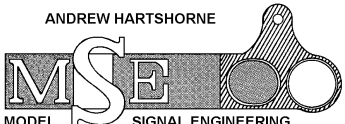


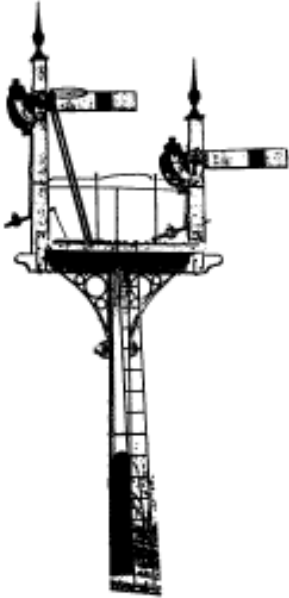
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SCALE	CODE	PRICE
4 mm	S0036	£ 3.00

STEVENS & Co. 2-DOLL BRACKET



Burnish both sides of the fret, then tin all parts before removing. Keep the large trimmers together as pairs, and fold and sweat them together once tinned.

Cut to length two S006 dolls, remembering that the bottom of the doll should be level with the bottom of the trimmers. A three feet (12mm) difference in arm height is typical. Complete the dolls by adding the arms, lamps and balance weights. Finials should be left until last to avoid breakage.

Prepare a length of base post S0017 by removing the top bearing and if reducing its height, ensuring that you have a minimum of 13'6" clearance remaining between rail head and the underside of the proposed bracket at any point where it will foul a running line. File flats on the front and rear faces of the post, to the depth of the trimmers, such that the remaining thickness matches the base width of the longer doll.

Take one of the long rectangular strips, and fold it into an L-shape, so that the long arm of the L matches the long side of the bracket, and the short side overlaps the end of the bracket's short side. Centre the bracket on the width of the strip and solder together, repeating for the other bracket. Solder the trimmers (longer edge uppermost) to the top of the base post - it is a good idea to line and pin everything upside down on a balsa block so the job remains square in all directions. Next, solder the longer edge of the brackets to the base post, with the top edge just disappearing into the gap between the trimmers. Now solder the landing to the tops of the trimmers. It should project slightly at the front, and overhang at the rear by about 6mm. The landing's outer edges are supported by the two smaller trimmers, set back just slightly.

Using a thin piece of scrap fret edging, fold up two U-shaped brackets to support the doll bases. Solder these to the outside of the trimmers. Finally, solder in the dolls, using scrap etch to pack any gap between the shorter doll and the trimmers.

All working motion should now be undertaken to a satisfactory stage, before the addition of handrails, so as not to impede access. Establish the handrail stanchion positions from your prototype photographs, as they do vary a great deal. Drill the landing perimeter at the chosen intervals with a no.75 drill, and insert scale 3' to 4' lengths of wire (no more than 0.33mm diameter) into each hole, from below, with a short "L" turned on the bottom of each one. A quick solder joint on each one will fix them in place, then they can be aligned by eye, and a handrail of soft iron wire fixed around, one stanchion at a time. Note that the handrail was often attached to the dolls, as shown in the drawing. Leave a hoop at the rear where the ladder will be attached. Finally, trim off all excess wire.

Solder the chosen ladder to the rear of the landing, adding two bracing stays from thin brass strip midway up the base post. Most bracket signals had bracing wires and posts, so don't forget to add these once the signal is installed on the layout.

PAINTING

Clean the signal by immersing in warm detergent water, rinse under a running tap, then allow to dry overnight. Spray overall with primer. Refer to photographs to ascertain which parts are likely to be black and which white. Generally, wood was white (with the bottom few feet of the base post black) and all ironwork black, but there are many exceptions, so beware!

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The London & South Western and Lynton & Barnstaple Railway companies used this type of Stevens & Co. bracket from the 1890s on.

Note: this kit contains bracket and landing components only. For a complete signal, you will need: a base post (S0017); two dolls (S006); signal arms (S0011 lower quadrant or S0012 upper quadrant); finials (SC0028); lamps (SC001 lower quadrant or SC006 upper quadrant); balance weights (SC0041) and a ladder (S009 series).

Obtain good photographs before starting work. Remember that many changes took place during the lifetime of signal brackets, from their earliest installation by the signal contractor, when the signal would have been in the original lower quadrant condition, to later modification when Board of Trade changes were needed, through the Grouping and Nationalisation, all of which would have seen the renewal of components with more up-to-date items, including upper quadrant fittings in the later days.

