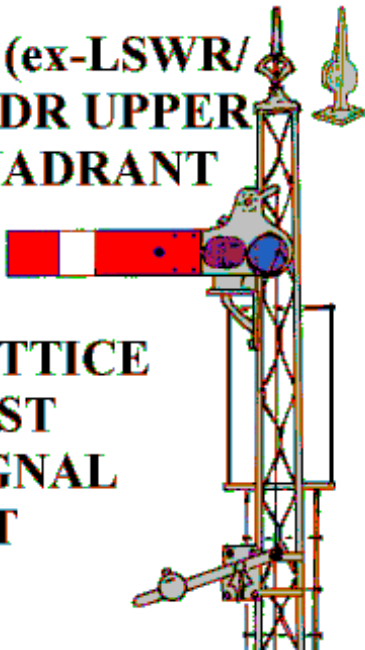


SR (ex-LSWR/ LCDR UPPER QUADRANT

LATTICE POST SIGNAL KIT



Complete kit to build a working (un-motorised) home or distant signal in any height up to 27ft. Some marking out, cutting and shaping of parts is required.

The typical London & South Western or London, Chatham & Dover Railway signal consisted of a lower quadrant arm on a lattice post, with a cruciform finial and round-case lamp, supplied by Stevens & Co. Post-Grouping, the Southern Railway modernised many of these signals by replacing the arm with the upper quadrant Westinghouse type. A square-case lamp was fitted at the same time. This type of post was also used for new installations and renewals until the advent of rail-built posts in the 1930s. Some examples remain in use today.

Parts supplied:

S0012/1 arm etc fret
S002 lattice post fret
S009/4 ladder fret
SC002 & SC0017 finial castings
SC006 lamp casting
30mm x 1/16" brass tube (arm bearing)
30 x 0.8mm brass rod (arm spindle)
50mm x 26swg nickel silver wire (axles)
2 off 150 x 0.31mm brass wire (operating wire, arm stop/corrugations, stanchions)
Red, yellow and blue-green glazing
Baseplate

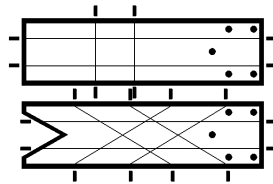
ASSEMBLY INSTRUCTIONS

The test kit was built using 50W and 25W (low temperature) soldering irons, 188°, 145° and 70° solders and liquid fluxes, minidrill and slitting disc, various files, pliers, drills etc, and tinsnips and small scissors for cutting out the frets. In these instructions left- and right-hand mean as viewed from the front of the signal. A selection of prototype photographs will help assembly, and these should be easy to find, as this type of signal was very common.

Burnish both sides of the frets before removing parts, and tin small parts before removal. Parts 4-6 & 14 on the S0012/1 fret are not required and may be discarded. Grip the etched parts in smooth pliers when removing tags to avoid bending them.

The Signal Arm:

Use 188° solder for this section.



Using the half-etched lines as a guide, scribe painting lines on both sides of the chosen arm – home (1) or distant (2). To do the rear side, punch guide pips through from the front marks. Open out the spindle hole in the spectacle plate (3) to 0.80mm (no.68), and the operating wire hole to be a loose fit on the 0.31mm brass wire. For the latter, start with a no.80 drill and work up in size. If you break the etch (which is close to scale size), repair it by soldering on one of the etched washers and filing to shape.

To model the earlier (pre-1936) corrugated arm, deeply scribe the corrugations on to its front, using the horizontal half-etched marks as a guide, and solder two pieces of 0.31mm brass wire onto the rear face at the same distances from the top and bottom edges. Unless your prototype demands it, avoid modelling a corrugated distant arm - the rear is very difficult to paint!

Solder the arm to the half-etched side of (3), ensuring the arm's half-etched bolt heads are on its front face. Remove some of the corrugation wires so the arm will fit to the plate. Solder the arm assembly to the 30 x 0.8mm brass rod spindle. To keep things square, drill a 0.8mm hole in a wood block, insert the spindle then drop the arm on to it face down. When soldering, avoid tilting the arm. Remove the excess front spindle and file it almost flush with the spectacle plate. Leave the excess rear material for now as a painting handle. Joggle the operating wire arm back 0.5mm so the operating wire will clear the spectacle plate.

The Post:

Use 188° solder, for this section, except where stated.

The post as supplied will build into a signal 27ft high. For a shorter post, build it to the full height first, and cut to size afterwards.

Lightly tin the lattice edges on all four post sides, on both sides of the fret. Cut out the two post halves, but don't bother filing off the remains of the tags - being staggered, they help in locating the post halves when soldering. Use flat-nosed pliers to correct any distortion caused by cutting out. Accurately fold each half-post to 90°, **with the half etch being on the inside**. Solder along the inside of the bend to fill the gap as much as possible, although complete coverage is not vital at this stage.

Tin both sides of one of the square baseplate jigs (the ones with the four etched slots) and remove it from the fret. Cut out at least two locating jigs from the fret, and remove the triangular pieces from their centres.

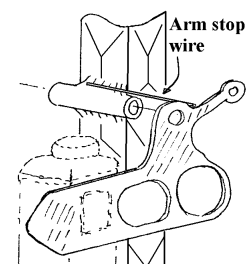


Bring the two half-posts together, and slip on the jigs to hold them in place, ensuring the two halves are level. Place the tags on the bottom of the post into the baseplate jig and solder up. Now make the two long joints along the post, applying light pressure from pliers to help close the gap. When done, remove the locating jigs and discard. Tidy up the joints, file the top of the post level, and file off the tags projecting underneath the baseplate. Don't worry about any remaining small gaps along the post corners - these can be filled in before painting with 145° or 70° solders, which have better gap-filling properties than 188° solder.

Now is the time to cut the post to length if required, removing material from the bottom of the post, not the top.

If you intend to use the large rectangular baseplate to mount the signal on the layout, first scribe a longitudinal centre line along it. Orient the post so a side with the three rectangular bearing plates is facing you (this becoming the front of the signal), then solder the post around 15mm from one end of the baseplate, ensuring squareness in all planes.

Attach the 1/16" arm bearing tube to the left-hand side of the post at right angles to the vertical post axis. The bearing's position below the post top seems to vary between 1.5-5mm, so check with photographs of your chosen prototype. Leave the bearing tube overlong at the rear, but use the minidrill and slitting disc to trim the front so it projects just over 1mm in front of the post.



Temporarily fit the arm spindle into its bearing, and solder a 0.31mm wire stop in the crook of the bearing/post joint, as shown. This will prevent the arm falling below

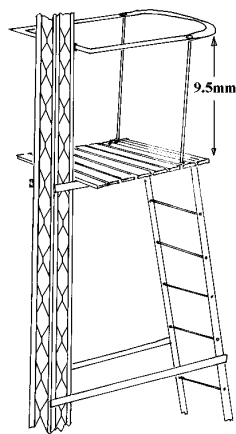
the horizontal. Use 145° solder for this, to stop the bearing tube unsoldering. Test for free operation of the arm - you may need to file down the top of the spectacle plate or the

underside of the wire to achieve this. Cut off the bottom right-hand corner of the S0012/1 fret to form a 3x4mm rectangle. Solder it to the front face of the post, so it completely covers the area behind the right-hand spectacle.

The Platform and Ladder:

Use 188° solder for the start of this section.

Open out the holes on the end-but-one plank of the platform (15) and in the handrail (16) to no.78 (0.40mm). Fill the other pair of platform holes with solder, and remove the handrail tag. The handrail needs to be 9.5mm above the platform, so add two overlength 0.31mm brass wire stanchions through the holes in the platform, with the half-etched side of the latter on top. An easy way to do this is to take a 1/4" balsa block, lay the platform face down on it, drill two no.78 holes through the block using the holes in the platform as a template, insert the stanchions through the holes and solder in place.



Place the handrail over the stanchions, and then solder it in place 9.5mm above the platform. Remove any excess wire with side cutters. As these will not cut exactly flush, a "bolt-head" is naturally left at each cut. Tin the platform tags and the handrail rear. Now switch to

145° solder.

Bend in the two tags on the platform so they grip the post, then solder the handrail to the rear of the post so the **platform** is 18mm below the arm bearing centre line. Solder the tags to the post, noting that the nearest platform tread should not be soldered to the post, otherwise the platform will not be level. Some signals had an open back to the handrail, so remove this portion if required.

Use the minidrill and slitting disc to form a 5mm long channel in the baseplate, perpendicular to the centre line and 22mm from the post rear face. (If the post has been cut to a shorter height, the channel should be positioned to give a ladder slope around 1 in 7.) If not using the baseplate, solder pieces of scrap wire either side of the post which are long enough to reach the ladder end.

Cut the side stiles from the top end of the ladder, leaving a rung as the top edge. Cut the ladder to length, so its bottom end fits in the baseplate channel or can be soldered to the fixing wires. Solder the ladder top and bottom, with the half-etched side to the rear.

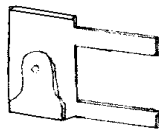
Add pairs of ladder bracing struts (17), checking their height and number with photographs; one pair halfway up the ladder is common. The ladder end joints should be on the outside of the stiles, and never exactly

level with a rung. Remove any excess strut length and tidy up.

The Balance Weight and Post Fittings:

Use 188° solder for this section, except where stated.

Sweat the two balance levers (5a) together.



Add weights (6a) either side to increase the thickness as desired. Open out the axle hole to no.76 (0.50mm), and the two operating wire holes to no.78 (0.40mm). Fold up the bracket (7), as shown, with the half-etched lines on the **inside** of the bends.

Insert the straightened nickel silver bearing wire, trapping the lever in the bracket so the weight is to the left of the bracket as shown on the heading drawing. Oil the lever bearing, and then solder (145°) the wire at the bracket hole front and rear faces. Remove excess wire and tidy up the joints.

Solder (145°) the bracket tags to the front of the post as shown in the heading drawing. The height varies between prototypes, so check with photographs, although it is usually within arm's reach of the platform, for greasing purposes.

Consider how the signal box wire would have approached the signal. Solder a crank (9) to the front of the bracket (8), using a nickel silver wire axle, so that when the bracket is soldered to the front or left-hand side of the post as appropriate, a horizontal pull on the lower lever will translate into a downwards pull on the other lever. Use one of the etched brass washers to space the crank off the bracket. There is no need to make the crank work, unless it is to form part of the eventual operating mechanism. Many SR signals had a pulley wheel (10) instead of a crank. [For a working crank/pulley, solder (188°) the axle into the bracket, add a brass washer, then solder (145°) a second brass washer on top.] Finally, solder (145°) the bracket to the front or left-hand side of the post, so the lowest crank hole is just above baseplate/ground level, and the bolt-heads face outwards and are symmetrical about the post. Use pliers as a heat sink to stop the baseplate/post joint melting.

Fold up lamp bracket (11), with the half-etched line on the inside. Solder triangle (12) into the half-etched lines inside the bend; one is longer than the other to match the triangle sides. Solder the bracket to the left-hand side of the post, so its top surface is 5mm below the arm bearing centre line, and the shortest side of the triangle is against the post.

Add the track circuit plate (13) if needed (not on distant signals). Fill in the horizontal pair of half-etched holes, and centre it 52mm (13ft) above the baseplate/ground level.

The Lamp and Finial:

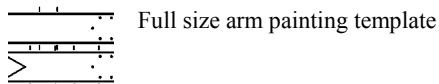
Use 70° solder or glue for this section.

Remove any casting sprue and mould lines from the lamp and finial. Fix the lamp to the bracket, so that in side view, the lamp body is in line with the post, and from the front, the lens falls behind the left-hand arm spectacle. Fix the appropriate finial to the post top (in the header drawing, the LSWR finial is the one attached to the post).

Painting:

Degrease the post and arm assemblies - wash in detergent water and leave to dry. Spray overall with white car primer, mounting the arm in its bearing to avoid painting the spindle and inside of the bearing tube. Detail paint as follows (but check with photographs as there is a lot of prototype variation):

Black (some parts pale grey from later BR days): - bottom 24mm of post including crank assembly; lamp and lamp bracket; arm bearing; finial; arm spectacle plate including V-shape on its reverse; arm rear band or chevron; front chevron on a distant arm.



Red or Yellow: front and edges of the arm except the home's white band or distant's black chevron.

Silver: lamp lenses front and rear.

Glaze the spectacles; use red (home) or yellow (distant) in the left-hand aperture, and blue-green in the right-hand one. The easiest method is to cut a rectangle approximately to size so the whole of the aperture is covered, fix it in place using MSE's GSA adhesive or gloss varnish, and then trim the edges when set. Coat the front of the glazing with gloss varnish to give a better glass effect.

Final Assembly:

Use 145° solder for this section.

Ensure the spindle moves freely in its bearing - clean off any paint that might have crept in. Remove any excess bearing and spindle length with the slitting disc, but leave enough spindle protruding through the bearing to solder the back blinder on. Open out the hole in the back-blinder (18) to no.68 (0.80mm). Place an oiled paper washer over the spindle end, then solder on the back-blinder, with its reinforcing rib to the rear. Adjust its position so it just clears the lamp rear lens when the arm is horizontal, and push it sufficiently far on to the spindle to remove any fore and aft spindle motion. Wash off any surplus flux, then prime and paint black or pale grey as detailed above.

Blacken a length of the 0.31mm brass wire, by either priming and painting black, using a permanent marker pen, or (preferably) a proprietary metal blackening solution. Make a small hook in the top of the wire. Measure the distance between the arm hole (arm horizontal) and the outer balance lever hole (lever around 30° below the horizontal). With the short end of the hook facing away from you, bend the bottom of the wire 90° to the rear at the

measured distance, then trim the bent portion to 2mm in length. Put the hook in the arm hole so the wire is to the rear, then pass the bottom bend through the balance lever hole from the rear, forming a hook to retain it. It may be necessary to joggle the wire to give clearance for it to pass behind the spectacle plate.

The signal may now be installed on the layout and connected to your chosen means of operation.

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