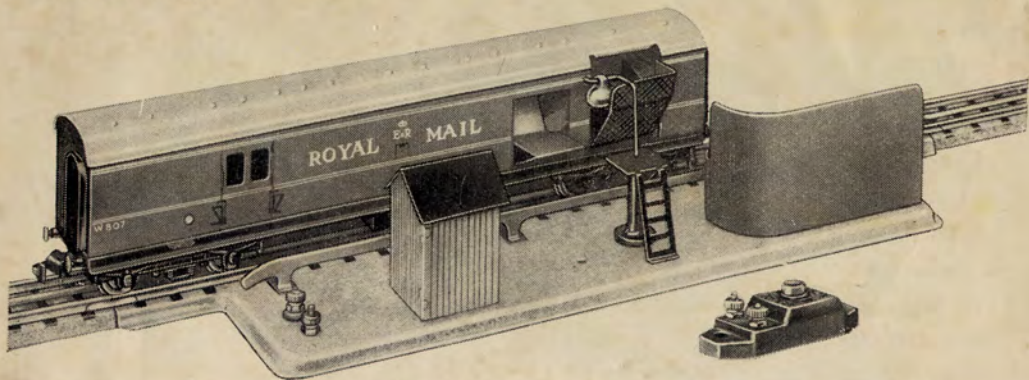


**HORNBY**  
**DUBLO**  
ELECTRIC TRAINS

## T.P.O. MAIL VAN SET DI

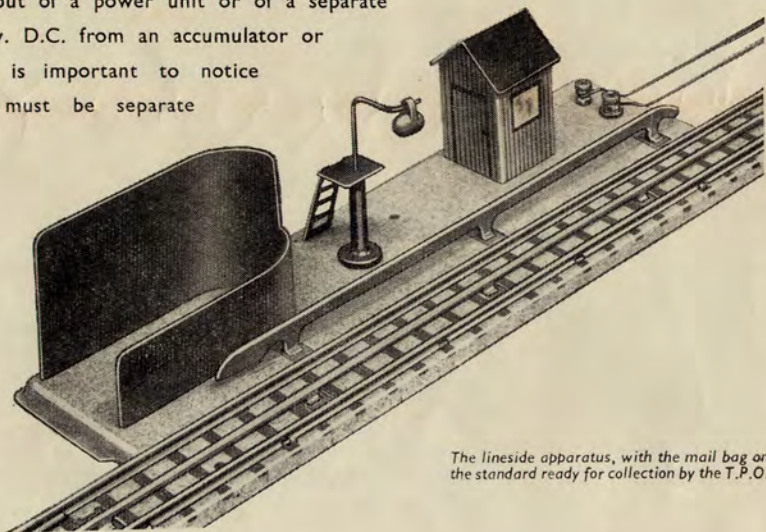
This set is a reproduction in model form of the actual method of picking up and setting down the pouches containing mail bags that is used on real railways. In it a mail bag is picked up from a standard at the lineside, and one from the train is deposited in a receiver at the same side of the Mail Van, just as in real practice.

The Hornby-Dublo T.P.O. Mail Van Set comprises the Mail Van, the lineside apparatus, two mail bags and a push button switch to operate the mechanism. Current is supplied through a pick-up on the Mail Van from a contact rail on the outside of the track, this rail forming part of the lineside assembly.



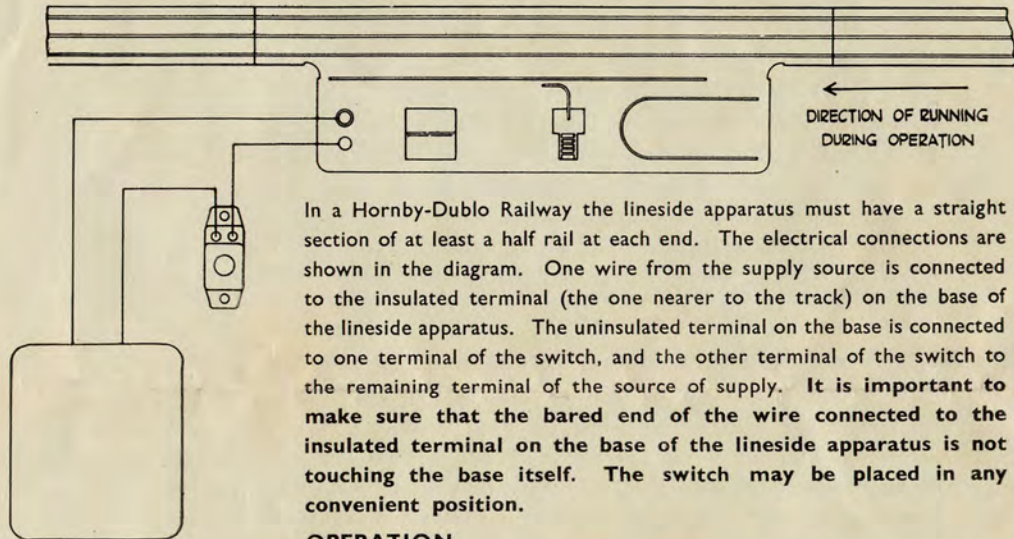
As a glance at the pictures of the apparatus will show, this takes the form of a straight rail, of standard length, with an extension to the base on which are the contact rail already mentioned, the standard from which mail bags are picked up by the Hornby-Dublo T.P.O. Mail Van, and the "net" into which incoming mail bags are delivered. In the miniature the last of these takes the form of a metal box, open at the approach end and at the side nearest the Mail Van. There is also a hut in which the postman on duty shelters while the exchange is taking place.

The current supply required for operating the exchange of mail bags may be either A.C. or D.C. of 12-15 volts. This may be the 15v. A.C. output of a power unit or of a separate transformer, or 12v. D.C. from an accumulator or dry batteries. It is important to notice that the source must be separate from that used to supply current for driving the train of which the T.P.O. Mail Van forms part. A self-contained power unit with a separate output for accessories is ideal for this purpose.



*The lineside apparatus, with the mail bag on the standard ready for collection by the T.P.O.*

## SETTING UP THE EQUIPMENT.



In a Hornby-Dublo Railway the lineside apparatus must have a straight section of at least a half rail at each end. The electrical connections are shown in the diagram. One wire from the supply source is connected to the insulated terminal (the one nearer to the track) on the base of the lineside apparatus. The uninsulated terminal on the base is connected to one terminal of the switch, and the other terminal of the switch to the remaining terminal of the source of supply. **It is important to make sure that the bared end of the wire connected to the insulated terminal on the base of the lineside apparatus is not touching the base itself.** The switch may be placed in any convenient position.

### OPERATION.

Set the lineside apparatus up in this way, and hang a mail bag on the hook provided. Next make up a train with the Mail Van included, taking care that the operating doors are facing the lineside apparatus. Run the train at a reasonable speed past the latter, in the direction indicated in the diagram by the arrow, pressing the push button of the switch while the Mail Van is passing the lineside apparatus. This will result in the pick-up by the Van of the mail bag from the hook.

When the Mail Van passes the lineside apparatus a second time, the bag already within it will be thrown out into the box, and a further mail bag that has been hung on the hook will be collected simultaneously. The doors of the Mail Van open and close automatically throughout, and should not be touched by hand.

It will be helpful in ensuring perfect action if the following simple rules are observed:—

DO make sure that the push button of the switch is pressed down for the whole of the time that the Mail Van takes to pass the lineside apparatus.

DO keep the mail bags clean and polished.

DO NOT run the Mail Van at high speed, or at a crawl.

DO NOT place more than one mail bag at a time on the hook.

DO NOT run the Mail Van the wrong way on the track when a mail bag is on the hook.

DO NOT try to load mail bags by hand into the Mail Van.

DO NOT attempt to oil the mechanism inside the Mail Van.

DO NOT open the doors of the Mail Van by hand. If a mail bag inside the Mail Van is not thrown out, it can best be recovered by holding the Mail Van upside down and shaking it out gently.

### **OPERATING WITH INDEPENDENTLY CONTROLLED TRACKS.**

On a large layout working with two or more independently controlled tracks supplied, say, from a power unit and a separate controller, the T.P.O. circuit should itself be fed from another source, preferably a transformer with an output of 12-15 v. Otherwise it will be found that, when operating the train with the controller fed from the same source as the T.P.O., the latter will work every time it passes the lineside apparatus, even if the push button is not pressed. If in these conditions the push button is pressed when the Mail Van is passing the lineside apparatus, a feed-back will occur between the supply units, and the protective devices will operate.

**Further information on this, or any other matter concerning the operation of the T.P.O. Mail Van Set, may be obtained by writing to Information Service, Meccano Ltd., Binns Road, Liverpool 13.**

**MECCANO LIMITED - BINNS ROAD - LIVERPOOL 13**