



EUBR UNCOUPLING RAIL ELECTRICALLY-OPERATED

The Hornby-Dublo EUBR Uncoupling Rail is equal in length to a straight Half Rail. It will operate efficiently on either A.C. or D.C. supplies of 12 to 15 volts.

When connected to a Hornby-Dublo D1 Transformer (A.C. supply), as in Fig. 1, the mechanism may emit a buzzing sound whilst energised. This is quite normal and in no way affects its operating capabilities, but wherever possible it is

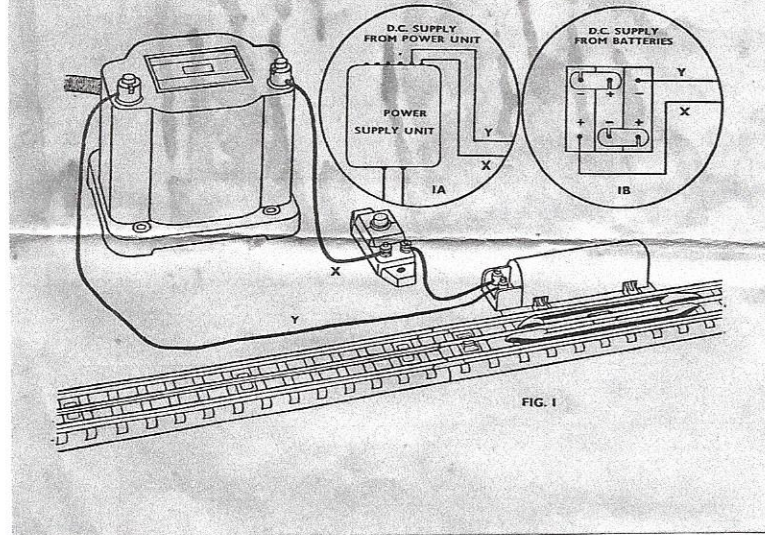


FIG. 1

recommended that D.C. supply should be used in order to achieve silent operation. A suitable D.C. supply may be obtained from a power unit, or alternatively from dry batteries (three Ever Ready 126 or three Drydex H.30). The wiring for these alternative supplies is shown in figs 1A and 1B.

When the mechanism is energised, the ramp lying between the running rails is raised and engages the 'strikers' on the couplings of vehicles passing over it, thus parting them.

Rolling stock may be uncoupled in either direction, pushing or pulling, but when it is required to detach a vehicle from a train moving in a forward direction, the train must be run **slowly** over the Uncoupling Rail; otherwise the momentum of the vehicle may cause it to automatically recouple itself after passing over the ramp.

Back shunting is by far the most useful and interesting method of employing the EUBR Uncoupling Rail. The train is backed on to the Rail and the Switch button is pressed at the right moment to disengage the particular vehicles required, simultaneously stopping the locomotive by quickly moving the controller handle to the "stop" position with the other hand. The momentum of the disengaged vehicles will then carry them along the siding.

IMPORTANT: Every care should be taken to protect the couplings on the rolling stock from damage.

MECCANO LTD. - BINNS ROAD - LIVERPOOL 13
8/754/50 Printed in England