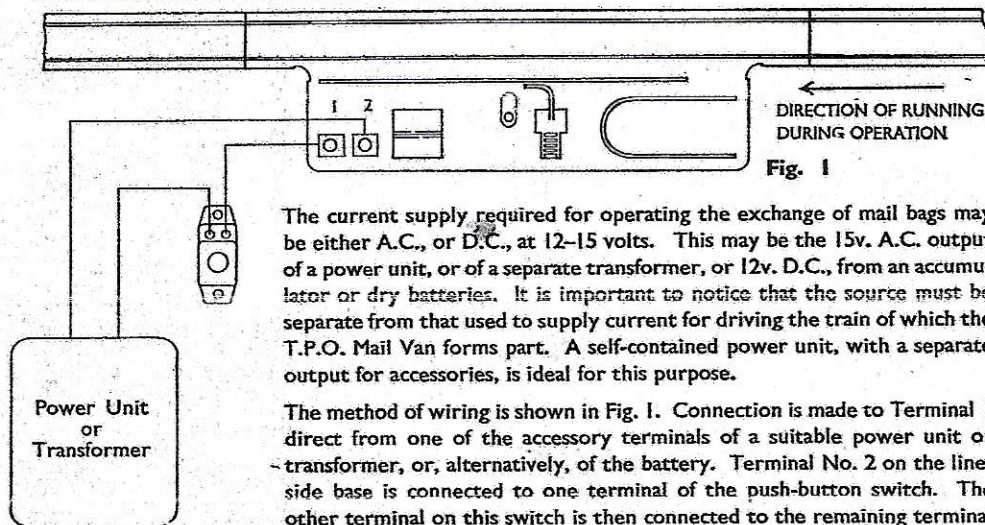


WIRING AND CURRENT SUPPLIES.



The current supply required for operating the exchange of mail bags may be either A.C., or D.C., at 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 method of wiring is shown in Fig. 1. Connection is made to Terminal 1 direct from one of the accessory terminals of a suitable power unit or transformer, or, alternatively, of the battery. Terminal No. 2 on the lineside base is connected to one terminal of the push-button switch. The other terminal on this switch is then connected to the remaining terminal on the supply unit or battery.

OPERATION.

Having set up the lineside apparatus as described, hang the mail bag on the hook provided. Next, make up a train with the mail van included, taking care that the operating doors on the T.P.O. van 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 "net", 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 never be touched by hand.

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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 itself should be fed from another source, preferably a transformer with an output of 12 to 15 volts. Otherwise, it will be found that completely independent operation of the T.P.O. cannot be obtained.

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.