

# L&YR SIGNAL PARTS

## 1893 & 1912 types, sufficient for 15 signals



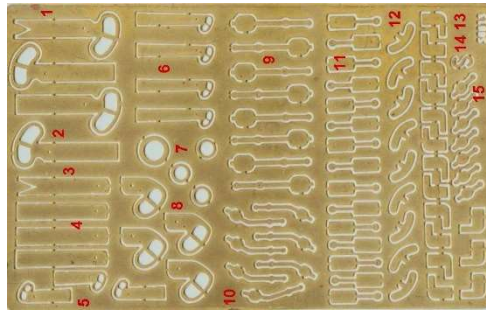
These scale components were researched and prepared from notes and drawings supplied by T T Sutcliffe and other members of the L&Y Society, to whom we are grateful.

Study as many photographs as possible from published sources which are widely available, to ensure the correct combination of fittings for the period you are modelling. The L&Y Society's LYR Focus No.3 on signalling will be a great help.

Identification and quantity of components on fret:

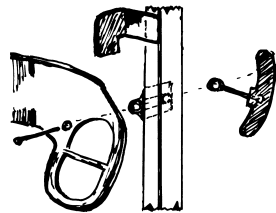
1. 1912 distant arm (1)
2. 1912 home arms (3)
3. 1893 distant arm (1)
4. 1893 home arms (3)
5. Short post siding arms (3)
6. Tall post siding arms (4)
7. Large (1) and small (3) goods rings (1)

8. 1893 spectacle plates (4)
9. 1893 balance levers (8)
10. 1912 balance levers (7)
11. Balance lever brackets (15)
12. Back blinders (9)
13. Arm stops (15)
14. Shunt ahead symbol (1)
15. Subsidiary arm balance weights (7)



### ASSEMBLY

Burnish all parts prior to soldering and use a 5-sided broach for opening out any holes.



The arm is pivoted on the left hand side of the post. Add the bearing from our T116 tube and axle, mounted 6" down from the base of

the finial (usually SC0013 for 1893 arms and SC0017 for 1912). The distance between dolls on bracket signals is standardised at 5'6". Arms mounted vertically above each other are 5' apart.

The 1893 arms are produced as separate blade and spectacle components and should be assembled by pre tinning and placing the spectacle over the blade, with a steel needle or anything else that won't take solder through the pivot hole for alignment. Pin the parts onto a balsa block, to maintain squareness during assembly.

The lamp (SC0023) is mounted on a short length of wire, bent to represent a bracket and forced into a hole drilled in the right hand side of the post. After cleaning the axle and the hole, lightly smear the axle with oil, and put it through the bearing from the front. Impale a small piece of paper over the axle and mount the back blinder, so that with

the arm horizontal, the back light is just visible. Note that there is a small stop fitted between the finial and the arm bearing.

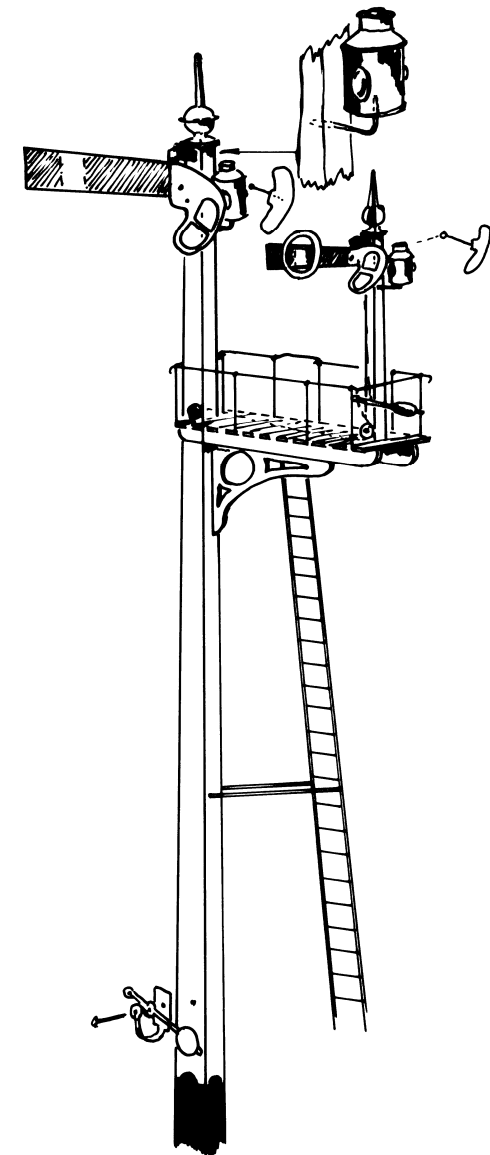
Balance weights are not very effective in the smaller scales due to their lack of mass. However, the bearing can be folded up, as illustrated. To make a really satisfactory bearing, it is advisable to line up the two holes and drill through a hole which is a good fit on the T116 tube used for the arm bearing. Make a hole for the tube to go into the post. When soldered in, this can be parted off and a saw cut made in the jaw of the bearing to clear the lever. Don't allow the jaw to be sloppy. When the lever is fitted into place with a paper washer each side, a 26swg axle can be pushed through and carefully soldered to the lever.

When complete, spray the whole signal with white car primer or similar. For L&Y days, the post would be painted buff all over, with all iron work and the bottom 4' of the in bauxite. This gave way to white and black in the mid-1920s.

Stop arms were always red with a 10" wide white vertical stripe 12" in from the outer end. Before around 1914, distant arms were painted red, with a vertical white stripe, just like stop arms. After this, they had a white chevron on red and in the late 1920s this changed to yellow with a black chevron. The reverse of all arms was always white with a black band repeating the front band.

Loop line signals had a white ring fixed to the front of the stop arm, during the lower quadrant days.

Spectacles can be glazed with our LENS glazing. Stop arm spectacles are generally red for the top and blue/green at the bottom. Red armed distants were initially red for the top and white below, then red and green. Yellow armed distants are glazed amber and blue/green.



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