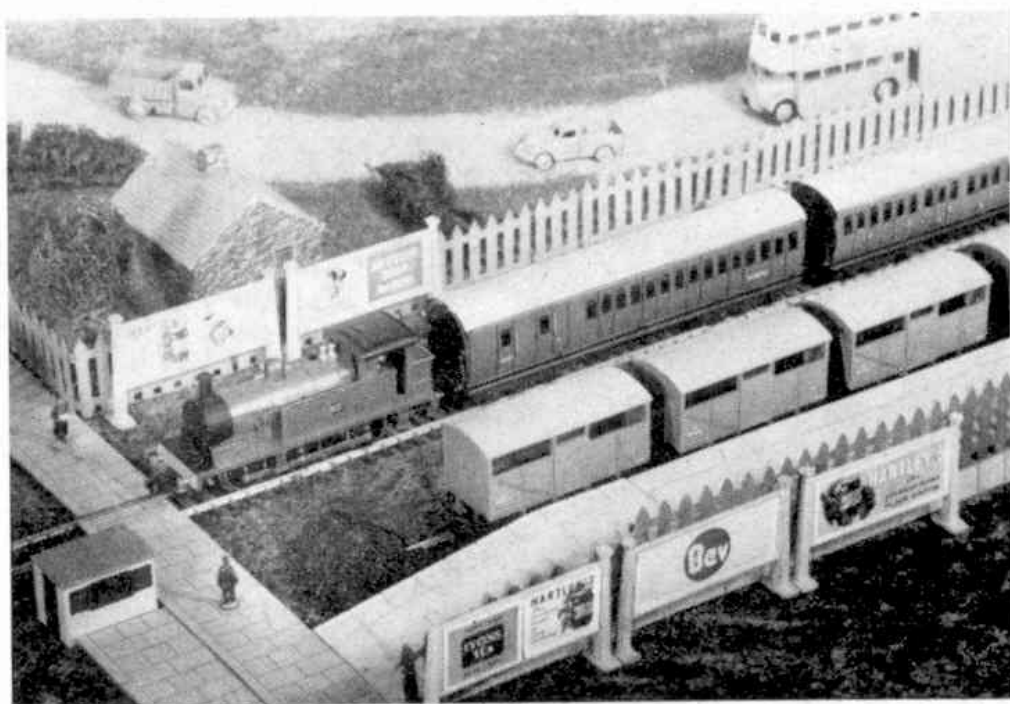


HORNBY RAILWAY COMPANY

By
the Secretary



Two-Rail Points and Schemes

SINCE we had our last talk I expect that many of you have had the opportunity of examining the Hand-operated Two-Rail Points that became available during last month. Before saying something about these and the schemes that they make possible I must point out that so far only Hand-operated Points have been distributed, but Electrically-Operated Points in Two-Rail will be ready soon, and we shall have to talk about those when the time comes.

The demand for Points, as for all the new Hornby-Dublo Two-Rail introductions, has been and continues to be tremendous, so that some shortages have been inevitable, but I hope that soon there will be plenty of Points, and of all the other good new things.

Those of you who already have Two-Rail Train Sets or Locomotives will be familiar, I expect, with the various diagrams that appear in the instruction booklet provided. Two of these relate to Points, and it is important to remember that the current is fed to the track at the toe end of Points, that is the end where the moving switch rails are situated. Of course the Curved Terminal Rail that feeds the current to the

track does not have to be next to the Points themselves; in fact layout requirements frequently mean that the Terminal Rail is some distance away.

All the Two-Rail Points are isolating switch points, which means that current is led only to the route for which the switch rails are set. The necessary connections are built in, and are accommodated in a small casing situated at the straight side of the Points. The handle for Points operation projects through a slot in this casing.

The addition of Points is an early requirement in the development of any railway system, and as a rule the first thing that the Hornby-Dublo owner does with them is to form sidings. If there is just a single siding no special isolating arrangements in the siding are necessary, the movement of the switch rails of the Points themselves ensuring that current is cut off from the siding when the switch rails are set for the straight road, which is usually the main line, and vice versa.

On a continuous track, such as the popular so-called oval, two examples of which appear on the back of the Two-Rail

Above is a rural scene in miniature with a Hornby-Dublo Two-Rail 0-6-0 Tank hauling a passenger train. A line of Cattle Wagons stands alongside the near platform in a realistic manner.