

# triang- hornby track and trains

THE newly formed Triang-Hornby system is unique in the respect that it gives model railway enthusiasts the widest choice of really reliable locomotives. Over twenty-nine different popular engine types are available, twenty-five of British origin. The range has been designed to provide a suitable locomotive for every operating movement likely to be encountered in the average model railway and I would like now to give an outline of the express engines available, their duties and background. Although the present day policy of B.R. is to standardise on locomotives of a particular design wherever possible, the model railway owner is happily free from such a restriction and he can, if he wishes, run a model of 'No. 123' next to a modern diesel locomotive. In this way it is not essential for enthusiasts to adhere closely to British Railways practice by providing only locomotives of the correct period for their layout.

However, if a certain amount of realism is to be maintained, it is desirable to have locomotives of a particular type pulling the correct trains—an example of this would be the E3000 locomotive, which would be used for express passenger trains only and not for a local goods train or for shunting. Locomotives of a different period can therefore be run

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by Linesman

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on the same layout with their appropriate trains although, in actual practice, they would not be seen running at the same time.

Locomotives of the express passenger type are, of course, the most important on real and model railways and in the Triang-Hornby range, no less than five suitable diesel and steam locomotives are included.

Admittedly, it is pleasant simply to collect engines, if for no better reason than to preserve an example of the type on your layout. However, you will often find it better, for the sake of realism, to buy over a period of time, locomotives which will form a 'stud' to give a suitable number of locomotives of each type.

The size of such a 'stud' would depend on the size of the layout, but where ten locomotives are used, it would be usual for two of these to be express passenger types—either diesel or steam, or one of each; two of the secondary passenger locomotive types and about the same number of suburban locomotives; two goods locomotives and two or three shunting locomotives.



If a catenary system is erected on the main line of the layout, the two pantograph engines in Triang-Hornby are an alternative to the two steam or diesel express passenger locomotives. One of these may be included in addition, however, but on B.R. this would only be used as a reserve.

The express passenger locomotives in Triang-Hornby provide models of engines from every region of B.R. The Southern Region is, however, particularly fortunate in being represented by two locomotives. The first is 'Sir Winston Churchill' (R.356S) which, as most readers will know, hauled the funeral train of its namesake. It is one of the 'Battle of Britain' class Pacific Locomotives which were introduced by the Southern Railway Company in 1946 and built by Mr. O. V. S. Bullied.

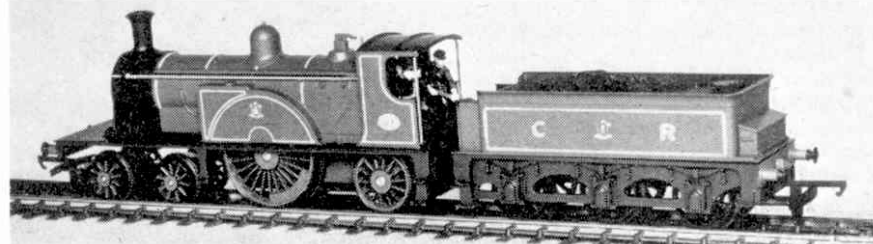
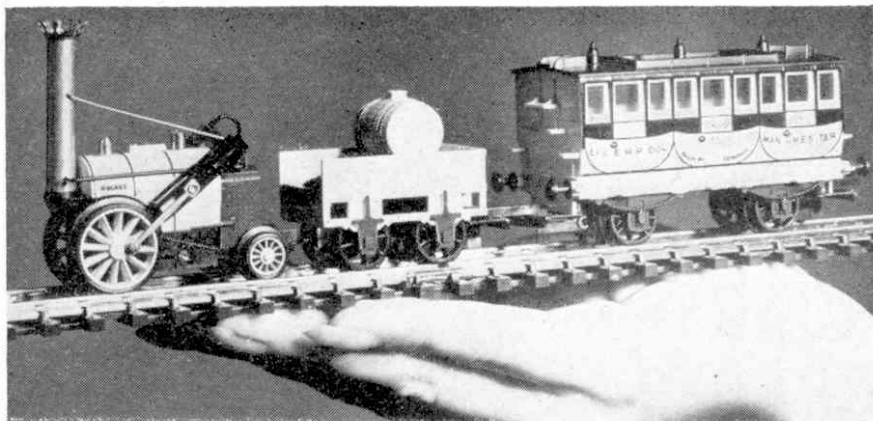
Like their model counterparts, the engines were noted for their power and were for many years used on important express passenger trains. They are only recently being replaced by diesel and electric locomotives and many can still be seen performing secondary duties in the West of England.

The second locomotive of the express-passenger type, suitable for Southern Region layouts, is the model of the 'West Country' Pacific Locomotive 'Barnstaple' (R.2235), which was originally a Hornby-Dublo model. Locomotives of this class are also tremendously powerful and were used until quite recently for express passenger services. They are now, however, to be seen hauling fast goods trains and occasionally secondary passenger trains. They were built by the Southern Railway in 1945 and the model represents the rebuilt version of 1957 which has Walschaerts valve gear. The 'Battle of Britain' locomotive is fitted with smoking apparatus, locomotive crew and magnadhesion for added traction effort.

### Track Tips

In any model railway system, the locomotives are only complimentary and are dependent on a reliable track. As has been mentioned in previous articles, Triang-Hornby uses the Triang Super 4 track, which is designed to allow nearly every conceivable type of formation to be built using the standard components available. Although both it and the Hornby-Dublo track system are basically identical in that similar components are used to form layouts, differences do exist which, if not taken into consideration, might cause confusion when components from the two systems are used together.

The first and most important, is to allow for the differences in rail height by using the Triang-Hornby Converter Rail wherever items of Triang Super 4 and Hornby-Dublo are to be joined. This is the first essential to consider when extending an existing layout consisting of Hornby-Dublo track. There are also further points which should be considered and it might be as well for me to first describe the more important



Top: The diminutive 'Rocket' locomotive (R.346) is shown here, and the hand will give some idea of its size  
Bottom: The Caledonian Railway 'single' locomotive (R.553), famous for its performances in the railway race of 1895

components in the Triang Super 4 system.

The curved track is available in two different radii—14½ in. and 17¼ in. and two pieces of track are produced in each, the standard curve and the double curve. The larger radius track is normally used to form an additional oval outside an existing one of standard radius curved track. The double track lengths of both radii require eight pieces to form a full circle and, in the case of the standard Curved track, sixteen pieces.

Triang Super 4 Straight track is produced in four lengths, all multiples of the standard straight track R.481 which is 6½ in. in length. One shorter piece than this is produced, the R.482 Quarter Straight. The other two pieces are R.480 Double Straight track and R.489 Long track, which is approximately four times the length of a standard straight. The Hornby-Dublo system differs from the Triang Super 4 in that the Curved track is produced in shorter lengths which require twelve to form a circle.

The Straight track is produced in four lengths and uses as the standard straight the 8½ in. section. The other sizes are 5½ in. two-thirds straight, 2¾ in. one-third straight, and 1⅞ in. short rail. None of these are a comparable length to any of the Triang Super 4 track sections and it is therefore advisable not to use the two where the geometry of a layout depends on straights of an equal length. An example of this would be an oval of track where each side must be equal in length.

When planning an extension to an existing Hornby-Dublo layout, it is better, where track equal in length to the Hornby-Dublo system is not required, to use Triang Super 4 track for the complete extension. However, in situations where, to keep the geometry equal, track of a comparable length to Hornby-Dublo is needed, it will be found better to use the track of that system.

You will find many instances where Triang Super 4 can be used to enlarge or extend an existing layout. One of these is on our friend the oval of track, which you may wish to lengthen. This can be done by using, on each side, a converter rail, any number of Super 4 Straight Rails and another Converter Rail. This method can also be used to widen ovals, and lengthen sidings. If, however, it is necessary to make one side of an oval, already assembled from Hornby-Dublo track components, equal in length to the other, then it will be necessary to either remove the pieces of Hornby-Dublo track from one side of the oval and to add Triang Super 4 track to both, or to add Hornby-Dublo track to make the two sides equal.

### Making Joints

This also applies to the Hornby-Dublo curved track, which is produced in two radii, 15 in. and 17¼ in. radius. The 15 in. radius track is available in three sizes, the first a standard 33 degree curve, the second, exactly half this in length and the third, a quarter. The large radius track has only two pieces, a 33 degree curve, and a half curve. A 45 degree 15 in. radius curve has also been produced, primarily for the 'Ready-to-Run' sets, which, although the same length as the Triang Double Curved Rail is a slightly different radius.

It must first be remembered that the Triang Super 4 curves cannot be used in conjunction with those of Hornby-Dublo and the layout must be developed accordingly using Hornby-Dublo track where curves have to equal existing ones. It is also necessary for the track converter to be inserted between Hornby-Dublo and Triang Super 4 curved track to allow the two to be joined together whenever an extension of Super 4 track is to be added to an existing Hornby-Dublo layout.