

Rovex, Tri-ang Railways and Tri-ang Hornby Track Systems

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The original Rovex Plastics, Richmond, track can only be joined one way around.

Rovex track is considered Type 1.

Tri-ang Railways changed the ends and the rail joiners to allow the track to be joined either way around.

The original Tri-ang Railways track, Universal, is considered Type 2.

Originally named "**Universal**" as it could be connected either way around. Converter tracks were made, to connect Type 1 to Type 2 track. Two types, one for each of the different ends on Type 1 Track.

The first Tri-ang Railways **Universal** (T2) straight track sections were the same length as the Rovex (T1) straight track sections. With the introduction of T2 points, the track geometry called for a shorter straight track section. So later T2 straight track sections are shorter than the earlier T1 and T2 straight track sections.

After the introduction of Series 3 Track (T3) in 1958, "**Universal**" (T2) track was renamed "**Standard Track**". It was still T2 track.

"Standard" Track.

From 1952 until 1958 it was just Tri-ang Railways **Universal** Track. That was to distinguish it from the Original Rovex Plastics Train Set Track, which could only be joined one way around, unlike **Universal** Track which could be joined any way around.

Tri-ang Railways "**Standard**" track was mostly made from Cellulose Acetate plastic, which warps and shrinks. Hence the shorter bases.

Series 3 Track.

From 1958, Tri-ang Railways used **Series 3** Track as the main track system. This is basically the same as **Standard** Track, but has open black sleeper bases, instead of the solid bases. Made from Polystyrene Plastic, the bases don't shrink.

Super 4 Track.

From 1962, Tri-ang Railways used **Super 4** track as the main track system. This uses brown sleeper bases, with more to OO scale spacing. The geometry (curves, etc.) is different from Standard and **Series 3** Track. In fact, **Super 4** track introduced the geometry used by the C1971 Tri-ang Hornby System 6 (code 100) track, which forms the basis of the current Hornby track system, and PECO Set Track, etc.

All the Tri-ang track systems up to **Super 4** track use exactly the same rail section and therefore height. All are tin plated Steel rails. Nickel Silver rails are more recent.

Series 5 and System 6 Track.

There was a **Series 5** track system planned, and the part numbers, beginning R.5xx were allocated. It was going to be a Code 100 finer scale track system. In the end, the same basic track system was renamed '**System 6**' with part numbers beginning R.6** before it was released in C1971.

Original **System 6** code 100 track was also tin-plated Steel, like all the previous Tri-ang Railways and Tri-ang Hornby Track systems. Later production was made in Austria, by ROCO. Some early "Silver Seal" code 100 track was nickel Silver. Hornby then introduced nickel Silver rails for all tracks, as current. (1994)

In many ways, anyone who needs to accommodate old 1950s Tri-ang Railways stock would be best to use **Super 4** track. Its geometry means that you can get more in less space, and the Radius 1 curves are not as sharp as **Standard** and **Series 3** Track. **Super 4** also has more options of track radius, and points and crossings, etc.

My Tri-ang Site Section on track can be found [at:](#)

<https://tri-ang.co.uk/OONew/indexTrack.htm>