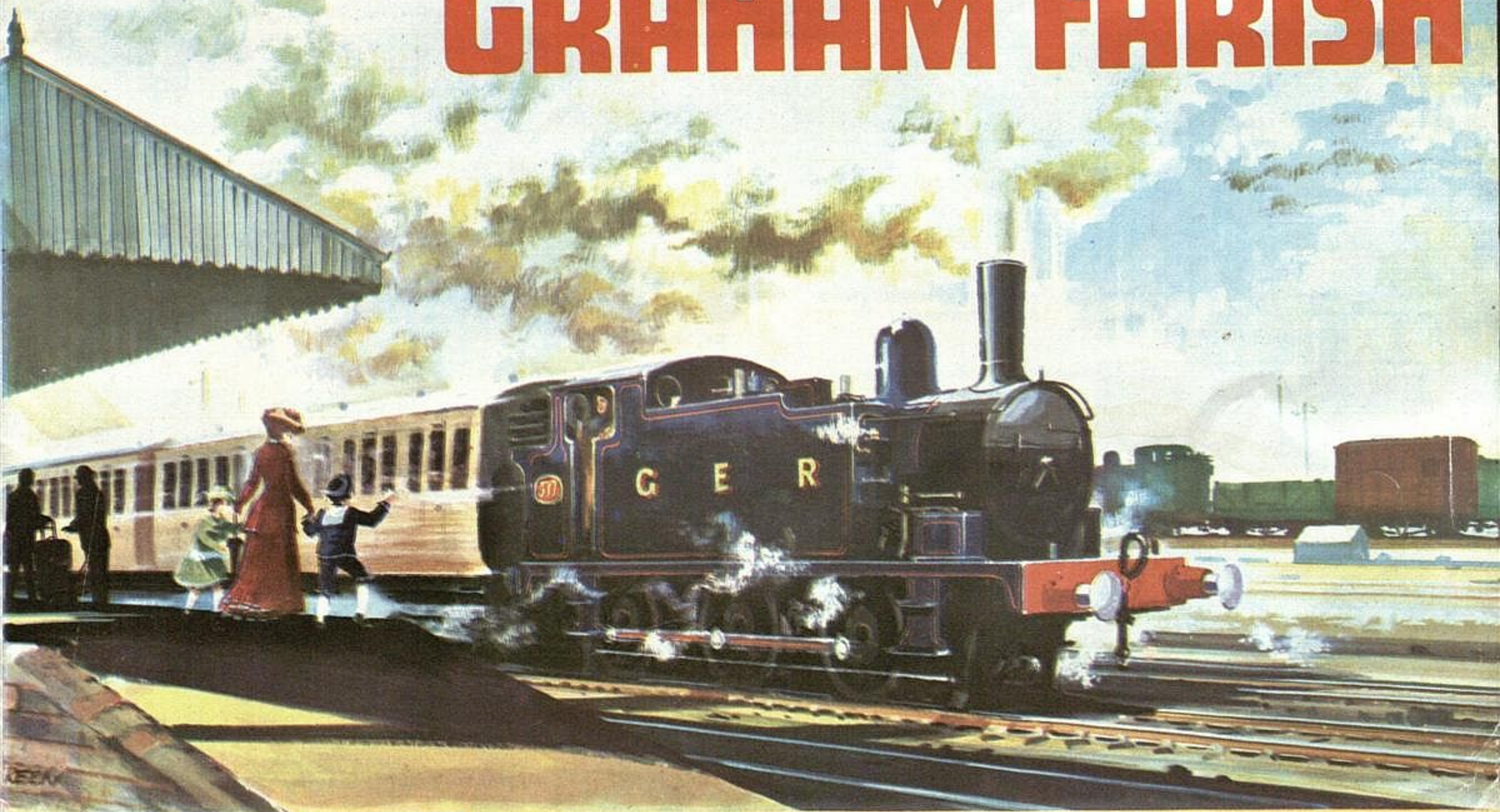


GRAHAM FARISH



NEW



SCALE MODEL RAILWAYS

CHOOSING A TRAIN SET



Now he is growing up, your young man will expect more than another toy, he needs one that is fun in the truest sense but is also the start of a hobby. So his first Train Set needs your thoughtful care in selection.

Up to now there have been Toys, from Soft Toys to Warlike Toys—all these were prized for a while but his first Train Set could be different, for these GRAHAM FARISH TRAIN SETS are true scale models of real trains $1/148^{\text{th}}$ full size and will never be out of date.

But they will probably be the start of a life-long hobby, one in which father and son can be true partners, for Railway modelling is for boys of all ages from nine to ninety, and in this small gauge very little room is needed, which makes it very popular with the

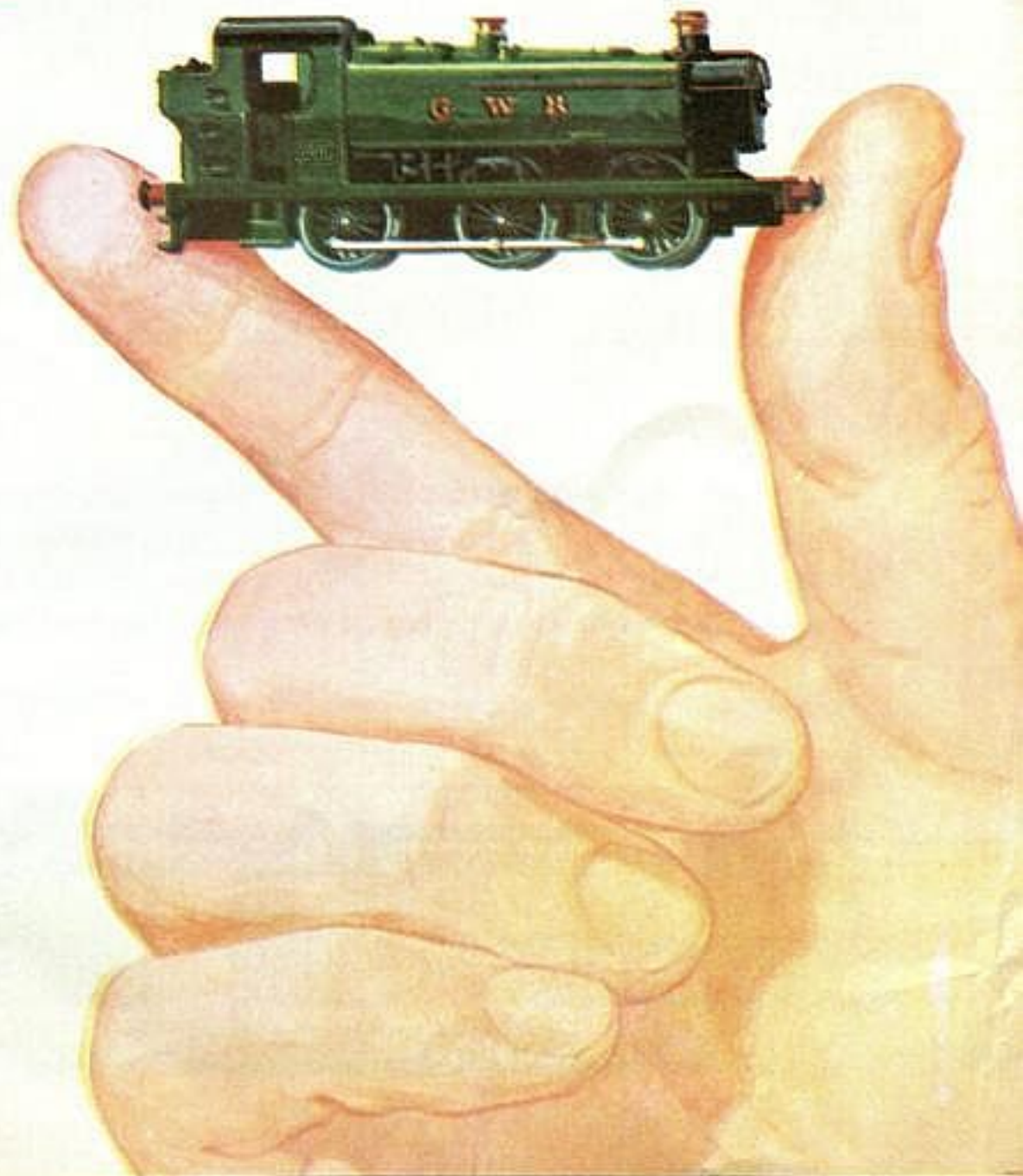


GRAHAM FARISH

housewife too. A base board 4 or 5 ft by 2 or 3 ft can accommodate a quite elaborate Railway, to be operated on a table and stored conveniently, when not in use, on his bedroom wall.

But to start, just a simple Train Set with an oval of track—its much more fun to build it up week by week.

As it grows, a base board is a must and he could want help with this. An interesting layout will have sidings, with Stations, Branch and Loop lines, so leave space on the base board for future extensions which are bound to arise. And of course all the best Railways have both Up and Down lines! That's the beauty of this small gauge—it loses nothing in realism but only takes a QUARTER OF THE SPACE of 00, hitherto the smallest size of Model Trains.



GRAHAM FARISH MODEL TRAINS

FREE

All our Train Sets have a FREE battery operation Control Unit made to fit a pair of Ever Ready 4½v. 126 Dry Batteries (or an equivalent other make of battery).

FREE

Goods Sets have a FREE set of Dry Transfers to mark Vans and Wagons in any region desired.



Cat.No. NPS.1. G.E.R. Passenger Set.

These are not toys, they are Scale Models of the original steam trains that have now passed into history. The Blue Holden Tank hauls either three Teak Coaches of the Great Eastern Railway, or four Goods Vehicles on an oval of track which occupies just about 20 ins. x 30 ins. Alternatively there is the slightly bigger Pannier Tank built by Hawkesworth for the Great Western with a similar number of coaches or wagons but slightly more track. Both trains will haul many more vehicles and your track can be extended too—what a magnificent way to start a hobby which grows week by week and costs only a few pennies for the additions! You will also find our Handbook invaluable. See also the Notes "To the Modeller" below.



Cat.No. NPS.2. G.W.R. Passenger Set.

Cat.No. NGS.1. G.E.R. Goods Set.

Cat.No. NGS.2. G.W.R. Goods Set (not illustrated)

YOUR DEALER WILL SHOW YOU THESE EXCITING ITEMS — ALL TO SCALE AND INEXPENSIVE!



Cat.No. NR51.T1

1st CLASS/BRAKE END. The 1st Class was luxurious, 3 per side with carpets and deep sprung upholstery.



Cat.No. NR.4

Bolster Wagon for transporting long loads, pipes, girders etc. This wagon also forms the chassis of the container.



Cat.No. NR.10

Single Vent Van — covered transport for almost anything needing protection from the elements, hardware, dry goods.



Cat.No. NR.9

Tarpaulin Wagons—open, with a strut to support a canvas or other cover for dry transport of low value commodities.



Cat.No. NE.2

Holden Tank — hauled the Great Eastern suburban traffic. Powerful, with a good acceleration and well suited to the close packed stations of the Great Eastern system.



Cat.No. NR50.T2

SECOND CLASS COACH 5 per side, leatherette seats, reasonable comfort, a real middle class coach.



Cat.No. NR.17

Sheeted 3-plank Wagon. The bright coloured sheeting makes this a most colourful wagon. Made in several colours.



Cat.No. NR.11

Twin Vent Van — mainly for Dairy & Agricultural products and perishable goods, but also for general merchandise.



Cat.No. NR.2

Containers simplify transfer and this one can be at rest on the trackside: the Bolster wagon fits it for rail use.



Cat.No. NE.1

Hawkesworth's Pannier Tank had greater power and weight with a greater range for mixed traffic duties on the vast Great Western system. It was also rather faster than the Holden.



Cat.No. NR50.T3

THIRD CLASS COACH. 6 per side, perhaps more, hard seats, little comfort, but cheap travel for workmen.



Cat.No. NR.6

5-plank Wagon— most widely used of all wagons—they have been in almost every colour too, load mainly Coal.



Cat.No. NR.12

Fish Van—express trains rushed fish from East Coast ports to inland Cities. No Goods or Passengers—just fish!



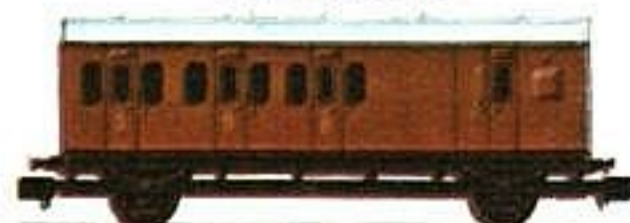
Cat.No. NR.15

Tar Tank — tar was a bye product of Gas and special tanks were needed to transport cheap Gas tar to the users.



Cat.No. NR.16

Brake Van—this magnificent Brake needs many more than 3 wagons to control. Heavy brakes often had 50 on train.



Cat.No. NR51.M1

Other Colours than Teak, substitute the T in the Cat. No. with M for Maroon, G for Green, B for Brown.



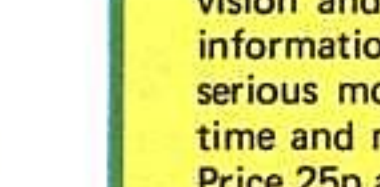
Cat.No. NR.7

7-plank Wagon — almost the same applies to this rather larger wagon intended for coke and such larger, lighter loads.



Cat.No. NR.13

Cattle Truck—before the Railways, cattle travelled "on the hoof" Railway transport revolutionised the industry.



Cat.No. NR.14

Horse Boxes—in the day of the horse all horses were transported by rail for hunting, racing and all commerce in horses.



Cat.No. NR.8

Mineral Wagon—sturdy, heavy steel vehicles built for iron and other ores but also stone and similar heavy loads.

GRAHAM FARISH LIVELAY FIXED TRACK
 Catalogue Number NT.1. Standard Straight Plain Track length 4.87 inches.
 Catalogue Number NT.2. Standard Straight Power Input length 4.87 inches.
 Catalogue Number NT.3. 30° X 9½ inches radius Curve 12 to the circle.
 THE ABOVE TRACK ITEMS ARE NOT ILLUSTRATED.

TO THE MODELLER.

We supply a wide range of modelling material in both 00 gauge and N gauge including Flexible Track, a variety of Points and other modelling aids and accessories, all requiring a modicum of skill and therefore unsuited to children unless used under adult supervision and assistance. We also publish a Scale Model Handbook packed with useful information for the Modeller which, although it provides technical information for the serious modeller, beginners will find that the useful hints and advice will save both time and money in the development of an exciting layout at moderate cost. Price 25p at your local GRAHAM FARISH Stockist.

WEEK BY WEEK WE ARE PRODUCING NEW PRODUCTS

ASK YOUR DEALER TO SHOW YOU OUR LATEST PRODUCTIONS

GRAHAM FARISH



NEW



SCALE MODEL RAILWAYS

POWER for YOUR TRAINS

Batteries are expensive for constant use: we recommend the SNAP Power Unit Catalogue No. PU.240 as being particularly suitable for your Locos. The cost of running will be only a few pennies per year for average use.

MISREPRESENTATION ACT.

The information printed in this brochure is intended to be informative and does not necessarily describe the article referred to. Intending purchasers should examine the article and satisfy themselves as to its suitability before purchase.

PRINTED IN ENGLAND.

Recommended Retail Prices as at 1st November 1971

<u>TRAIN SETS</u>	<u>TRACK</u>	<u>LOCOMOTIVES</u>	<u>ROLLING STOCK</u>	<u>ROLLING STOCK</u>	<u>ROLLING STOCK</u>	<u>ROLLING STOCK</u>
NGS1 £7.95	NT1 9p	NE1 £5.79	* NR2 24p	NR7 29p	NR11 31p	* NR15 39p
NPS1 £8.50	NT2 12p	NE2 £5.45	* NR4 27p	NR8 29p	NR12 34p	NR16 61p
NGS2 £8.95	NT3 9p		NR5 27p	* NR9 31p	* NR13 39p	* NR17 30p
NPS2 £9.50			NR6 29p	NR10 31p	NR14 39p	NR50 75p
						NR51 75p

NOTE. Items marked * are expected to be available by 1st November 1971 or soon thereafter.

Made in England by GRAHAM FARISH GROUP SALES LTD., HOLTON HEATH, POOLE, DORSET, ENGLAND.