in having a slotted motion plate to allow the spectacle to be slewed in relation to the lamp for viewing around curved tracks, which abounded in the Highlands.

There is no substitute for good photographs when embarking on signal models and a wide variety is available in the published albums of the lines, together with their various histories.

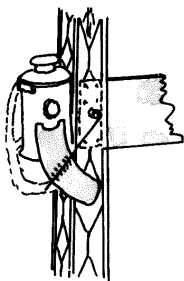
Identification of components on fret:

1. 4ft6in taper home arm (LSWR, NBR)
2. Distant for above
3. 3ft6in goods arm
4. Caledonian distant
5. Home for above
6. Goods arm
7. Caley dwarf arm
8. Backing arm
9. H&BR ground signal arm
10. LSWR & H&BR spectacles
11. Caley spectacles
12. Caley dwarf spectacles
13. NBR spectacles
14. Wrong road backing arm
15. Annett's distant reflector
16. Backlight blinders
17. Balance weight levers
18. Signal post platforms
19. Goods ring, shunt "S" & calling on "C"

ASSEMBLY

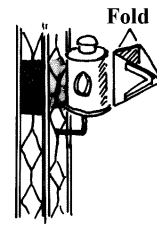


To assemble the arm, pin it face up onto a balsa block. Tin the area around the holes. Put a lightly greased wire peg through the lower hole or notch, and locate a pre-tinned spectacle motion plate above it. Place a 0.80mm brass wire axle through the opened-out bearing hole and solder all three parts together. Remove the peg from the pull rod hole and clean up.



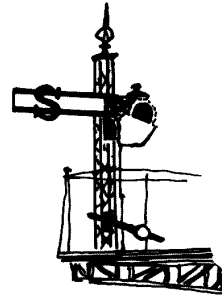
The back blinder (16) is soldered onto a 0.45mm brass wire lever with 188° or 220° solder. When the axle has been put through a greased bearing (use MSE's T116 tube), the end is cleaned and tinned and a paper washer forced over it. The free end of the wire lever is placed on the axle and soldered with 145° or 70° solder so that the back light is exposed when the arm is on,

but obscured when the arm is off. This step is best carried out after painting both arm and post.



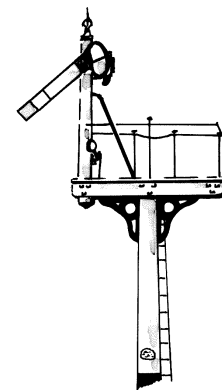
The Annett's reflector (15) was only used until the late 1920s to distinguish red arm distant signals from stop arms when both were painted the same colour. At this time, distants had a white chevron or even a vertical stripe like the home arm, and red and white or red and green spectacles just as the home arm. The reflector exhibited

a chevron when illuminated and was integral with the distant arm's lamp.

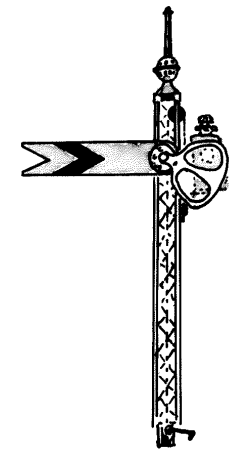


Example of an LSWR shunt ahead arm (right road, i.e. with the normal traffic flow). It is white, with a red stripe top and bottom and a red letter "S". Letter "C" was painted similarly, and signified that the track ahead was occupied, but that the train could draw

ahead slowly, e.g. to couple up when joining two trains. Such arms were still in use at Wimbledon and Worthing in 1981. The Annett's shield over the green glass prevents stray light giving a false aspect to the driver. Wrong road shunting moves (against the normal traffic flow) are controlled by the scissors backing arms (8) and (14).



Example of a Hull & Barnsley Railway offset bracket signal



Example of an ex-North British, Caledonian, Glasgow & South Western or Great North of Scotland Railway distant signal. Note that the Scottish companies often used a windlass to raise and lower the lamp, instead of providing a ladder.

PAINTING

As always, refer to photographs, but generally the whole signal should be sprayed white, with the bottom 4ft of the post and H&BR finials being painted black. Most other ironwork, lamps, and LSWR goods rings should be black. "S" and "C" symbols and backing arms were red on the LSWR, but white in Scotland.

Before 1922, distant arms were painted red with vertical white stripe, just like stop arms. Later they had a white chevron on red, and after 1922 the colour changed to the familiar yellow with a black chevron. The stop arm was always red with a white vertical stripe about 10 inches in from the outer end. The reverse was always white with a black stripe or chevron repeating that on the front.

Stop arm spectacles are generally red for the top and blue/green for the bottom one. Distants were initially red for the top and white below, later green, until the arm colour changed when they then became yellow and green.