

HORNBY RAILWAY COMPANY

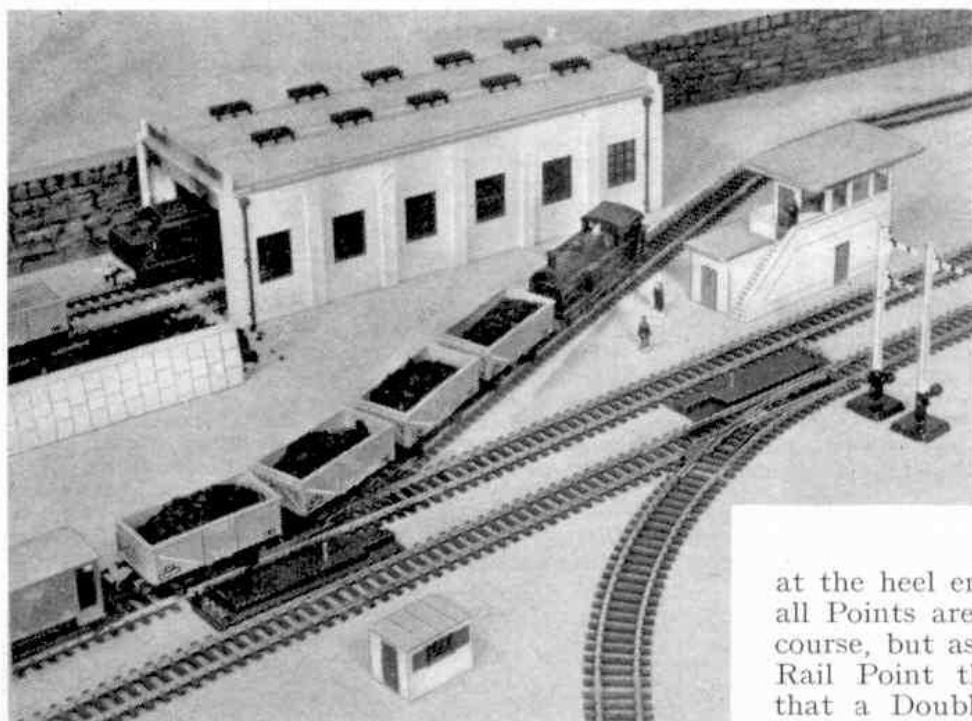
By the Secretary

More About Two-Rail Points

WE had a talk about Two-Rail Points last month, but there will be no harm in referring to them again, particularly as two of our illustrations here show Points in use. These are of the hand-operated kind, with which many of you will already be familiar.

Before we go into further details regarding the use of Points, I am sure that all of you

uses of the Double Isolating Rail in connection with them, but there still seems to be a certain amount of misunderstanding on this subject. Whether you need a Double Isolating Rail or not in conjunction with your Points depends entirely on the layout arrangement. Examples of various track situations are shown very clearly in diagram form in the instruction leaflet that is



Two-Rail Points in use on a layout that includes the two-road Engine Shed assembled from the standard Hornby-Dublo Kit. The neat and consistent arrangement of the sleepers of the Points and other rail components is very striking.

packed with the Points, but as many Hornby-Dublo owners like to weigh things up before they actually buy their Points, I may as well say a little more about this subject.

If you have a continuous track, with a Point leading to a siding, then a Double Isolating Rail is essential in the main line circuit

at the heel end of the Point. Not all Points are used in this way, of course, but as a rule the first Two-Rail Point that one buys means that a Double Isolating Rail will have to be obtained, too.

Not all Points in a layout involve the use of Double Isolating Rails as well, as will be realised from the two simple layouts shown on the back of the instructions booklet that accompanies each Hornby-Dublo Train Set or Locomotive. Where a Point in the main line leads to other Points serving a couple of dead-end sidings, terminated by buffer stops in the usual way, there is no need for either of these sidings to incorporate a Double Isolating Rail.

Where Points in the main line are used to form a loop, Double Isolating Rails will be needed, one in the main line section between the Points and the other in the loop line itself, where Hand-Operated Points are used. With Electrically-Operated Points, however, connected to be worked

will agree as to the effective manner in which the new Points "fit in". When they are laid in place the neat and consistent appearance of the sleepers incorporated in the track base ensures that the Points just "happen" in the permanent way, just as they seem to do in real practice. There is, of course, the switch box or casing on one side of the Points that accommodates the operating gear, but this is something that we have to accept and, anyway, real points often have operating motors and so on housed alongside them.

When speaking about Points in our previous talk, I drew your attention to the