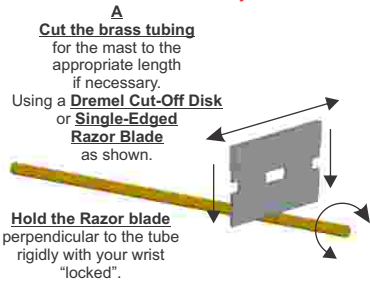


Step 1 - Prepare the Mast

Practice
this technique on scrap tubing as necessary.

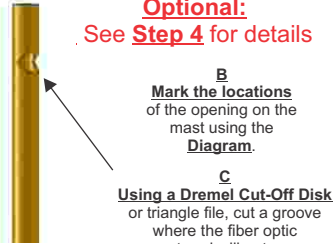


While pressing down with light pressure to begin with, roll the tubing with the razor blade back and forth on a **hard surface**.

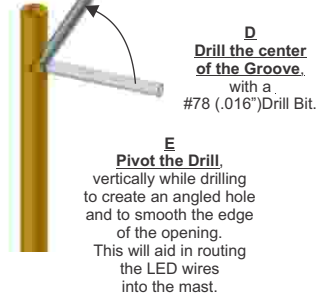
After a few rolls, the tubing should snap off cleanly.

The end of the tubing may need to be opened using a #78 drill bit.

Optional:
See **Step 4** for details



Be Sure Not to Cut More than 1/2 way through the tube



F
Finished Opening, ready for insertion of the LED wires.

Use this same technique for other openings in the mast.

Step 2 - Assemble the Parts

Tools You May Need:

1/32" Drill Bit
#78 Drill Bit
Needle Files
Single Edge Razor Blade
Dremel Tool
White Glue

We recommend you use Duro brand Super Glue to assemble the parts.

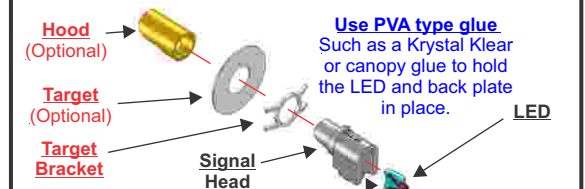
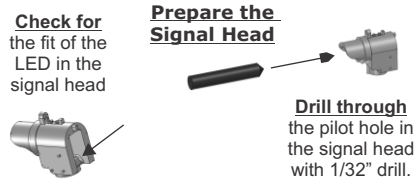
Clean and Deburr all Parts before beginning assembly. Some parts may need to be opened with a 1/32" drill bit.

Before Applying Glue
Test fit all parts by sliding them in place in their correct order in the mast.

Mark the locations of the parts on the mast using the N Scale **Diagram** provided.

Painting
We suggest painting the completed signal after assembly

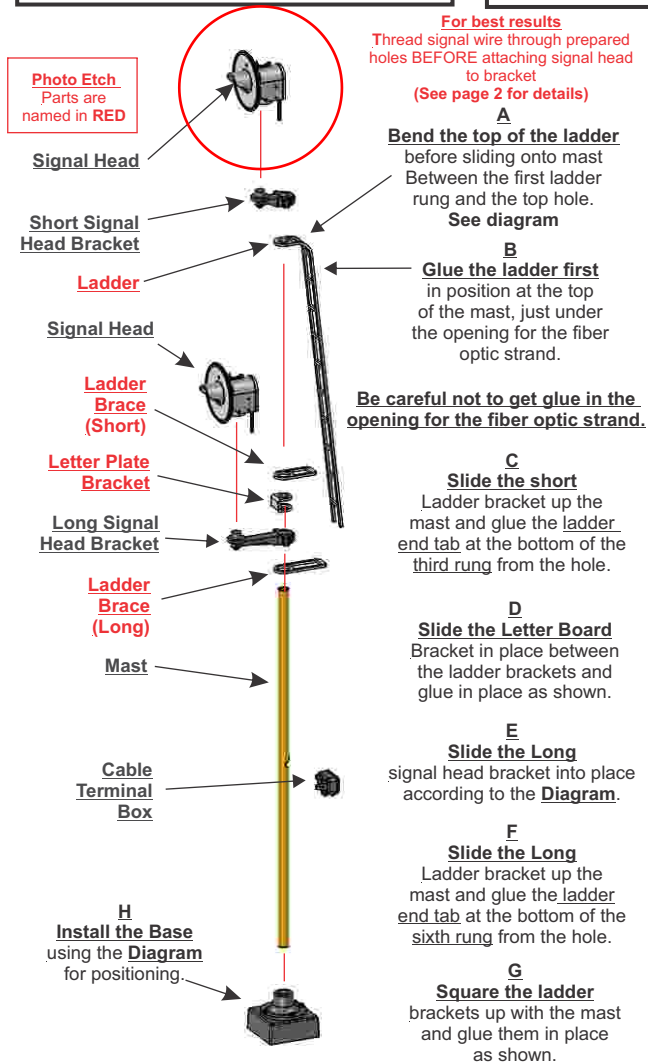
Use small amount of modeling clay or similar to mask signal head lens opening for painting.
(See page 2)



Want to remove the LED?
See page 2

Remove material at bottom of LED cavity if necessary for LED fit.

Assemble the Signal Head



Want to remove the LED?
See page 2

Remove material at bottom of LED cavity if necessary for LED fit.

Assemble the Signal Head



Install the Signal Head

Orientation of the Searchlight Signal Head

Be careful not to get glue in the opening for the LED wire

Optional orientation of the Signal Head

Step 3 - Route the LED wire

Thread the wire
into the prepared opening in the mast.

For single signals

Thread wire around and work into opening



For double signals

Thread top LED wire into top of mast.



Thread
lower signal wire into prepared opening first. Gently push wire into opening until it protrudes from the bottom of the mast. Then thread top signal wire from the bottom of the mast. This should allow both signal wires to be inserted through the mast.

LED wire

Thread into opening as shown.

Optional

Fill the hood in the signal head with clear "glaze" window pane liquid.

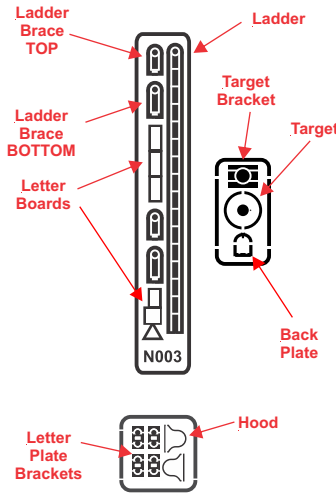


Mask
opening with small amount of modeling clay or similar before painting

Should you need to remove the LED:

If for any reason you should need to remove the LED from the signal head, soak the entire signal head in Acetone for about an hour. This will soften the PVA glue and allow you to push the LED out the back of the signal - never pull on the wires.

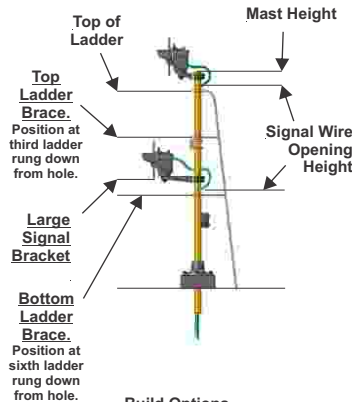
Photo-Etch Details



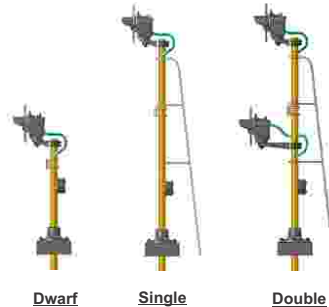
Remove Parts

from the phot-etch fret by cutting through the tags holding the parts in place with a heavy knife blade on a hard surface.

N Scale Diagram



Build Options



Painting / Finishing

From the Southern Pacific Standard Plans:

Painting by Manufacturer:

"Signals and all metal surfaces exposed to the weather shall have shop coat of red lead. Relay houses and instrument cases to have shop coat of red lead and two coats of aluminum paint on outside surface. Inside of houses and instrument cases to have shop coat of red lead between the steel and lining and after lining is installed the interior including all shelves and supports to be painted with aluminum paint."

Painting by Railroad:

"Inside of all signal masts must be swabbed with raw linseed oil and thoroughly set before installing.

All instrument cases and cable terminal boxes must have a spotting coat and a final coat of aluminum paint inside and out.

Signal face and hood to be painted dead black

All other metal surfaces must have spotting of primary paint where required and two coats of aluminum paint."

Letter Plates are to be given two coats of Dead Black paint. Face of letters and back of plate to be painted aluminum.

A History of the Searchlight Signal

In late 1916 the invention of the doublet lens combination for daytime color light signals prompted the management of the Hall Signal Company to realize that even their most advanced Style "L" semaphore mechanism (the very last produced by any U.S. signal company), had been rendered obsolete. That dual lens device had been developed by Cornell University's Dr. William Churchill, while he was working at Corning Glass Works. He had recently finished developing color standards for railroad glassware, which Corning had patented on October 10, 1905. The doublet lens combination was fully patented by 1911.

Hall's response to this situation was to buy the 1918 filed patents from one Mr. Blake for his "Searchlight" signal. In reality, the searchlight signal was an updated and modernized variation of the old Hall enclosed disc signal. What Blake had done was to harness the standard railroad three position polarized vane relay, add a miniature spectacle and roundels, and couple that with a very efficient elliptical reflector and optical lens system. This revolutionary development, provided a signal with a visible indication of over a mile from the signal in broad daylight, when the signal was located on tangent track. The early color light signals were visible for only about half that distance (2,500 feet) while using about the same current consumption, then a major concern in "Primary Battery Territory." By 1925, the development of "High Transmission Colors" of railroad glassware by Churchill and Corning Glass improved this limited distance to an acceptably competitive 3,500 feet on tangent track.

Searchlight signals became popular because of their low maintenance (compared with semaphores), high visibility and low power-consumption, often a 4 watt, 3 volt bulb, that worked well in territory with battery powered signaling. However as time went on and grid supplied electric power became universal the rationale behind the searchlight began to fade. As labor costs rose the maintenance associated with the classic searchlight's moving parts began to outweigh the savings from its compact size and single bulb. By the end of the 1980s the searchlight had lost its position as the most popular signal style in North America.

Searchlight signals are typically mounted with a large circular background, with one or two railroads preferring a small target, such as the New York Central beginning in the late 1950s.

Searchlight Color Indications:

Green - Used to indicate "clear" or proceed.

Yellow - Used to warn the engineer of an impending stop or speed reduction for an occupied "block" ahead. Also used for low-speed movements.

Red - Used to indicate a full stop or other restrictive condition, or used as a "placeholder" light.

Blue - When on a signal doll arm, indicates intervening track between the signal and the track to which the signal applies.

Lunar White - Blue filtered light to eliminate all trace of yellow used to indicate a restricted proceed condition.

Amber - Used in position light systems as an all-purpose high visibility color, greatest fog penetration.

(Plain) White - Plain incandescent white light. Used in dwarf position light signals with frosted lenses.

Individual signal heads may be set to flash a color to create a different signal aspect. Signals in the United States typically flash only one head at a time, while signals in Canada may flash two heads at a time.