

DIRECTIONS
for CARE and
CLEANING

The Style 1E
**Composition
Mold**

FOR CASTING IN JUSTIFIED LINES
(WITH EITHER HIGH OR LOW QUADS
AND SPACES) OR AS SORTS, ANY
GIVEN POINT SIZE FROM FIVE- TO
TWELVE-POINT INCLUSIVE

TRADE MARK
MONOTYPE

Reg. U. S. Pat. Off.

LANSTON MONOTYPE
MACHINE COMPANY

PHILADELPHIA

Directions for Care and Cleaning

THE STYLE 1E

COMPOSITION MOLD

CAUTIONS

1 **Mold-blade-carrier-side-abutment Screws** (c) should never be loosened. This **ABUTMENT (K)** is carefully adjusted in the factory. If these **SCREWS** are tampered with, it will throw the type out of parallel and the **MOLD** will have to be returned to the factory to be readjusted.

2 **Left Type Block Screws** should never be loosened. This **TYPE BLOCK** is adjusted in the factory.

3 **Taking Apart:** As long as the **MOLD** produces good type let it alone. When necessary to clean the **MOLD** do so in accordance with directions in the following pages.

4 Be careful of the **Nick Pin** when putting on the right **Type Block**; be sure the **POINT BLOCK** is drawn far enough to the rear so the **Nick Pin** will not strike it.

5 Never force the **Mold Blade** over the **Nick Pin**, nor lift the rear end of the **BLADE** when passing it between the **TYPE BLOCKS**.

6 The front end of the **Mold Blades** should never be pushed against as this would spring the upper **BLADE**.

7 When removing the right **Type Block**, the **POINT BLOCK** may stick to it; if so, be careful it does not drop and become injured.

8 A new or repaired **Mold** requires special attention until the **Cross Block** has found its true bearing against the **TYPE BLOCKS** while running under actual working conditions. After the **MOLD** has been running an hour test the setting of the **Cross Block**. If loose, readjust it (#51). Repeat this test after the **MOLD** has run a half day and also a full day. If this test be not made, the **MOLD** may become loaded, causing wear on the **Cross Block** and **TYPE BLOCKS** or forcing them out of alignment.

9 The **Gate Pusher** can be fitted only in our factory. Never attempt to do this.

10 Insert **Gate Pusher** with longer foot to the front.

11 **Alterations.** Never try to repair the **MOLD** nor alter any part. These parts are made by experienced workmen trained for this special work and supplied with the finest gages and measuring instruments. When returning a **MOLD** for repairs always enclose with it samples of the type it produces and a memorandum giving details of the defects.

12 **Water Regulation:** Use as little water as possible, just enough to avoid blistered bodies and bleeding feet.

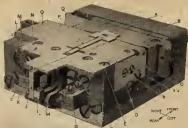


FIGURE 1

Mold assembled ready for use. Top view from rear left corner.

The water coming from the MOLD should be as hot as can be borne on the hand.

13 **Water passages must be kept clean.** Whenever the MOLD is taken off the machine, force all water out with the air blast and oil the water passages thoroughly by blowing oil through them.

14 **Oiling:** Our MOLD OILER, regulated to give a drop every two or three minutes, will give sufficient oiling, except for the CROSS-BLOCK COUPLING which must be oiled by hand.

15 **Temperature:** The metal should not be over 725° for standard MONOTYPE metal. For other grades of metal special care must be used to obtain the correct temperature by trial.

16 **Bridge Setting.** This setting, when once made with the CARRYING-FRAME ADJUSTING GAGE, is correct for all Molds and MATRICES but should be tested when changing Molds to make sure no adjustments have worked loose.

17 **First Cast.** Be sure MOLD is held properly against its bearings. Turn machine over once by hand to see that everything is working correctly—then start machine, not before.

18 **Matrix Case, or Matrix Holder and Matrix,** must be in place when casting low quads and spaces; otherwise the upper BLADE will be damaged.

19 The head of the rear left Screw to the right Type Block must not protrude from its counterbored hole in the SQUARING PLATE, but should come a little less than flush. This would hold the MOLD-BLADE STOP out from proper position.

20 **Opening of Molds setways.** Molds eleven points and smaller will open setways to .166", twelve-point Molds to .174"; do not attempt to cast a body wider than these limits for to do so will strain or break the MOLD BLADE.



FIGURE 2

Bottom view from rear right corner. CROSS BLOCK is pulled part way out to show GATE PUSHER.

TAKING APART: Re-read the Cautions

(See "direction arrow" on each figure)

21 Prepare a suitable place for taking the MOLD apart. Spread down a clean sheet of paper and as the parts are taken off the MOLD place them on this paper.

22 Remove the CROSS BLOCK (B) toward the right and take its GATE PUSHER (R) out from it; remove the FRONT-ABUTMENT SHOE (Q), TYPE-BLOCK COVER PLATE (D), MOLD-BLADE TOP GUIDE (N), MOLD-BLADE SHIELD (E), MOLD-BLADE-STOP CAP (M). Pull both MOLD BLADES back as far as they will go; to do this pull on the MOLD-BLADE-CARRIER LATCH (I)—never push against the front end of the MOLD BLADES as this would spring the upper BLADE. Lift up the right end of the MOLD-BLADE STOP (F) so that the STOP will clear the head of the MOLD-BLADE-CARRIER-SIDE-ABUTMENT SCREW (c) and draw the STOP out toward the right. Remove the MOLD-BLADE-CARRIER GUIDE BLOCK (G). Take out the two short SCREWS (e) and the long SCREW (f) from the bottom and the two SCREWS (d) (only one is shown, the other SCREW is beneath the CAP (M)) from the back. Unscrew SCREW (a) from left side. Now slide the right TYPE BLOCK (O) off directly toward the right side of the MOLD. The POINT BLOCK (V) may stick to the right TYPE BLOCK and be carried off with it; if so, take care that it does not drop and become injured.

23 The earlier style 1E MOLDS did not have the heavy SCREW (T) on the right end of the CLAMP BOLT (S), nor the CLAMP-BOLT SCREW (a). Instead they contained a BOLT which passed through the right TYPE Block into the left TYPE Block and which had a LOCK NUT on the right end. On these MOLDS slack off LOCK NUT and take out CLAMP BOLT instead of the CLAMP-BOLT SCREW (a) of later MOLDS. Then slide right TYPE BLOCK off directly to the right. Other directions are the same as later MOLDS.

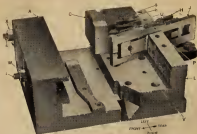


FIGURE 3

Mold stripped, showing the method of removing and inserting the MOLD BLADES

24 Remove the lower MOLD BLADE (J) and the upper MOLD BLADE (P) (complete with its CARRIER (H), LATCH (I) and SPRING). To do this, hold them together and swing their rear end toward the left so that they form an angle of about thirty-five degrees with the right face of the left TYPE BLOCK (C) as shown in Fig. 3; then lift them up out of the opening in the SQUARING PLATE (L). If the TYPE-BLOCK SHOE (U) does not come out with the MOLD-BLADE CARRIER, remove it separately.

25 The earlier Style 1E Molds had a small SPRING which fitted in a recess in the TYPE-BLOCK SHOE and pressed against the left TYPE BLOCK. When removing the SHOE on these Molds be careful not to lose this SPRING.

CLEANING

26 Clean all the parts of the Mold which have been removed and also the parts which have been left still assembled, being especially careful to remove all particles of metal. Use a clean white cloth for this purpose. Do not use waste, as this will leave lint which is very hard to remove. In case particles of metal stick to any part of the MOLD so they cannot be wiped off they must be carefully scraped off with a piece of wood reget or brass rule.

27 Be sure that all the corners in around the left TYPE BLOCK (C), where the MOLD BLADE (J) and the CARRIER (H) work, are perfectly clean.

28 Thoroughly clean the GATE PUSHER (R) and its slot between the CROSS-BLOCK GATE BLOCKS. Be sure that all particles of metal are removed and that the GATE PUSHER when put back works smoothly but without any looseness and does not project below the GATE BLOCKS.

ASSEMBLING

29 If the OIL PAD projects below the right TYPE BLOCK

(O); remove it because it would interfere with the next operation.

30 Slide the right TYPE BLOCK (O) into position, putting a slight pressure on it to remove any dirt from the surfaces of the SQUARING PLATE (L). Be very careful not to allow the NICK PIN to strike the left TYPE BLOCK (C). Remove the TYPE BLOCK (O), wipe it off and replace it, this time keeping it in position. Slide in the lower MOLD BLADE (J) from the rear, without the POINT BLOCK (V), while holding the right TYPE BLOCK firmly against the BLADE. Have the BLADE down flat on the SQUARING PLATE and push it forward to remove any particles of dirt. Be very careful not to damage the corners of the MOLD BLADE and do not force the MOLD BLADE over the NICK PIN—it should slide easily. Draw the MOLD BLADE back out of the rear and remove the right TYPE BLOCK (O). If the OIL PAD has been removed (¶ 29) replace it in the TYPE BLOCK by sliding it in from the bottom with its flat side flush with the face of the BLOCK.

31 Put the lower MOLD BLADE (J) and the upper MOLD BLADE (P) (complete with its CARRIER (H), LATCH (I), and SPRING) together and see that they work freely and smoothly; any dirt or grit between them can readily be detected by the touch.

32 Slip the SHOCK (U) on to the right end of SCREW (B). Turn the MOLD onto its left side, push the SHOCK (U) toward the top of the TYPE BLOCK as far as the SCREW (b) will permit. Replace the combined MOLD BLADES in the MOLD in the reverse of the manner in which they were removed (¶ 24), slipping the CARRIER (H) over the SHOCK (U). (See Fig. 3). Be careful that the lower end of LATCH (I) goes into the circular hole in the shelf extending from the back of the SQUARING PLATE (Fig. 2) and that the lug on the rear of the left TYPE BLOCK goes into the back end of the POINT BLOCK opening in the MOLD BLADE.

33 Turn the MOLD back onto its BASE PLATE. Press the MOLD BLADES up against the left TYPE BLOCK to see that they fit properly without binding. Hold them against the left TYPE BLOCK and move them back and forth to see that they work smoothly and have no dirt between them and the left TYPE BLOCK or their bearing on the SQUARING PLATE. Note that it has not been necessary to break the adjustment of the TYPE BLOCK SCREW (b).

34 Place the POINT BLOCK (V) in position in its opening in the MOLD BLADE. It should have the grooved side up and the hole in it nearest the front of the MOLD and in line with the hole in the left TYPE BLOCK (C), as shown in Fig. 3. If it is too far front it will damage the NICK PIN when the right TYPE BLOCK (O) is pushed on.

35 Push the right TYPE BLOCK (O) onto the SQUARING PLATE (L) in the same manner as previously described, making sure that the OIL PAD does not extend below the TYPE BLOCK as this would interfere with the proper positioning of the TYPE BLOCK. Hold the TYPE BLOCK firmly against the rear wall of the SQUARING PLATE and MOLD BLADE. Insert the CLAMP BOLT (a) and tighten it

as far as it will go, that is, until the ROD (8) brings the POINT BLOCK (V) to bearing against the left TYPE BLOCK (C). Insert the two SCREWS (d), first tightening them and then backing off on each and bringing them just up to bearing. Test the MOLD BLADES together and separately to see that they work smoothly without binding. Insert the three SCREWS (e) and (f) and tighten all five SCREWS (d), (e) and (f) evenly. Again test the MOLD BLADES to see that they work smoothly without binding at any part of their normal stroke.

36 For Molds not equipped with the SPRING on right end of ROD (8), after holding right TYPE BLOCK firmly against the rear wall of the SQUARING PLATE and the MOLD BLADE proceed as follows:

37 Pass the TYPE-BLOCK CLAMP BOLT through the right TYPE BLOCK and screw it into the left TYPE BLOCK as far as it will go. Be sure the WASHER is on the CLAMP BOLT and that its NUT is backed off so it does not bind the right TYPE BLOCK. When the CLAMP BOLT strikes the STOP SCREW, turn it back one-fourth of a turn, and tighten its NUT with the fingers and a slight pull with a wrench to bring it just up to bearing. Put the SCREWS into the right TYPE BLOCK, two in the back and three in the bottom. Bring them just up to bearing but do not tighten them enough so that the right TYPE BLOCK cannot be moved when the CLAMP-BOLT NUT is tightened. Tighten the NUT on the end of the CLAMP BOLT, bringing it up solid with a good pressure on the wrench, but not enough to strain the threads. Go over all the SCREWS to the right TYPE BLOCK and tighten each a little in turn until all are solid. The Mold may be turned bottom up for this purpose.

38 Pull the MOLD-BLADE CARRIER to the rear as far as it will go and put three or four drops of oil on the SHOE (U) in the opening between the left TYPE BLOCK and the CARRIER.

39 Test both MOLD BLADES to see that they work freely. Move both together and also each one separately. They should be a very snug sliding fit but should not bind at any point.

40 Caution: When moving the CARRIER back and forth in this test and also the next test, the MOLD-BLADE-CARRIER GUIDE BLOCK (G) being removed, be very careful not to swing the rear end of the MOLD-BLADE CARRIER toward the left, as this would spring the top MOLD BLADE.

41 As stated in ¶33, it should not be necessary to break the adjustment of the TYPE-BLOCK-SCREW ADJUSTING SCREW (h). If, however, it has been broken for any reason it may now be readjusted as follows: See that the SCREW (h) is screwed in as far as it will go, that is, that its head is up tight against the counterbore in the left TYPE BLOCK. Then screw down on the ADJUSTING SCREW (h) enough to put a very slight pressure on the MOLD-BLADE CARRIER and cause it to move just a very little harder. Test both the MOLD-BLADE CARRIER and the lower MOLD BLADE by moving them back and forth while making this adjustment. (See Caution in ¶40). This is a very delicate adjustment, for if the ADJUSTING SCREW (h) is screwed down too far it may strain the RIVET holding the top MOLD BLADE to its CARRIER. The proper pressure can

be told readily by the touch after a little experience. The operator should be able to just feel the difference in the sliding fit of the MOLD BLADE and CARRIER after the adjustment is made. When the ADJUSTING SCREW (h) is properly adjusted lock it with the LOCK SCREW (g) and test again to see that this has not changed the adjustment.

42 Put the MOLD-BLADE-CARRIER GUIDE BLOCK (G) in position, sliding it on from the left over the SPRING and LATCH. Push it up against the rear wall of the SQUARING PLATE and the MOLD-BLADE CARRIER and hold it lightly in this position while putting in the SCREWS with their WASHERS and tightening them.

43 Test the LATCH (I) to see that it works freely and that its SPRING returns it promptly to its upper position when it is pressed down and released.

44 Pull both MOLD BLADES back as far as they will go and put in the MOLD-BLADE STOP (F). Be sure it and its bearings are perfectly clean. Put it in from the right side in the reverse of the manner in which it was removed; that is, the left end should point downward at a slight angle so that it will enter the opening in the MOLD BLADE while the right end clears the head of the SCREW (c) in the right end of the MOLD-BLADE-CARRIER SIDE ABUTMENT (K).

45 Push the MOLD BLADE part way forward and examine the MOLD-BLADE STOP (F) to see that it is down flat on the MOLD-BLADE-CARRIER SIDE ABUTMENT (K), that it bears against the SQUARING PLATE and also against the lug on the MOLD-BLADE CARRIER; put on its CAP (M) and insert and tighten its two SCREWS.

46 Put on the MOLD-BLADE TOP GUIDE (N) and tighten its SCREWS. The TOP GUIDE forms an upper bearing for the rear end of the lower MOLD BLADE and may also bear on the top of the MOLD-BLADE CARRIER. Therefore, try each MOLD BLADE to see that the TOP GUIDE (N) holds both BLADES down so that there is no up-and-down movement in either, but at the same time the TOP GUIDE must not cause either BLADE to bind. If there is any up-and-down movement it is due to the TOP GUIDE being held off its bearing by dirt. With the finger-nail, test the height of the BLADES to see that they are even with the MATRIX SEATS; if they project above the MATRIX SEATS there is dirt between or under the BLADES.

47 Put on the MOLD-BLADE SHIELD (E). Press it against the left TYPE BLOCK and the edge of the MOLD-BLADE TOP GUIDE, and insert and tighten its two SCREWS. This SHIELD keeps dirt out of the opening beside the CARRIER and also forms a top bearing for the rear end of the CARRIER.

48 Put the COVER PLATE (D) in position on the top of the left TYPE BLOCK and insert and tighten its two SCREWS. See that it is up snug against the upper MOLD BLADE and Matrix Seat but not pressing hard. It must be a perfect fit in the casting corner.

49 If the adjustment of the GATE PUSHER (R) has been broken, loosen the SCREWS holding the right GATE BLOCK in place. Adjust the GATE BLOCK until the GATE PUSHER

works smoothly and is just flush with the GATE BLOCKS on the bottom edge.

50 Put in the FRONT-ABUTMENT SHOE (Q). Insert GATE PUSHER (R) in the CROSS BLOCK with its longer-foot to the front and so that it projects 1-32" beyond the rear face of the GATE BLOCKS; in this position the GATE PUSHER will go over its CAM properly. Oil the bearing surfaces of the CROSS BLOCK so that it will enter the MOLD without binding. Turn the MOLD up on its left side (holding in the FRONT-ABUTMENT SHOE (Q)) with the bottom toward the operator and insert the CROSS BLOCK. With the MOLD in this position the operator can see that the GATE PUSHER does not slip as the CROSS BLOCK is pushed in.

51 If the CROSS BLOCK does not fit properly readjust the FRONT-ABUTMENT SHOE as follows: Remove the GATE PUSHER (R) so that any tightness in its action will not interfere with the feel of the CROSS BLOCK sliding. Loosen the LOCK NUTS (W) and (X) and slack off the SCREWS (j) and (k) until the CROSS BLOCK slides freely. Slide the CROSS BLOCK to the left so that its left end comes flush with the left side of the MOLD and set up the left SCREW (k) until the CROSS BLOCK requires some little pressure of the fingers to slide it. Now slide the CROSS BLOCK to the right until its right end comes flush with the right side of the MOLD and set up the right SCREW (j) in the same way. After sliding the CROSS BLOCK back and forth a few times to settle it to bearing repeat the above adjustment of the SCREWS until the CROSS BLOCK fits very tightly, requiring all the pressure the operator can bring to bear upon it with his fingers to slide it; be careful, however, to note that it has an even bearing and does not bind at any point. Lock the SCREWS (j) and (k) with their LOCK NUTS (W) and (X), holding the SCREWS to keep them from turning. Try the CROSS BLOCK again to see that this has not affected its adjustment. Don't forget to replace the GATE PUSHER (R) as described in ¶50.

Names and Symbols of Parts of the Style 1E Monotype Mold

We furnish to be applied to a Mold outside our factory any parts in the following list which have an asterisk (*) preceding the symbol, provided the old part is sent to us with the order. The return of the old part is required because the earlier Style 1E Molds differ from the later ones and the part is required for purposes of identification.

BASE PLATE.....	a1MA1E1
bushing (short).....	b1MA1E2
" (long).....	a1MA1E3
BASE-PLATE FRONT ABUTMENT.....	* 2MA1E1
adjusting screw (left, blunt).....	2157..* 2MA1E2
" (right, pointed).....	2193..* 2MA1E3
" " lock nut (2).....	386..* 2MA1E4
SCREW (3).....	221..* 2MA1E5
BASE-PLATE-FRONT-ABUTMENT NUMBER PLATE	3MA1E1
screw (2).....	251..* 3MA1E2
BASE - PLATE - FRONT - ABUTMENT	
BLOCK.....	4MA1E1
BASE-PLATE-FRONT-ABUTMENT SHOE.....	* 5MA1E1
BASE-PLATE-GATE-PUSHER CAM.....	* 6MA1E1
screw (3).....	2210..* 6MA1E2
CROSS BLOCK.....	1MB1E1
coupling.....	† 1MB1E2
screw.....	2165..* 1MB1E3
dowel (to 3MB1E1).....	1MB1E4
screw (to adjust 2MB1E1).....	2167..* 1MB1E5
† NOTE: If the CROSS-BLOCK COUPLING 1MB1E2 be broken, this part can be replaced by returning to us the pieces of the Coupling, provided these are in such condition that the required measurements can be obtained from them.	
CROSS-BLOCK GATE BLOCK (right).....	3MB1E1
screw (4).....	236..* 3MB1E2
CROSS-BLOCK GATE BLOCK (left).....	3MB1E1
oil pad (felt) (9/16" long).....	* 3MB1E2
screw (4).....	236..* 3MB1E3
CROSS-BLOCK GATE PUSHER.....	4MB1E1
MOLD BLADE (bottom) (designate point size).	1MC1E1

* Can be applied without returning the Mold to our factory if old part is returned with order for new part.

MOLD BLADE (top) (designate point size)	2MC1E1
carrier	2MC1E2
" pin (stop for 2MC1E5) 7	* 2MC1E3
" spring pin 898	* 2MC1E4
latch	* 2MC1E5
" fulcrum pin	* 2MC1E6
" spring 6142	* 2MC1E7
" post	* 2MC1E8
rivet (long)	2MC1E9
" (medium) (2)	2MC1E10
" (short)	2MC1E11
MOLD-BLADE-CARRIER GUIDE BLOCK	* 3MC1E1
screw (2) 246	* 3MC1E2
" washer (2) 437	* 3MC1E3
MOLD-BLADE-CARRIER SIDE ABUTMENT	4MC1E1
screw (left) 2167	4MC1E2
" (right) 241	4MC1E3
" washer 489	4MC1E4
MOLD-BLADE POINT BLOCK (designate point size)	5MC1E1
MOLD-BLADE SHIELD	* 6MC1E1
screw (2) 2208	* 6MC1E2
MOLD-BLADE STOP	7MC1E1
cap	* 7MC1E2
screw (2) 2207	* 7MC1E3
MOLD-BLADE TOP GUIDE	8MC1E1
screw (2) 2208	* 8MC1E2
TYPE BLOCK (right) (5 to 12 pt.)	1MD1E1
bushing (2)	1MD1E2
nick pin	1MD1E3
" plug	1MD1E4
oil pad (left) (7/8" long)	* 1MD1E5
plug (brass)	1MD1E6
" screw (5) 2239	* 1MD1E7
" (in right end) 2239	* 1MD1E8
pin (for 3MD1E1)	* 1MD1E9
screw (from 9MD1E1), (lower) (2) 2213	* 1MD1E10
" (from 1MA1E1) 2162	* 1MD1E11
" (from 9MD1E1, rear) (2) 2161	* 1MD1E12
TYPE BLOCK (left) (5 to 8 pt.)	2MD1E1
" " (left) (9 to 12 pt.)	2MD1E2
bushing (3-32" long)	2MD1E3
" (1-4" long)	2MD1E4
plug screw (5) 2239	* 2MD1E5
" (in bottom) 2240	2MD1E6
screw (from 1MA1E1) 2162	2MD1E7
" (from 9MD1E1, lower) 2213	2MD1E8
" (from 9MD1E1, rear) 2161	2MD1E9
shoe (for 2MC1E2)	* 2MD1E10

* Can be applied without returning the Mold to our factory if old part is returned with order for new part.

TYPE-BLOCK CLAMP BOLT.....	* 3MD1E1
nut.....	31 * 3MD1E2
spring.....	6162 * 3MD1E3
washer.....	436 * 3MD1E4
TYPE-BLOCK-CLAMP-BOLT SCREW.....	+ 4MD1E1
TYPE-BLOCK COVER PLATE.....	5MD1E1
screw (2).....	250 + 5MD1E2
TYPE-BLOCK GATE KNOCK OFF.....	* 6MD1E1
screw (2).....	260 * 6MD1E2
TYPE-BLOCK SCREW (clamp for 2MD1E10)...	* 7MD1E1
TYPE-BLOCK-SCREW ADJUSTING SCREW.....	* 8MD1E1
lock screw.....	* 8MD1E2
TYPE-BLOCK SQUARING PLATE.....	9MD1E1
adjusting screw (6).....	2159.. 9MD1E2
bushing (1-2" long).....	9MD1E3
" (1-4" long).....	9MD1E4
" (3-16" long) (3).....	9MD1E5
plug screw (2) (in ends).....	2235.. * 9MD1E6
" (in back).....	2239.. * 9MD1E7
screw (3) (from 1MA1E1).....	2161.. 9MD1E8

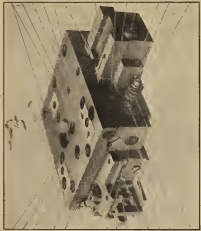
* Can be applied without returning the Mold to our factory if old part is returned with order for new part.

Plug 1MD1E6
 Type Block 1MD1E1
 Bushing 1MD1E2
 Nick Pin 1MD1E3
 Plug 1MD1E4
 Oil Pad 1MD1E5
 Pin 1MD1E9
 Screw (2) 8MC1E2
 Top Guide 8MC1E1
 Screw (2) 6MC1E2
 Shield 6MC1E1
 Pin 2MC1E3
 Stop 7MC1E1
 Latch 2MC1E5
 Carrier 2MC1E2
 Spring Pin 2MC1E4
 Spring 2MC1E7
 Guide Block 3MC1E1



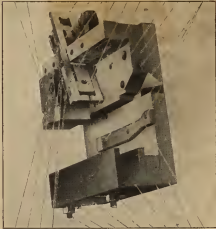
5MA1E1 SHOE
 2MB1E1 GATE BLOCK
 1MB1E1 CROSS BLOCK
 3MB1E1 GATE BLOCK
 3MB1E2 Oil. PAD
 1MB1E3 SCREW
 1MB1E2 COUPLING
 2MD1E5 Plug Screw (5)
 5MD1E2 SCREW (2)
 5MD1E1 COVER PLATE
 1MD1E1 SCREW
 7MD1E1 SCREW
 9MD1E2 SCREW (6)
 9MD1E6 Plug-Screw (2)
 2MD1E9 SCREW
 3MC1E2 SCREW (2)
 3MC1E3 WASHER (2)
 9MD1E2 SCREW (6)

SCREW 2MD1E7
 SCREW (2) 1MD1E10
 SCREW 2MD1E8
 BUSHING 41MA1E3
 SCREW (3) 9MD1E8
 SCREW (6) 9MD1E2
 PLUG SCREW 9MD1E7
 LATCH 2MC1E5
 WASHER 4MC1E4
 SCREW 4MC1E3
 ABUTMENT 4MC1E1
 SCREW 4MC1E2
 BLADE 1MC1E1
 SCREW (2) 7MC1E3
 CAP 7MC1E2
 SCREW (2) 1MD1E12
 SCREW (5) 1MD1E7
 SPRING 3MD1E3



2MA1E5 SCREW (3)
 1MD1E11 SCREW
 61MA1E2 BUSHING
 9MD1E8 SCREW (3)
 2MA1E5 SCREW (3)
 4MB1E1 GATE PUSHER
 2MB1E1 GATE BLOCK
 2MB1E2 SCREW (4)
 3MB1E1 GATE BLOCK
 3MB1E3 SCREW (4)
 6MD1E1 KNOCK OFF
 6MD1E2 SCREW (2)
 1MB1E5 SCREW
 1MB1E4 DOWEL
 1MD1E8 PLUG SCREW
 3MD1E2 NUT
 3MD1E1 BOLT
 3MD1E4 WASHER

SCREW 8MD1E1
 Lock Screw 8MD1E2
 SHOCK 2MD1E10
 RIVET 2MC1E10
 Post 2MC1E8
 PIN 2MC1E6
 SCREW 2MA1E2
 NUT (2) 2MA1E4
 SCREW (2) 3MA1E2
 PLATE 3MA1E1
 SCREW 2MA1E3
 NUT (2) 2MA1E4
 ABUTMENT 2MA1E1
 BLOCK 4MA1E1
 BASE PLATE a1MA1E1
 CAM 6MA1E1



2MD1E1 TYPE BLOCK
 2MD1E2 TYPE BLOCK
 2MD1E3 BUSHING
 2MD1E4 BUSHING
 2MD1E6 Plug Screw
 1MC1E1 BLADE (bottom)
 2MC1E9 Rivet (long)
 2MC1E11 Rivet (short)
 2MC1E1 BLADE (top)
 5MC1E1 POINT BLOCK
 9MD1E3 BUSHING
 9MD1E4 BUSHING
 9MD1E5 BUSHING (3)
 9MD1E1 SQUARING PLATE
 9MD1E6 Plug Screw (2)
 6MA1E2 SCREW (3)

Mold Repairs

It is not possible for operators to repair Molds for they have neither the special tools nor the necessary training.

If any defects occur in the type produced by this MOLD that cannot be corrected by following the directions in this folder, *the complete Mold* should be at once returned to us with *samples of the defective type*; enclose these in the box with the *Mold and all its parts*, prepay express charges and write us stating (a) point size and number of MOLD; (b) date of shipment and route; (c) details of trouble.

RESTORING TO HEIGHT

When a Mold is returned to our factory, for any reason whatever, and we find after careful inspection, that it will not true up to produce a high quad above the low limit, the Mold is restored to height, unless we are advised specifically by the customer to the contrary.

IMPORTANT

This MOLD is held in its box by two screws which pass through the bottom of the box. Preserve this box and its screws for returning the MOLD. In reshipping, it is only necessary to reverse the lid, as our address is printed on the under side. Do not nail the cover—tie it on.

LANSTON MONOTYPE
MACHINE COMPANY

PHILADELPHIA