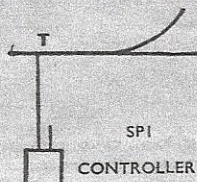


INSTRUCTIONS FOR HORNBY-DUBLO ISOLATING SWITCH POINTS ISPR/ISPL

The Hornby-Dublo Isolating Switch Points include a switch which isolates electrically the section of track against which the Points are set. One advantage of this feature is that, when used in conjunction with a Hornby-Dublo Insulating Tab a train may be brought automatically to a stop before fouling Points which have not been correctly set. Another advantage is that sidings and branches are automatically isolated when the Points are moved against them. If it is desired to move a train straight ahead the Points are set for this by means of the lever provided, and this switches the current on for the straight run and cuts it off from the branch. Moving the lever to divert the train to the curved branch also leads current to the branch, and at the same time cuts it off from the straight run. The Terminal Rail T that is connected to the output terminals of the Controller or power unit must be at the blades or facing end of the Points, as shown in diagram SP1.

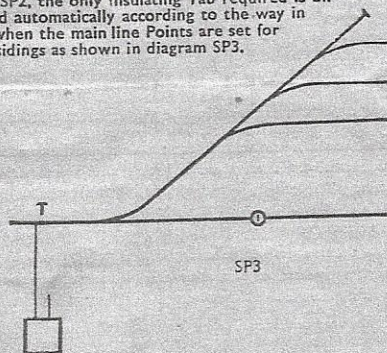
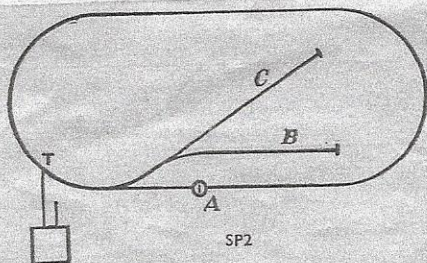
To take advantage of the features of the Points, it is necessary to prevent current from feeding back to the Points round a continuous track loop. This is done as shown in diagram SP2 by inserting an Insulating Tab (indicated by a circle with a cross line) at position A. The method is to place a Hornby-Dublo Insulating Tab between the centre rail clips at a rail joint about the position shown. When this is done, a train approaching the trailing end of the Points will come to a standstill before fouling the Points if the switch rails are set against it. The distance between the Points and the Insulating Tab must be long enough to allow a train travelling at speed to stop before reaching the Points (Four Insulating Tabs are included with the Points).



Typical examples of the application of the Hornby-Dublo Isolating Switch Points on various types of layouts are given here and overleaf.

OVAL LAYOUT WITH SIDINGS

On a plain oval layout with two sidings, as shown in diagram SP2, the only Insulating Tab required is on the main line track at A. Siding B or Siding C will be isolated automatically according to the way in which the inner Points are set. Both sidings will be isolated when the main line Points are set for the straight run. These conditions also apply with a group of sidings as shown in diagram SP3.

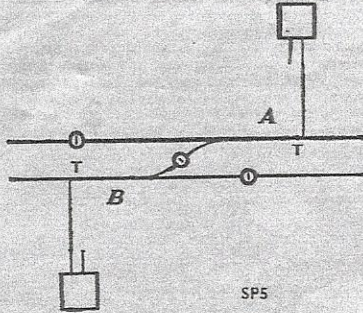
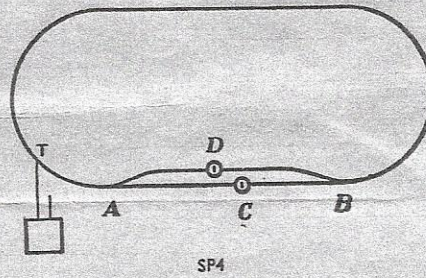


Throughout these diagrams, centre rail connections only are indicated

INSTRUCTIONS FOR HORNBY-DUBLO ISOLATING SWITCH POINTS ISPR, ISPL

LOOPS

A loop on a plain oval layout is illustrated in diagram SP4. The loop is isolated when both Switch Points A and B are set for the straight main line run; the main line section between A and B is isolated when both Points are set for the loop. Insulating Tabs are necessary at C and D to prevent current being fed to the wrong ends of the points.



CROSSOVERS

These are formed by a pair of Points of the same hand inserted between adjacent tracks. The positions of the Insulating Tabs necessary for crossovers connecting lines A and B, separately controlled, are shown in diagram SP5.

OVAL TRACK WITH REVERSING LOOP

This is shown in diagram SP6. It will be noticed that the track centre rail is insulated in 3 places. A Hornby-Dublo insulating Tab can be used in the diagonal track and in section A of the main track, but a Hornby-Dublo Isolating Rail (BR) is advised to provide the break C in the section B. The adjacent terminal is convenient to supply current to the right-hand point of section B. This terminal is wired back to the centre rail connection of the terminal rail T.

