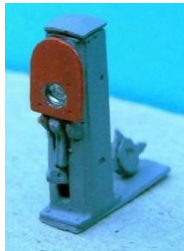


STEVENS & Co.
DROP-FLAP
GROUND
SIGNALS
for the LSWR,
NBR, CR,
G&SWR etc.



Two complete etched brass kits

This kit represents Stevens & Co.'s standard ground signal design, supplied to the London & South Western Railway, Somerset & Dorset Joint Railway, the Furness Railway, and all the Scottish companies except the Highland.

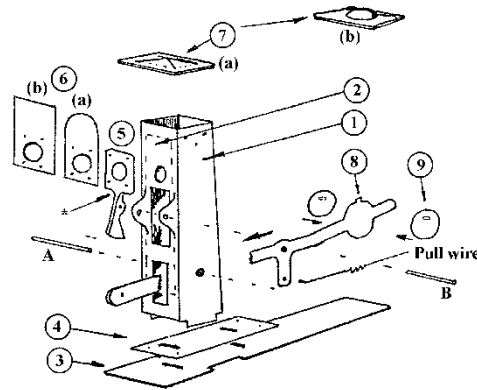
The model is intended primarily as a cosmetic addition to the layout.

ASSEMBLY

Study the exploded diagram opposite and the fret of parts. Burnish, and in most cases tin the parts before removing them from the fret. 188° solder should be used, except where indicated otherwise. Open out the axle holes in parts 1, 2, 5 and 8 to 0.40mm (no.78).

Bend up the ears on part (2), and solder it to the inside of body (1) – the inside is the side

without the half-etched lines. Remove the stretcher between the two legs of (2) so the slot in (1) is clear. Fold up the body with the half-etched lines on the outside, and solder the edges together. Solder the body to baseplates (3), with the half-etched bolt heads uppermost; and (4).



Add the balance weights (9) to either side of balance lever (8), with their slots uppermost. It is easier to keep the lever in the fret for this step. Insert the balance lever into the body, and trap it in place with 0.3mm wire axle A. The bottom crank arm will end up inside the body, and will need trimming to fit, but don't remove it entirely, as it helps to support the lever whilst you are threading the axle through the various holes. Solder (145°) the axle to both sides of the body, and file flush.

Prepare drop plate (5) by using a triangular file to deepen the angle between the paddle and the ears (marked by * in the diagram, and do both sides). Grip the paddle in pliers and use a second pair to fold the part flat along the half-etched line. Reopen the holes if they have become blocked or misaligned. Select the appropriate front target (6): (a) for the LSWR, S&DJR, FR, NBR; (b) for the CR, G&SWR, GNSR. For the latter two companies, all four corners should be rounded off slightly. Solder the target to the paddle, ensuring the half-etched bolt heads are to the front. Trap the target assembly in

place with 0.3mm wire axle B; thin the tail if it won't fit in the slot. Solder (145°) the axle in place and tidy up.

Select the appropriate body cap (7): (b) for the CR and GNSR; (a) for all other companies. Form them to shape by pushing out over a hole with a suitable blunt instrument; for (a), fill the slots with 145° solder, introduced from behind. Finally, fix the cap to the top of the body.

PAINTING

Spray overall with an appropriately coloured primer: early examples appear to have been white, whilst various shades of grey were used in later years. The target should be painted red, or yellow for shunt past signals. Add a splash of thinned-down silver to the target's hole to represent the lamp lens.

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