

1'N Gauge

GRAHAM FARISH

Mastpieces in Miniature

1983



The Making of Masterpieces

Masterpieces, of course, don't just happen. They result only when a wide range of skills and techniques have been accomplished, when sheer hard work and an essential commitment to the craft have become second nature.

None of this can be achieved overnight.

For Graham Farish, it has meant more than 30 years creating model railways. A generation of peerless expertise that can be seen in each of the 200 and more models in their 'N' gauge range.

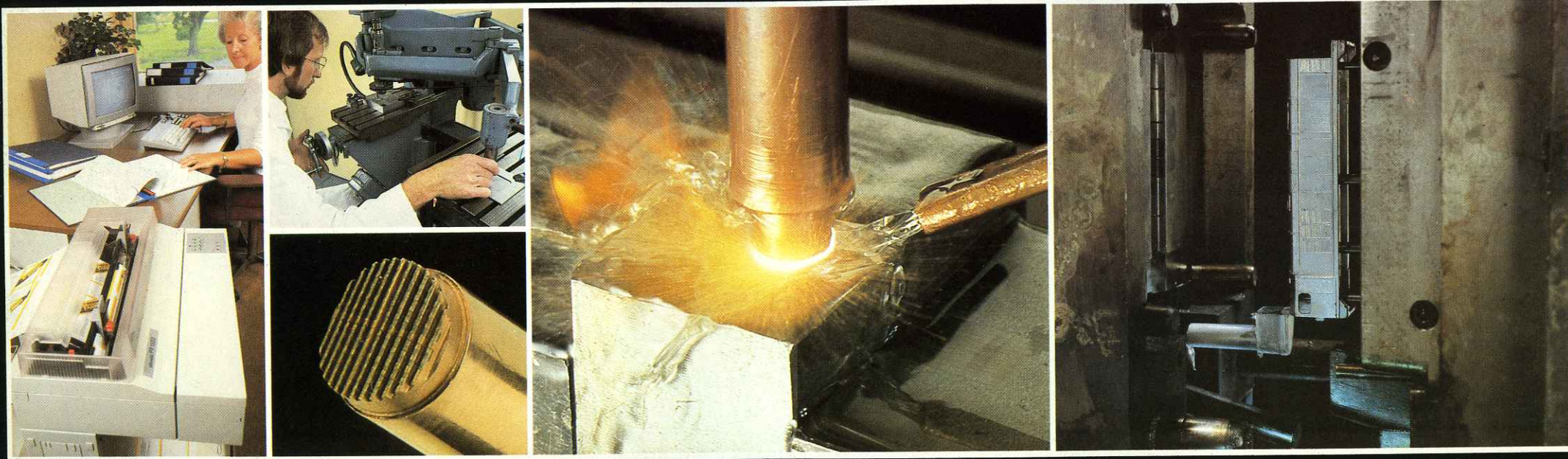
They are models which reflect the flavour and atmosphere of the railways of this country, and so keep them alive for successive generations to enjoy. But to recreate this true feeling of past and present demands a continual and considerable investment.

For instance, more than £15,000 will be spent on the development of a single Class 47 motorised chassis. The body of even a standard locomotive can easily cost in excess of £7,000.

The processes involved are many and varied,

from draughtsmanship and toolmaking to injection moulding and welding, from painting and packaging to rivetting and three-dimensional engraving.

Soon, computer aided design will augment the skills, bringing a new technology to the Graham Farish tradition of precision engineering. And so helping to ensure that the new models which are constantly added to the range will continue to be masterpieces in miniature.



You are about to embark on a journey through the world of Graham Farish. A world in which the unique capabilities of the computer are already being allied to the intricate sophistication of precision engineering.

Our journey begins with the three-dimensional engraver, whose complex Pantograph gearing brings an unerring accuracy to the miniature reproduction of a toolmaker's template as it forms the detailed electrodes from which every model is made.

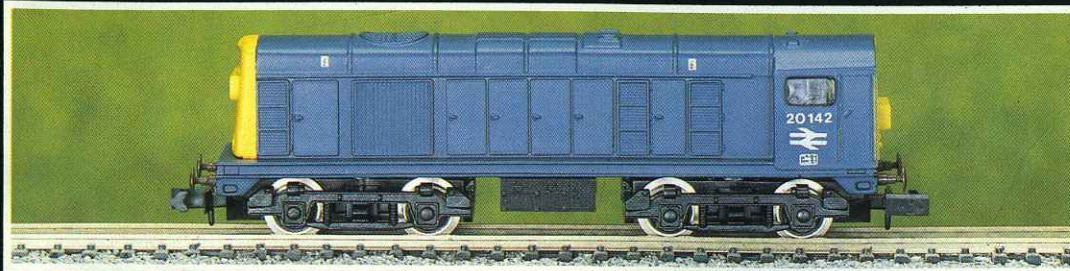
Beneath the surface of the Spark Eroder's bath of paraffin, a positive copper electrode produced by the three-dimensional engraver is positioned a fraction of a millimetre from a waiting tool steel block. The power is switched on.

Within the next second, ten thousand sparks will have passed across the tiny gap, and minute globules of molten metal will be swept away as a mirror image of the engraved electrode is etched in almost perfect detail.

Now, the engraving detail and toolmaking work are subjected to the ultimate test, as liquefied metal at 400°C (750°F) is injected into the cavity of the diecasting tool under an air pressure of 95 psi.

A few seconds later, the diecasting tool opens and special ejector pins push the hot casting out of the cavity and off the centre core. The metal sprue will be broken off, leaving a mazac alloy casting in which the detail will be as close to the original engraving as possible.

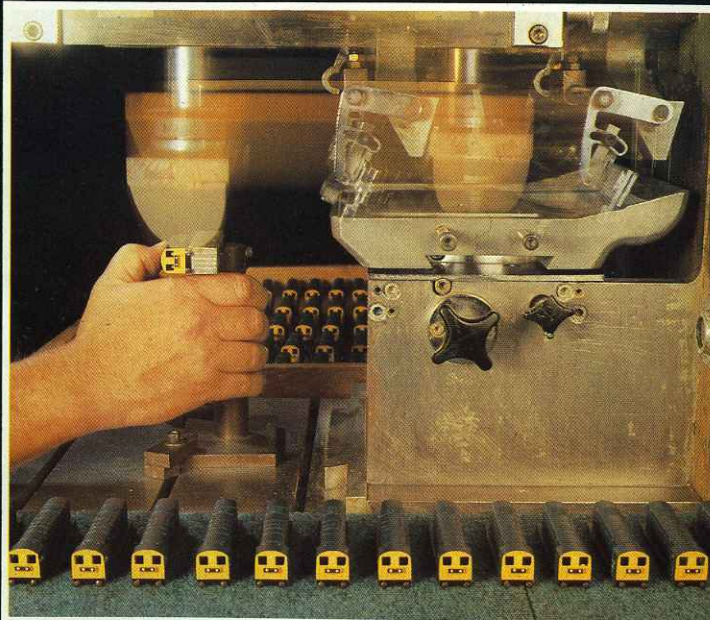
British Rail



8205. BR Class 20 Diesel Locomotive.



8007. BR Class 47 Diesel Locomotive.



Diligence and care extend to every facet of construction. All models are spray painted; wagon interiors are even sprayed in a separate colour.

Liveries and badges are added by specialised printing machines which use silicone rubber pads to transfer precise ink impressions from carefully etched printing blocks to the model itself. Up to 16 distinct printings may be needed to complete a single tender and loco, but the result more than repays the investment of time and technology.

We've had to develop our own specialised mini air presses to ensure the degree of accuracy which much of our work demands. Similar expertise goes into the construction of motor bogies, with the individually driven axles that mean extra traction and real power for every loco.

Tenders too are built around chassis with their own current collectors. You'll notice the difference that can make the first time you run a loco through your pointwork.

Last but not least is some of our most complex and delicate work – valve gear assembly, in which the smallest rivet is the size of a pinhead, but the requirement for accuracy and reliability is as great as ever.

This then, has been a brief insight into the world of Graham Farish – the resourcefulness and innovation; the knowledge and experience; and the technology and equipment which are all vital to the making of a modern masterpiece.

GRAHAM FARISH

Masterpieces in Miniature



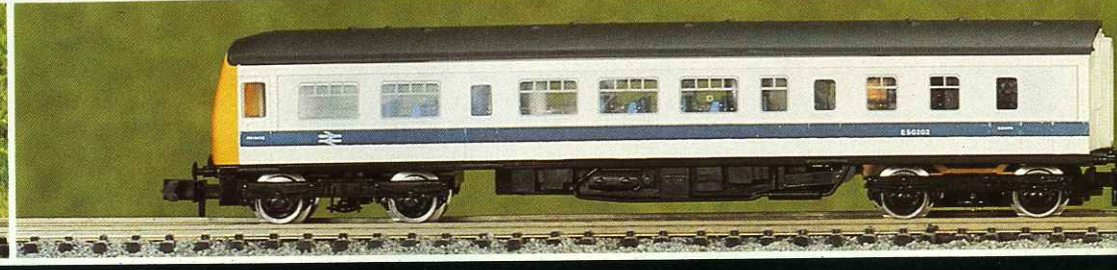
8005. BR Class 47 Diesel Locomotive.



8015. BR Class 37 Diesel Locomotive.



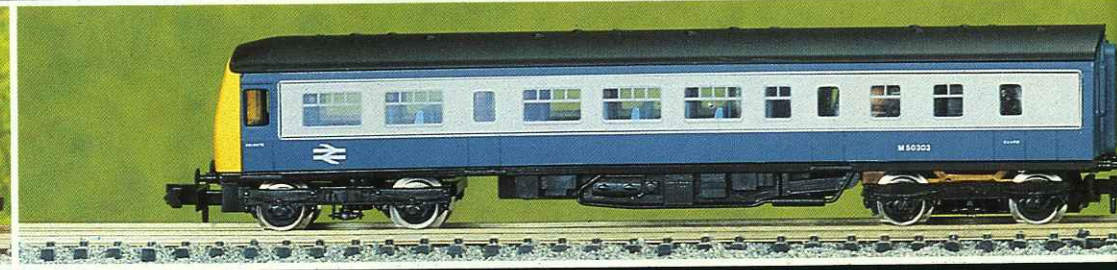
1007. BR 08 Class Diesel Locomotive.



8147. BR 101 Class DMU 3 car set.



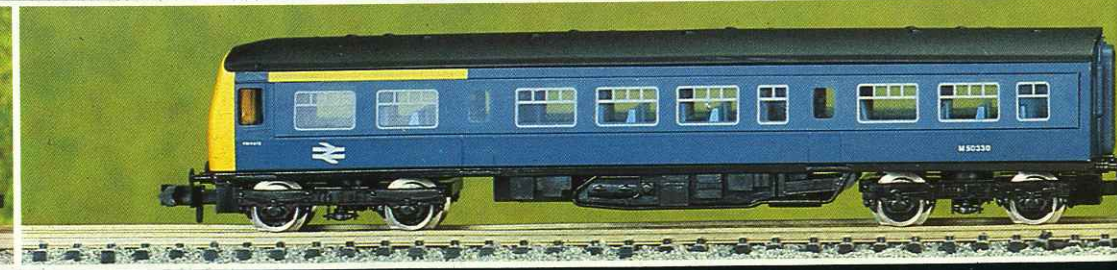
0685. BR Mk 1 Corridor Second (SK) 63ft Bogie Coach.*



8145. BR 101 Class DMU 3 car set.



0695. BR Mk 1 Corridor Brake End (BCK) 63ft Bogie Coach.*



8146. BR 101 Class DMU 3 car set.

British Rail



8137. BR 101 Class DMU 2 car set.





8135. BR 101 Class DMU 2 car set.

By 1965, the age of steam had almost ended, and the thundering express locos would soon be little more than a memory for all but the dedicated enthusiast.

Against this background, British Rail was born. A new double-arrow logo was introduced; the livery became blue for locos, blue and grey for coaches. Another chapter in the unending story of the railway had begun.

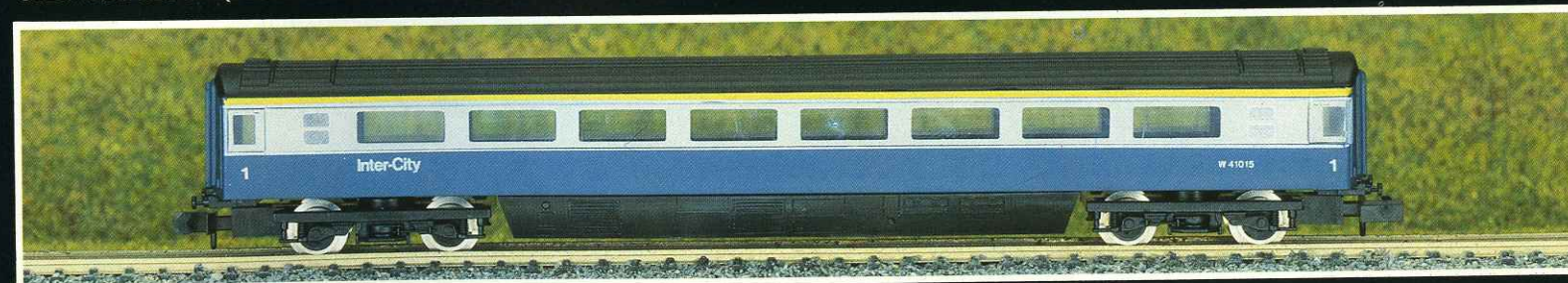
For Graham Farish, the changes of the last twenty years have provided a marvellous opportunity to bring further variety and interest to the world of 'N' gauge.

Look through these opening pages and you'll see what we mean. Here are the many sides of British Rail – from the shunting yard, where the Class 08 Diesel is king, to the passenger lines, where the latest high-speed trains now reign.

While these new express services may capture the headlines, the backbone of BR is in the branch line – the suburban and commuter routes where almost 5,000 diesel multiple units have seen service since their introduction in the middle fifties. The Class 101 may not be the most glamorous of locos, but without its vital contribution, the rail system of this country would have been very much the poorer.



8125. HST 125 Set (Front Unit motorised, 1×Mk III Coach, Rear Unit motorised).



0725. BR Mk III (TF) 75ft Bogie Coach.

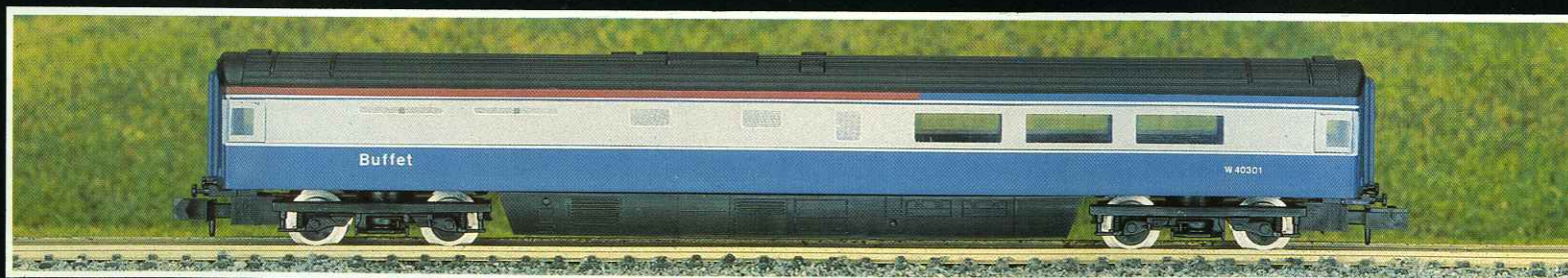


0705. BR Mk III (TS) 75ft Bogie Coach.

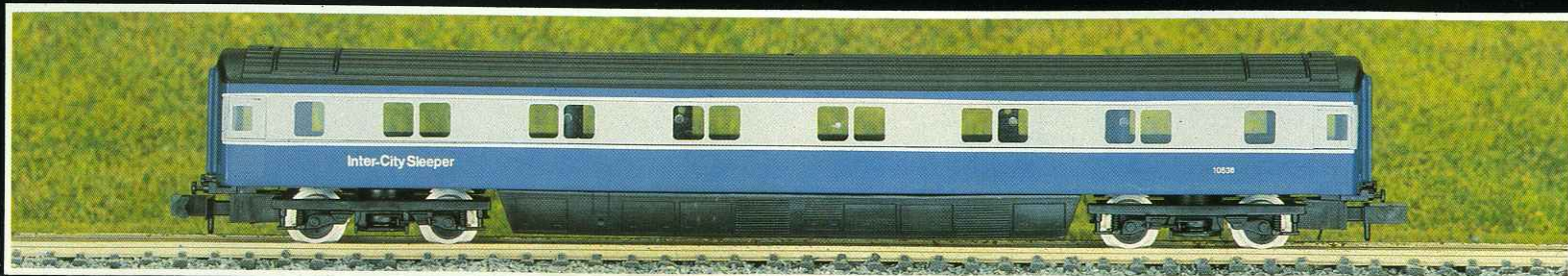
British Rail



8136. BR 101 Class DMU 2 car set.



0745. BR Mk III (TRUB) 75ft Buffet Coach.



0765. BR Mk IIIa 75ft Sleeper Coach.

Of comparable importance to the DMU in the recent history of BR is the Class 47 Diesel, whose power and reliability makes it equally at home with a 95 mph passenger train or the heaviest of goods loads. It was this day-to-day freight work which also took the Class 20 Diesel to such a variety of locations, despite its allocation to relatively few depots. These are the workhorses that typify the real character of BR.

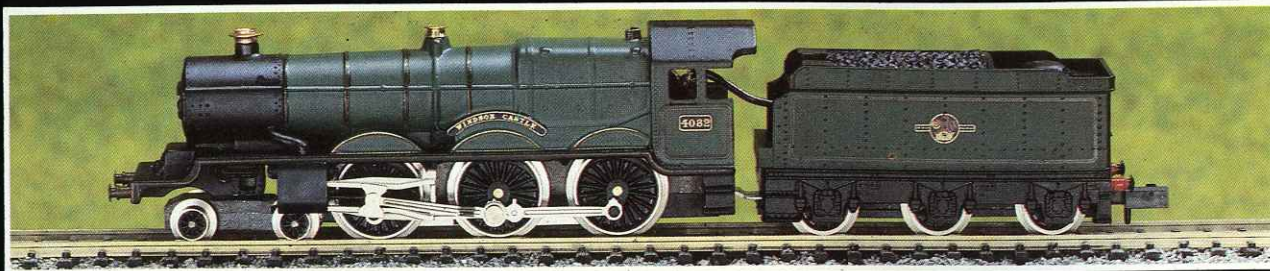
And where character is concerned, few can match the evocative style of a Graham Farish model.

You can judge for yourself, because the photographs in this brochure show the models as close to their actual size as is possible.* So it's easy to see why they've won such enthusiastic praise.

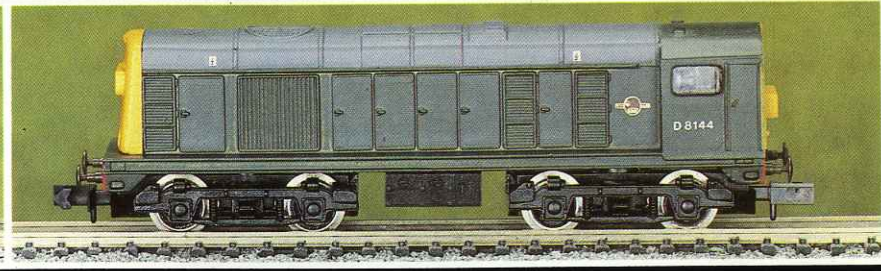
Especially when you look at models like the HST 125 – the lightweight train which has revitalised inter-city routes with the new standards of comfort and speed which will carry BR into the next century. With their sleek 75ft Mk III coaches, they represent BR technology at its most refined.

Whatever the future may hold for BR, Graham Farish will bring it to the model world – the best of the new with all the best of the old, to make every 'N' gauge layout a living part of railway history.

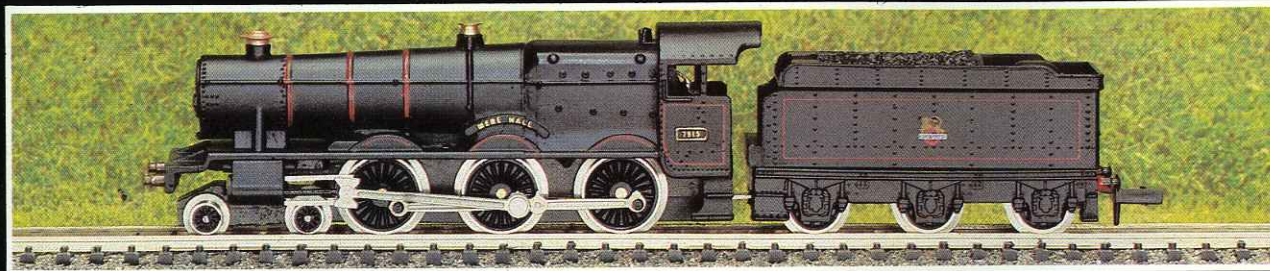
*Limitations of space mean some models are shown slightly less than full-size. These are clearly indicated in the brochure.



1445. BR Castle Class Mainline Tender Locomotive.



8204. BR Class 20 Diesel Locomotive.



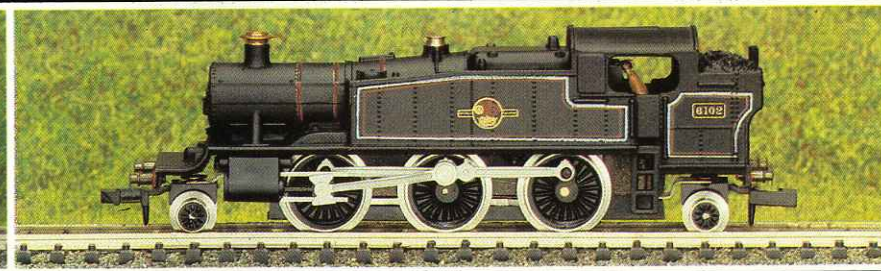
1405. BR Hall Class Mainline Tender Locomotive.



1605. BR Prairie Tank Locomotive.



1507. BR Merchant Navy Class Mainline Tender Locomotive.



1606. BR Prairie Tank Locomotive.



1505. BR Battle of Britain Class Mainline Tender Locomotive.

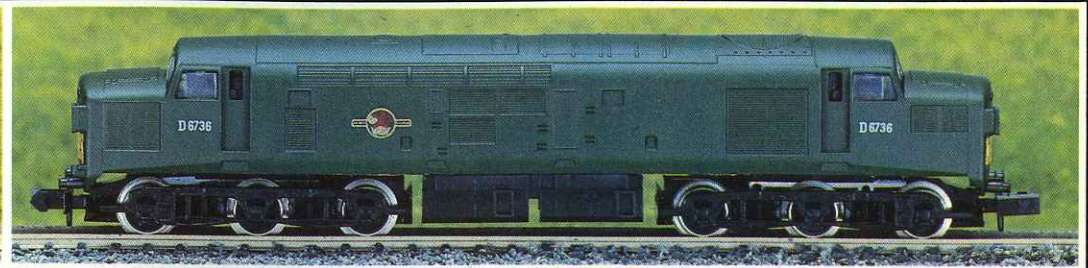


1105. BR Pannier Tank Locomotive.

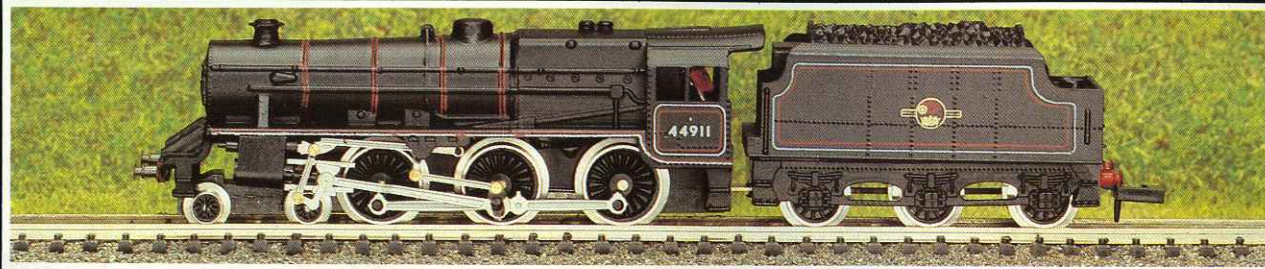
British Railways



8004. BR Class 47 Diesel Locomotive.



8014. BR Class 37 Diesel Locomotive.



1805. BR Class Five Mixed Traffic Tender Locomotive.



1005. BR 08 Class Diesel Locomotive.



1205. BR 4P Class Tender Locomotive.



1705. BR General Purpose Tank Locomotive.



0646. Pullman Diner Coach.



0656. Pullman Brake End Coach.



**GRAHAM
FARISH**
Masterpieces in Miniature

On June 1st 1948, the four famous independent rail companies were merged into the newly created British Railways. For some, it signalled the end of the romance of the railway, but in reality, it was the dawn of a remarkable and progressive era. In many ways, it was the golden age of steam, yet it was also the cradle of the modern diesel.

This spectrum of achievement can be recreated in 'N' gauge – the grandeur of the Battle of Britain Class loco, the innovation of the Mk I Coach, the new power of the Class 37 diesel, the individuality of the regional liveries and the unique luxury of the Pullman. All of this, and much, much more, can be yours to enjoy. Courtesy of Graham Farish.



8143. BR 101 Class DMU 3 car set.



0684. WR Mk 1 Corridor Second (SK) 63ft Bogie Coach.*



0694. WR Mk 1 Corridor Brake End (BCK) 63ft Bogie Coach.*



0683. SR Mk 1 Corridor Second (SK) 63ft Bogie Coach.*



0693. SR Mk 1 Corridor Brake End (BCK) 63ft Bogie Coach.*



0681. MR Mk 1 Corridor Second (SK) 63ft Bogie Coach.*



0691. MR Mk 1 Corridor Brake End (BCK) 63ft Bogie Coach.*

British Railways



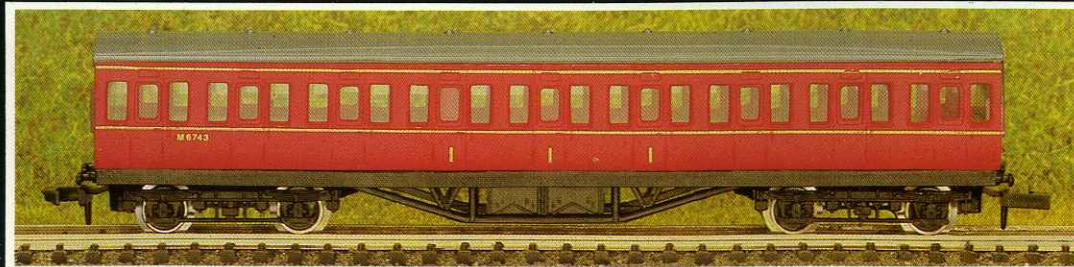
8133. BR 101 Class DMU 2 car set.



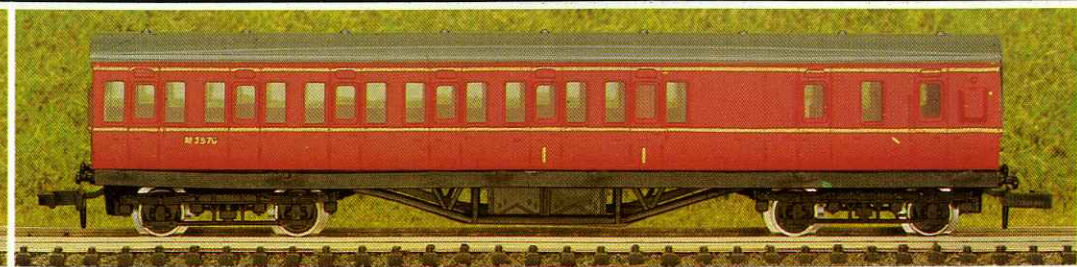
0686. BR Mk 1 (SK) 63ft Bogie Coach.*



0696. BR Mk 1 (BCK) 63ft Brake End Bogie Coach.*



0605. BR 57ft Suburban Coach.



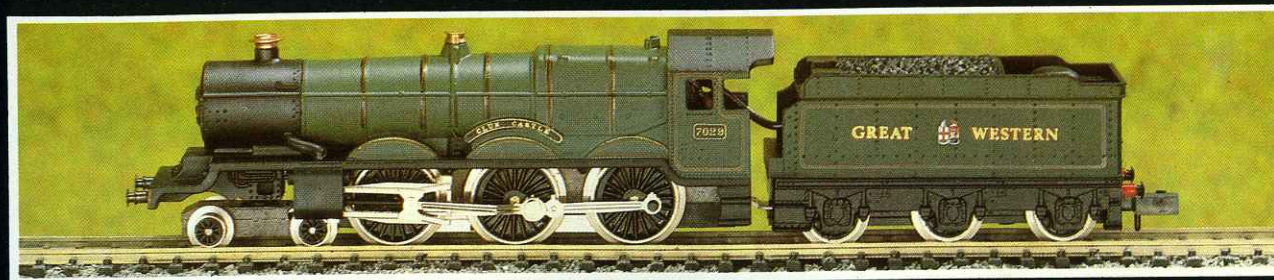
0615. BR 57ft Suburban Brake End Coach.

GRAHAM FARISH

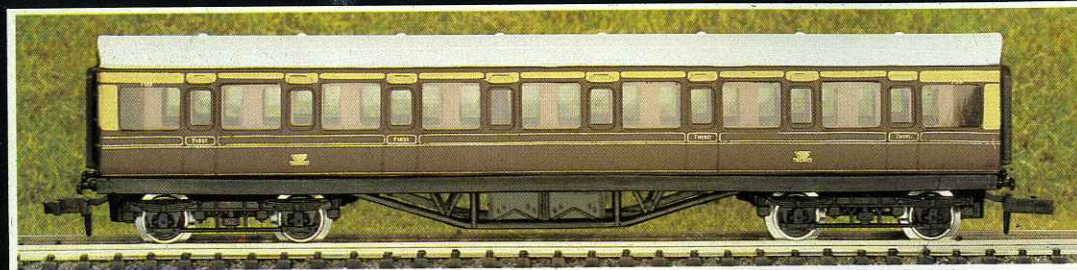
Masterpieces in Miniature

God's Wonderful Railway was indeed something special – a magnificent railway that built a tradition of its own, with a strength and independence that even survived into the early days of British Railways.

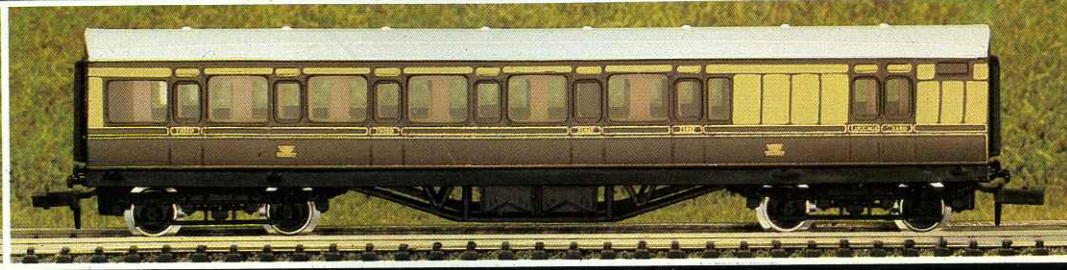
Its ornate livery of green and polished brass graced the pathfinders of loco design. Locos like Collett's 4-6-0 Castle Class, the mainstay of GWR express services, with its blend of majestic power and smooth running; and the 4-6-0 Hall Class, the type of hard-working, general-purpose engine that no line can do without.



1444. GWR Castle Class Mainline Tender Locomotive.



0624. GWR 57ft Mainline Corridor Coach.



0634. GWR 57ft Mainline Brake End Coach.



1604. GWR Prairie Tank Locomotive.



1104. GWR Pannier Tank Locomotive.



2004. GWR 5 Plank Wagon.

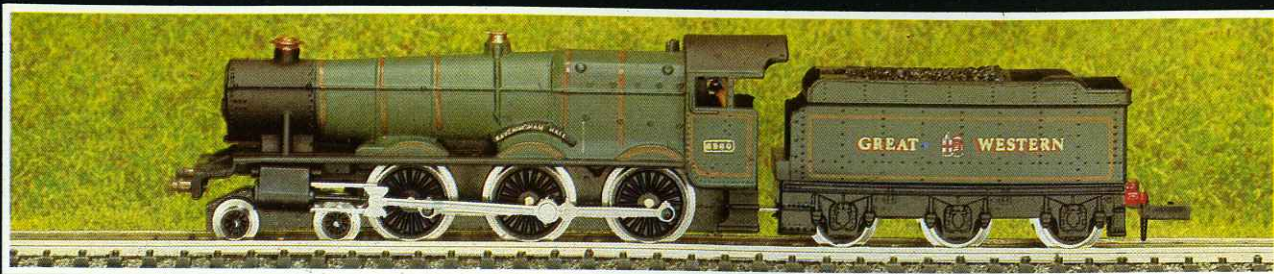


2104. GWR 7 Plank Wagon.



2204. GWR Mineral Wagon.

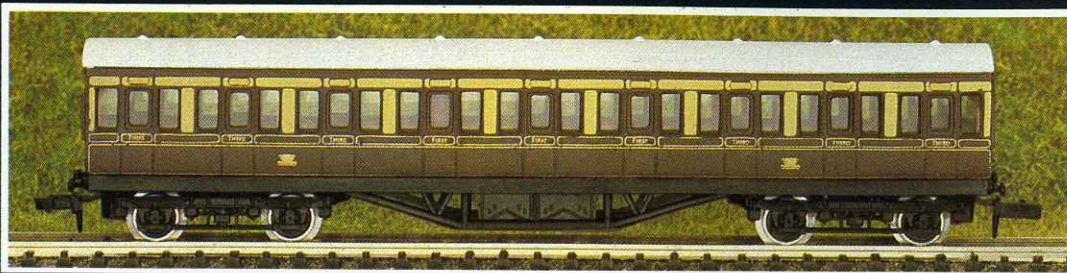
Great Western Railway



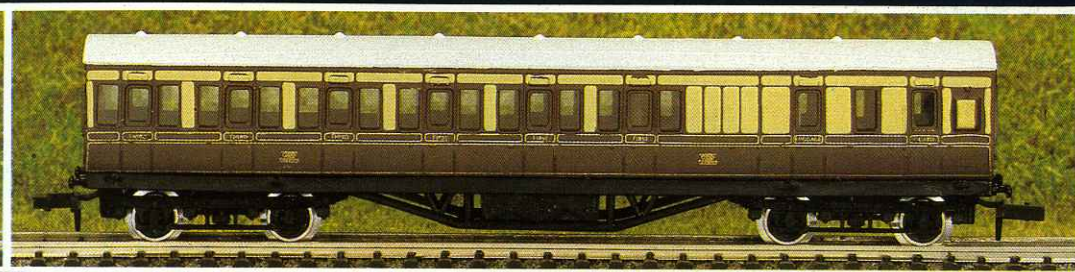
1404. GWR Hall Class Mainline Tender Locomotive.

From the GWR workshops in Swindon, came the elegant cream and chocolate coaches that formed the expresses – legendary names such as the Flying Dutchman and the Cornish Riviera Limited. GWR jealously guarded their reputation as a fast running line, and to travel on these express services was a uniquely enjoyable experience.

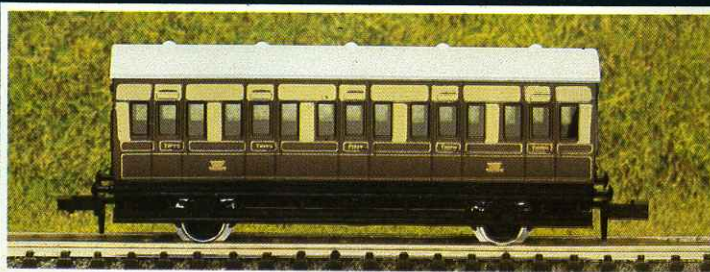
Perhaps more than any other company, GWR came to stand for all the very best in railways. Certainly, they've now given Graham Farish the chance to model some of the most impressive and delightful locos and coaches there have ever been.



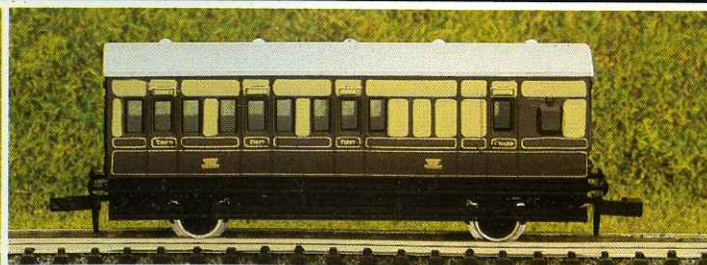
0604. GWR 57ft Suburban Coach.



0614. GWR 57ft Suburban Brake End Coach.



0664. GWR 4 wheel Coach.



0674. GWR 4 wheel Brake End Coach.



3211. GWR Loco Bogie Wagon.



2304. GWR Single Vent Van.



2404. GWR Twin Vent Van.



2604. GWR Cattle Van.



3104. GWR Brake Van.

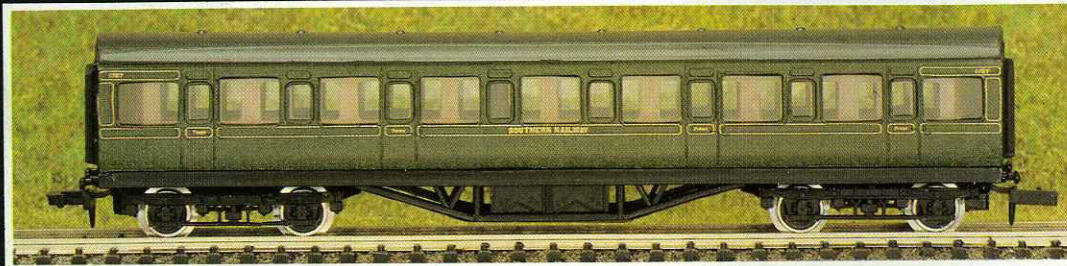
Southern Railway

When it was formed in 1923, Southern Railways inherited more than 2,200 locos and 7,500 coaches. Every single one was needed, for SR meant getting to work and getting away on holiday for millions of people. It was very much a passenger line, where 57ft coaches were the order of the day. As were the express locos, like Oliver Bulleid's 4-6-2 Merchant Navy Class, an engine design full of original ideas.

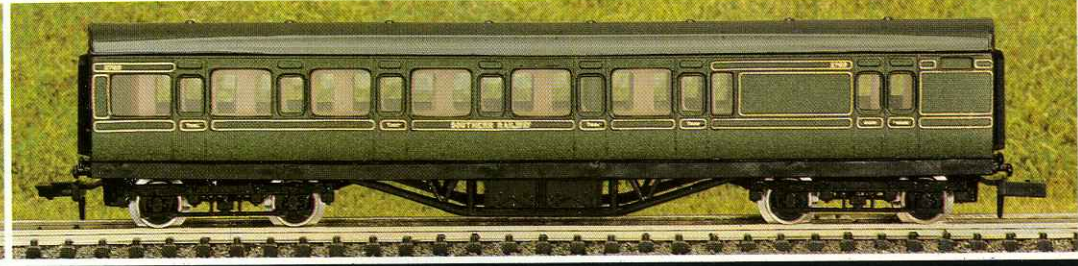
Not that Graham Farish have forgotten the freight side of the operation. Just look at the models of vans and wagons and you'll soon see that.



1503. SR Merchant Navy Class Mainline Tender Locomotive.



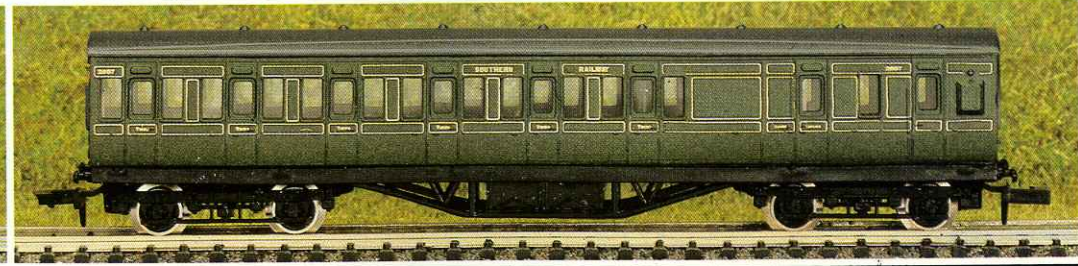
0623. SR 57ft Mainline Corridor Coach.



0633. SR 57ft Mainline Brake End Coach.



0603. SR 57ft Suburban Coach.



0613. SR 57ft Suburban Brake End Coach.



1703. SR General Purpose Tank Locomotive.

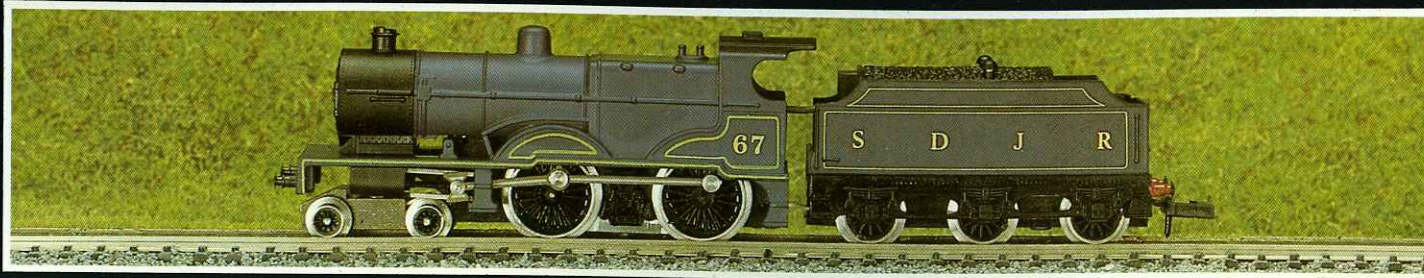


2003. SR 5 Plank Wagon.



2103. SR 7 Plank Wagon.

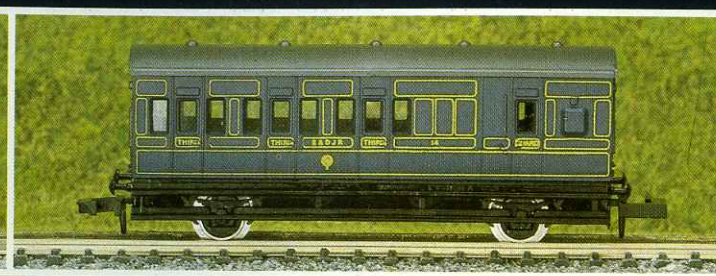
Somerset and Dorset Joint Railway



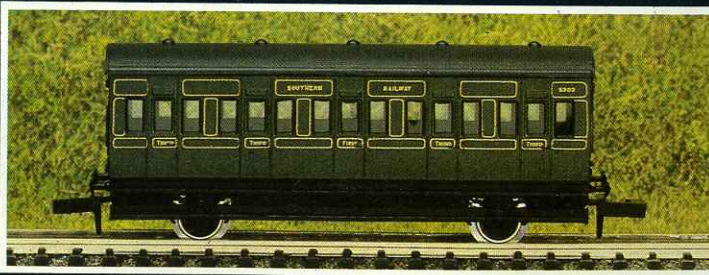
1207. S & DJR 4P Class Tender Locomotive.



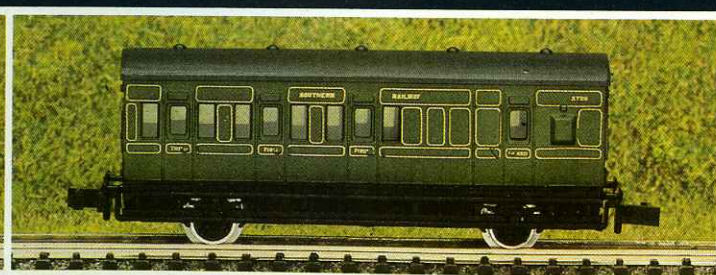
0667. S & DJR 4 wheel Coach.



0677. S & DJR 4 wheel Brake End Coach.



0663. SR 4 wheel Coach.



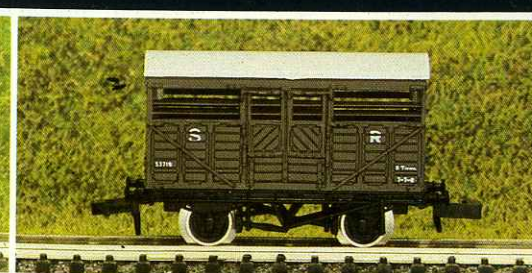
0673. SR 4 wheel Brake End Coach.



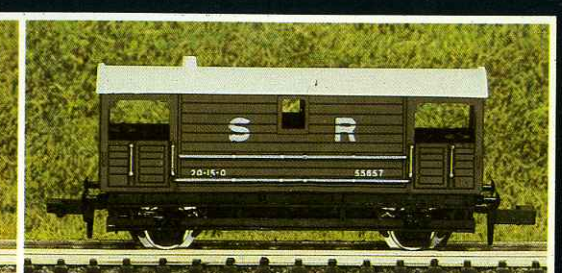
2303. SR Single Vent Van.



2403. SR Twin Vent Van.



2603. SR Cattle Van.



3003. SR Brake Van.

Like many lines, the Somerset and Dorset Joint Railway had its own nickname. 'Slow and Dirty' it was called. But this was a more affectionate than serious reference to a line whose cross-country route ran through some of the most beautiful, and some of the most tortuous terrain.

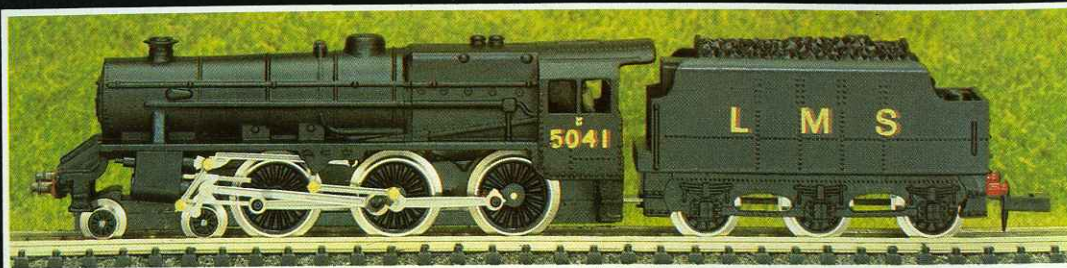
Tight curves and stiff gradients were part of its special character, as were enchanting place names such as Tucking Mill, Midsomer Norton and Bawdrip Hill.

The line finally closed in 1966, and for much of its life, it was the joint responsibility of SR and LMS, whose influence can be seen in both the coaches and locos which Graham Farish have chosen to represent this delightful line.

Over the page, you'll find the Graham Farish models of locos and rolling stock from the LMS. It's a large range, but that's hardly surprising. For in 1923, LMS was the largest of the four main rail companies, operating in 32 out of 40 English counties, with a staff that was said to outnumber the entire British Army.

It was a bustling, hard-working line which contributed much to the railways of this country. Indeed, some of the most successful steam locos began life here. Like Stannier's immortal Black Five, introduced in 1934 and destined to be the most widely used mainline steam loco in Britain.

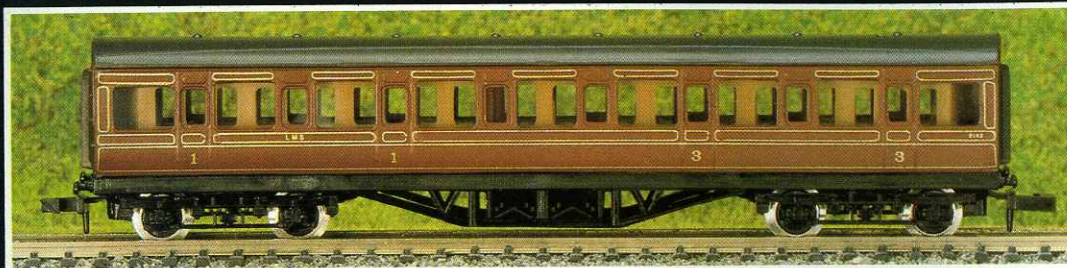
There's a lot to LMS. And Graham Farish give you the best of it.



1801. LMS Class Five Mixed Traffic Tender Locomotive.



1806. LMS Class Five Mixed Traffic Tender Locomotive.



0626. LMS 57ft Mainline Corridor Coach.



0636. LMS 57ft Mainline Brake End Coach.



1706. LMS General Purpose Tank Locomotive.



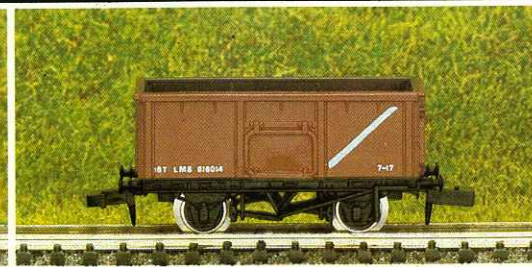
1701. LMS General Purpose Tank Locomotive.



2001. LMS 5 Plank Wagon.

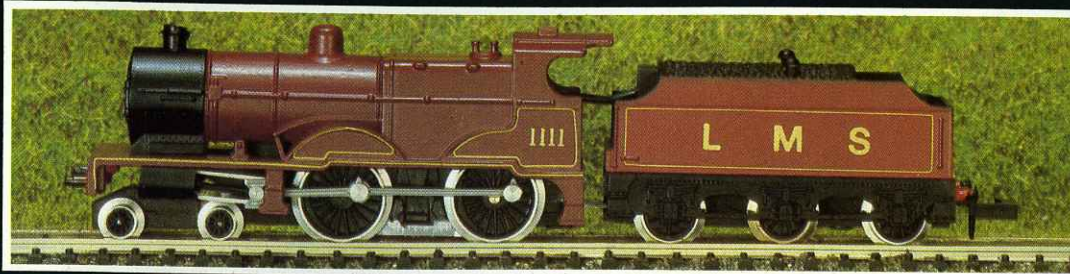


2101. LMS 7 Plank Wagon.

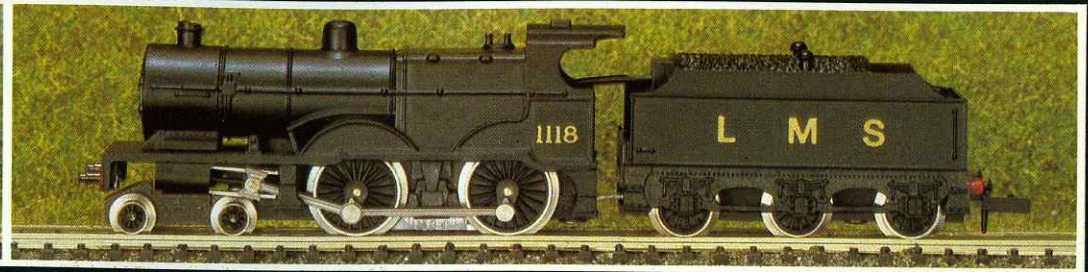


2201. LMS Mineral Wagon.

London Midland and Scottish Railways



1201. LMS 4P Class Tender Locomotive.



1206. LMS 4P Class Tender Locomotive.



0606. LMS 57ft Suburban Coach.



0616. LMS 57ft Suburban Brake End Coach.



1001. LMS 08 Class Diesel Locomotive.



0661. LMS 4 wheel Coach.



0671. LMS 4 wheel Brake End Coach.



2301. LMS Single Vent Van.



2401. LMS Twin Vent Van.

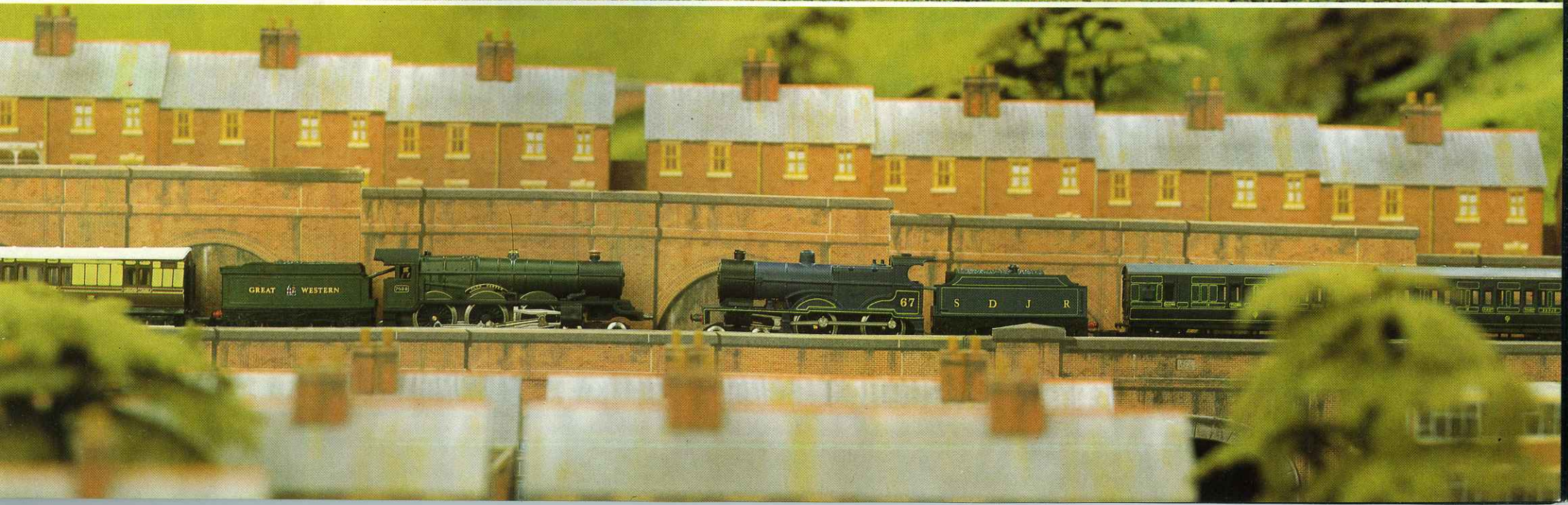


2601. LMS Cattle Van.



3001. LMS Brake Van.





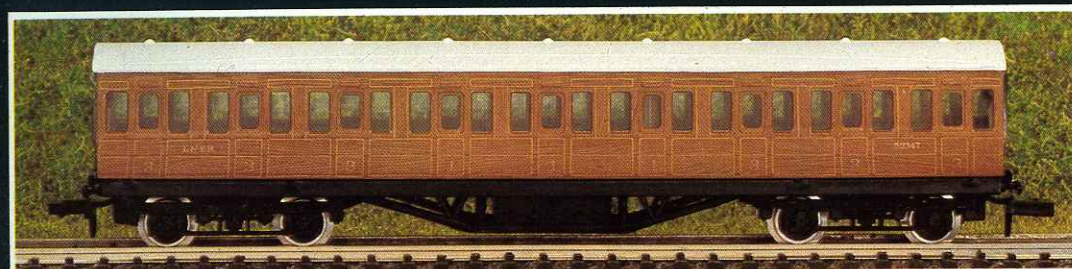
London and North Eastern Railway



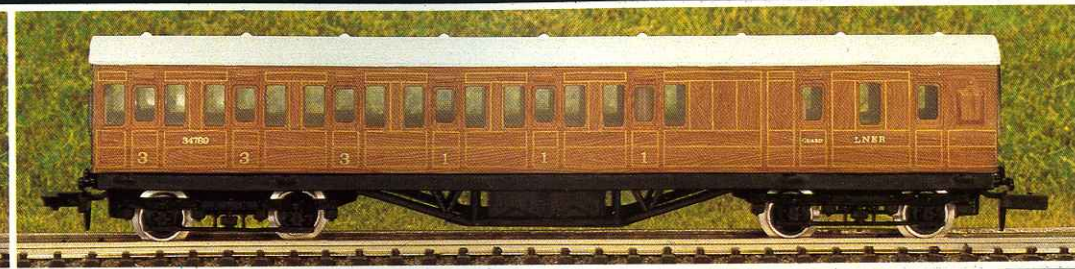
0622. LNER 57ft Mainline Corridor Coach.



0632. LNER 57ft Mainline Brake End Coach.



0602. LNER 57ft Suburban Coach.



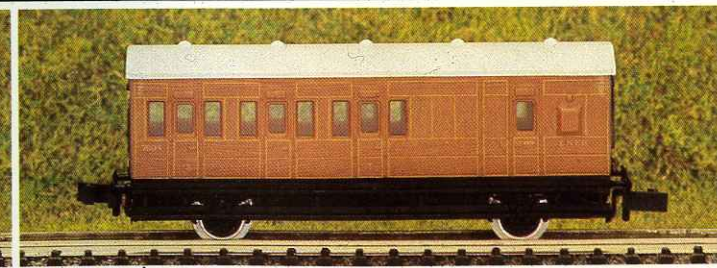
0612. LNER 57ft Suburban Brake End Coach.



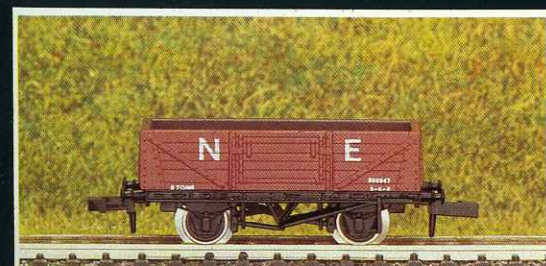
1702. LNER General Purpose Tank Locomotive.



0662. LNER 4 wheel Coach.



0672. LNER 4 wheel Brake End Coach.



2002. NE 5 Plank Wagon.



2102. NE 7 Plank Wagon.



2302. NE Single Vent Van.



2502. NE Fish Van.

Caledonian Railway

While Sir Nigel Gresley may be best remembered for his development of the record-breaking 'Mallard', his work for the LNER also included the varnished teak coaches which Graham Farish now reproduce so beautifully – in 57ft and 4-wheel versions, and looking as elegant as the eye-catching originals.

The Caledonian was an aristocrat among railways – a company which chose the Royal Arms of Scotland as its crest and which always endeavoured to bring a certain refinement to its lines. Perhaps now, you can savour that stylish grace on your own layout. With the help of Graham Farish, of course.



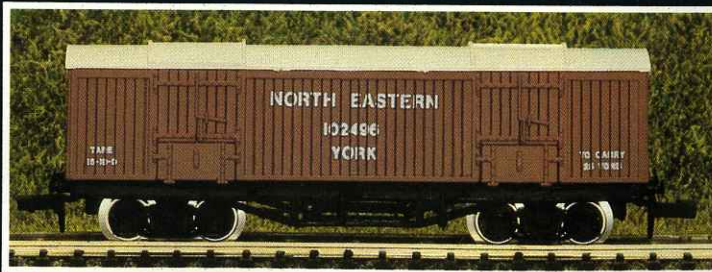
1217. Caledonian 4P Class Tender Locomotive.



0608. Caledonian 57ft Suburban Coach.



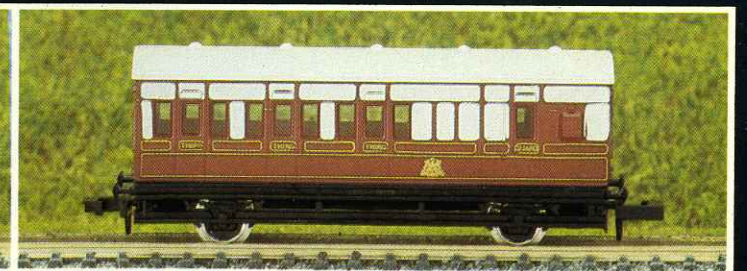
0618. Caledonian 57ft Suburban Brake End Coach.



3302. NE Bogie Van.



0668. Caledonian 4 wheel Coach.



0678. Caledonian 4 wheel Brake End Coach.



2911. NE LOCO. Sand Wagon.



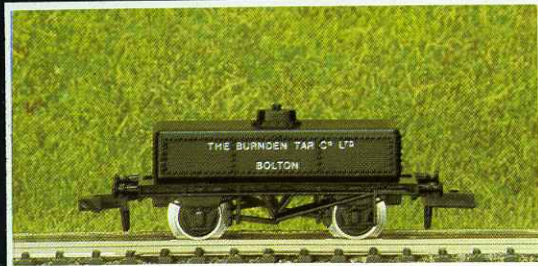
3202. NE Bogie Wagon.



3212. NE Brick Bogie Wagon.

GRAHAM FARISH

Masterpieces in Miniature



2811. BURNDEN. Tank Wagon.



2812. CLARE. Tank Wagon.



2813. SHELL. Tank Wagon.



2814. ESSO. Tank Wagon.



2011. PITT. 5 Plank Wagon.



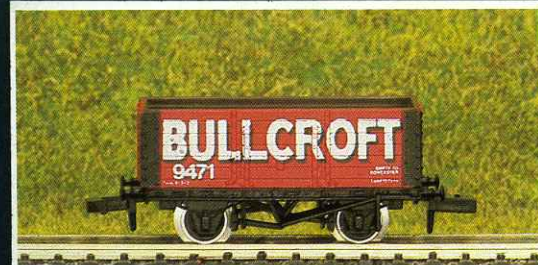
2012. SPIERS. 5 Plank Wagon.



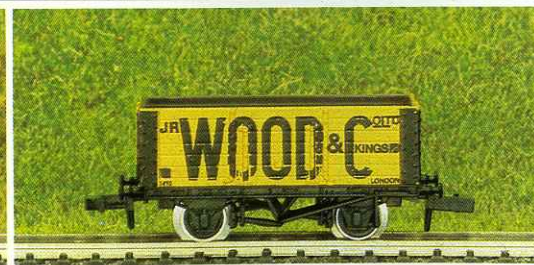
2013. SNOW. 5 Plank Wagon.



2112. PRITCHARD. 7 Plank Wagon.



2113. BULLCROFT. 7 Plank Wagon.



2116. WOOD. 7 Plank Wagon.



2117. PARKER. 7 Plank Wagon.



2124. OCEAN. 7 Plank Wagon.



2125. ORMISTON. 7 Plank Wagon.



2912. SAXA. Salt Wagon.



2913. DOWLOW. Lime Wagon.



2914. SOUTH WALES. Lime Wagon.

Private Owner Vans and Wagons

For almost 150 years, industry throughout Britain has used the rail network to transport its products. Indeed, freight trains have come to be the very lifeblood of the nation, with a vast range of merchandise flowing continually along the vital arteries of the rail system itself.

Cement and crude oil, beer and bananas, sand and salt – these are just a few of the products to have filled an amazing variety of wagons and vans. Crossing and recrossing the country with the household names of British industry – from Shell to Saxa, from Blue Circle to Bass. It's this endlessly fascinating aspect of the railway system that is reflected in the Graham Farish range of private owner wagons and vans.



You can put together great long mineral trains of a single owner, or assemble seemingly endless freight trains of different wagons and vans. They will add colour and variety to your layout, and a great deal of interest, with the type of complex industrial operation to which every railway devotes such a large part of its resources.

With 'N' gauge, of course, you can do all this in a much smaller space. So the goods yards can be really packed with different types of wagons and vans, and the freight trains can look as spectacular as the real thing.

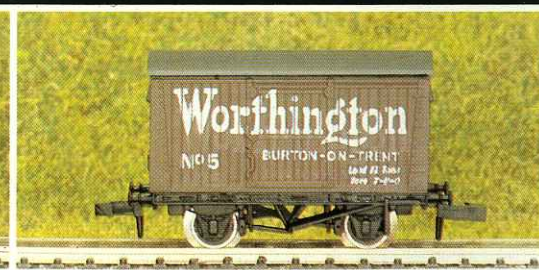
But then with Graham Farish, you soon take that sort of impressive effect very much for granted.



2211. CLARKE. Mineral Wagon.



2311. BASS. Single Vent Van.



2312. WORTHINGTON. Single Vent Van.



2313. KNORR. Single Vent Van.



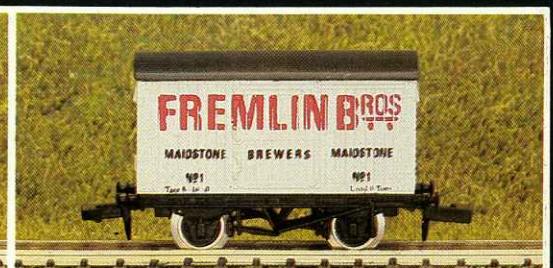
2314. TERRY'S. Single Vent Van.



2315. ZOFLORA. Single Vent Van.

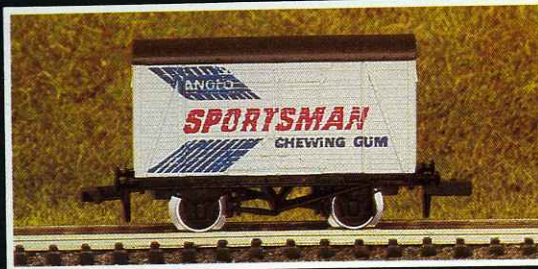


2316. FYFFES. Single Vent Van.



2317. FREMLINS. Single Vent Van.

Private Owner Vans and Wagons



2411. ANGLO. Twin Vent Van.



2412. GIBBS. Twin Vent Van.



2413. WEST. Twin Vent Van.



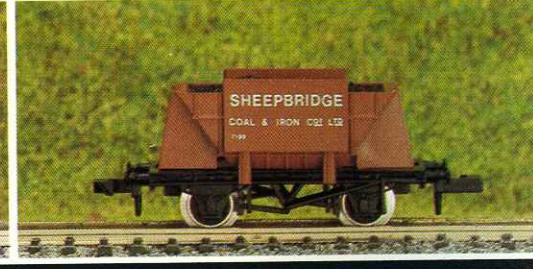
2711. WIDGEON. Horse Box.



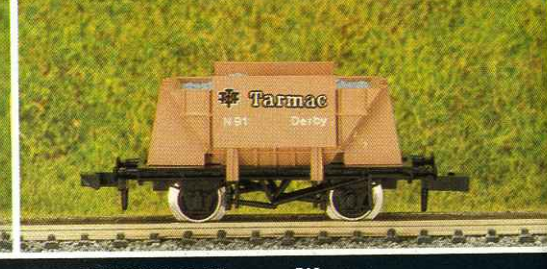
3411. IRON ORE. Hopper Wagon.



3412. NCB. Hopper Wagon.



3413. SHEEPBRIDGE. Hopper Wagon.



3414. TARMAC. Hopper Wagon.



3511. ARC. Covered Hopper.



3512. BLUE CIRCLE. Covered Hopper.



3513. CEREBOS SALT. Covered Hopper.



3514. TUNNEL CEMENT. Covered Hopper.

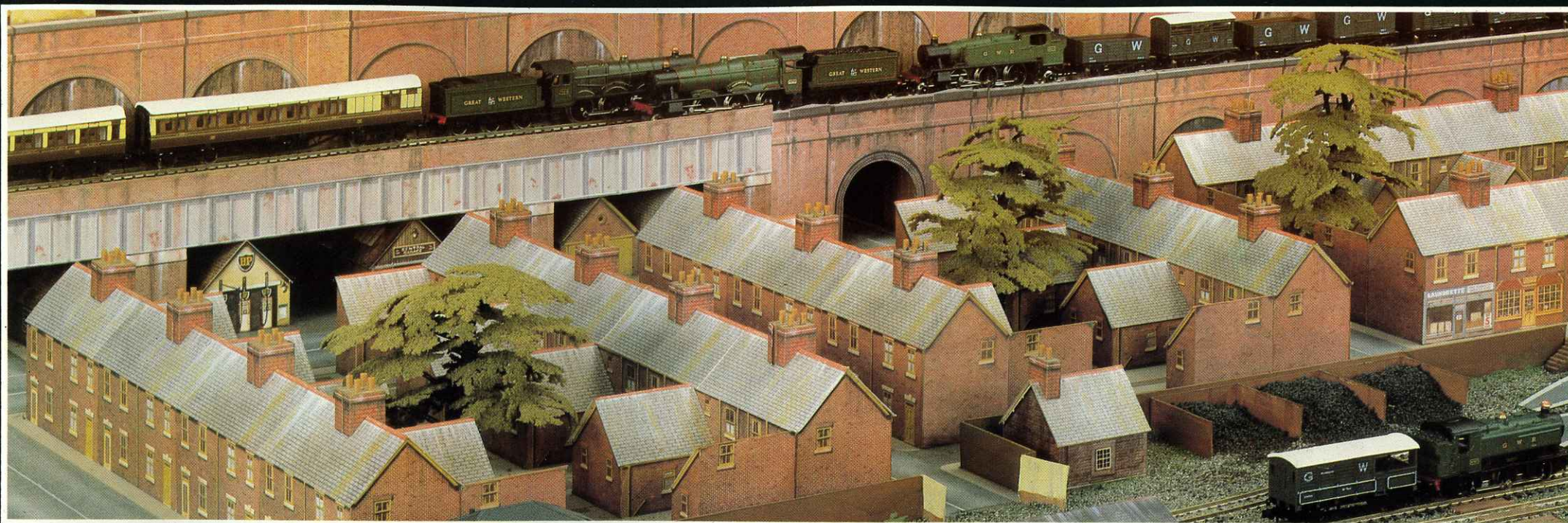


3205. BR Bogie Wagon.



3105. BR Brake Van.

Graham Farish Building Kits

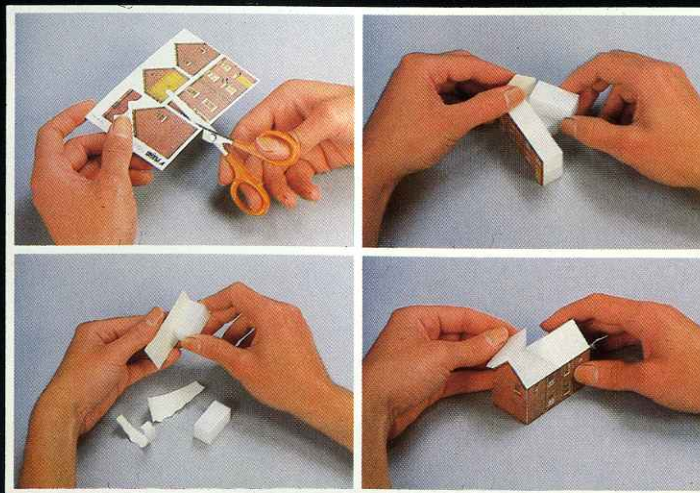


There's no doubt that when you add buildings to your layout, it begins to take on a character of its own.

Stations and shunting yards, houses and shops, factories, churches, roads, bridges and trees – each adds a little more interest, a little more detail. Slowly, your layout becomes a miniature, but living landscape.

But achieving the results which complement the distinctive quality of your locos and rolling stock has sometimes been easier said than done.

There were cardboard kits that often looked just that; plastic kits that could be fiddly in the extreme; or factory assembled buildings which looked superb but were prohibitively expensive.



Happily, Graham Farish have developed a unique answer to such problems. It's called Scenecraft, and it makes it easy for you to construct superbly realistic buildings which you can be sure won't collapse or warp out of shape.

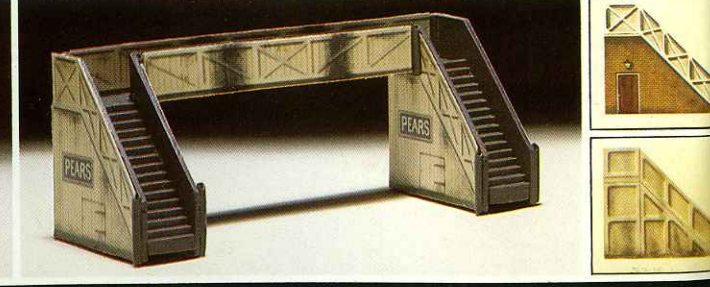
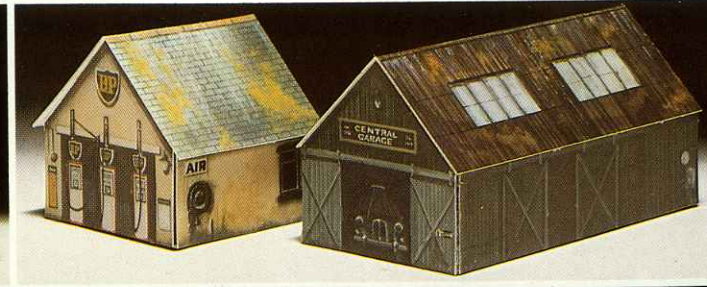
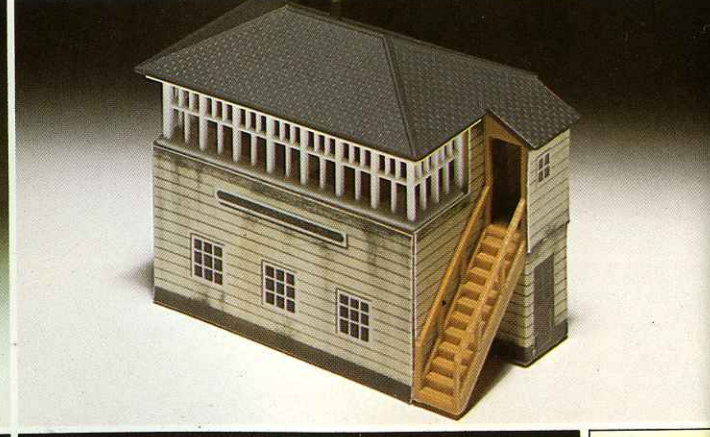
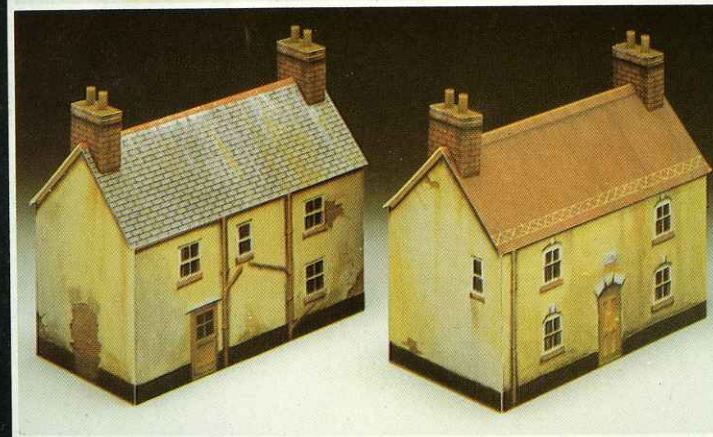
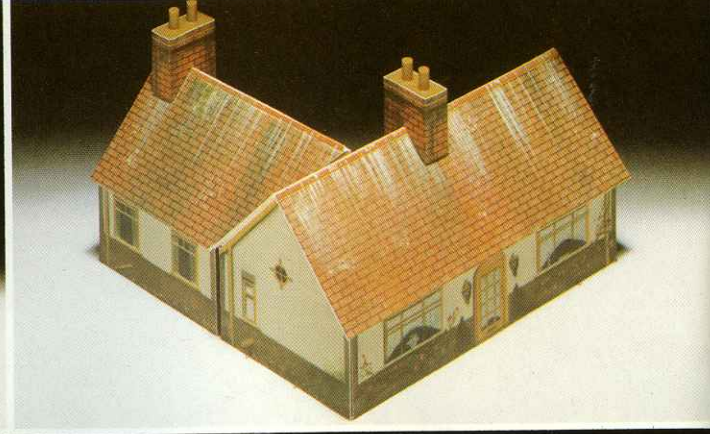
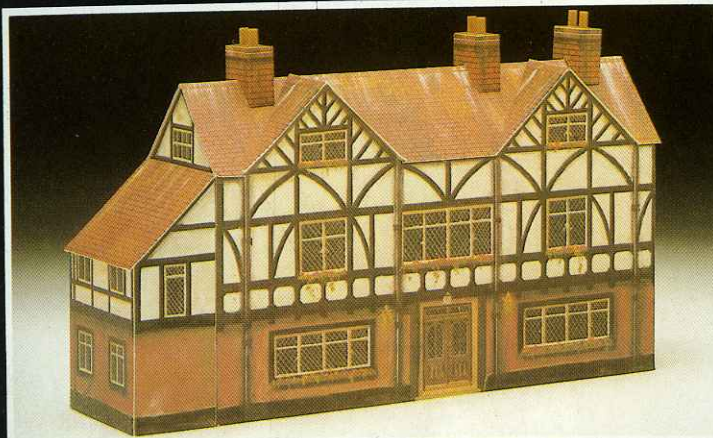
With Scenecraft, the body of each building is formed from a number of pre-shaped plastic blocks, onto which self-adhesive panels are stuck. The panels can be cut out with scissors or a modelling knife, and have all the colour and detail that is needed for a really authentic appearance.

And there's a continually growing range from which to choose.

Like most good ideas, it's simple once you know how. And Graham Farish certainly know how.

GRAHAM FARISH

Masterpieces in Miniature



9503. Tudor Hotel.

9502. Rural Cottage. (Two per box).

9601. Large Tree, Medium Tree, Small Tree. (Two of each).

9506. Village Church with Tower.

9501. Terraced House. (Two per box).

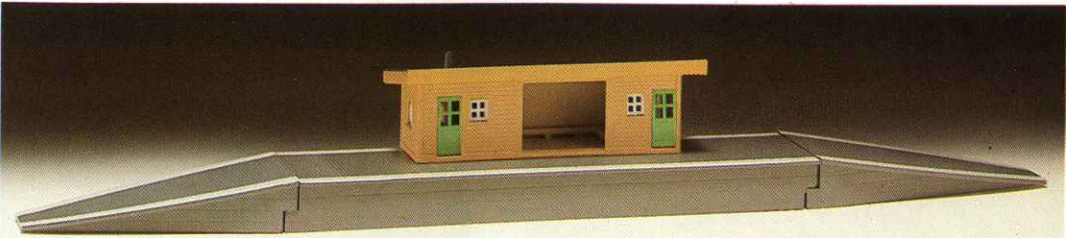
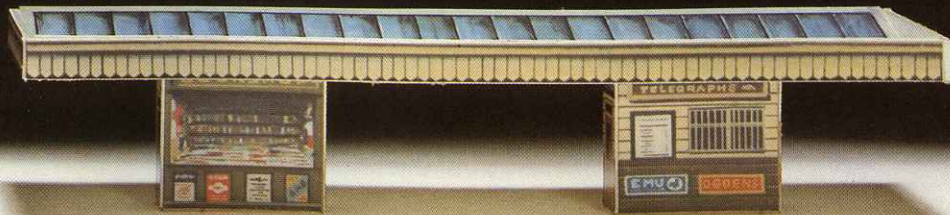
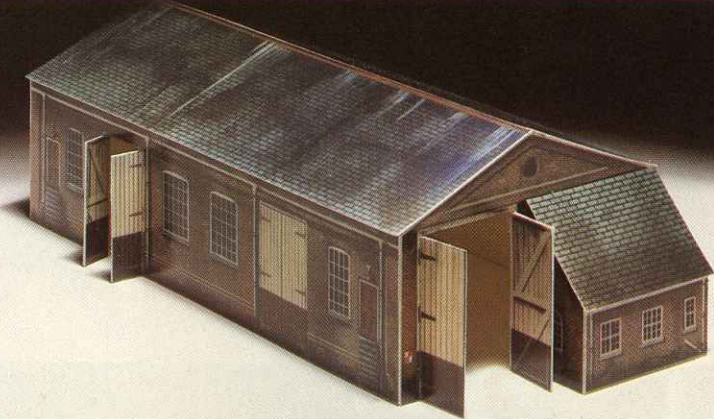
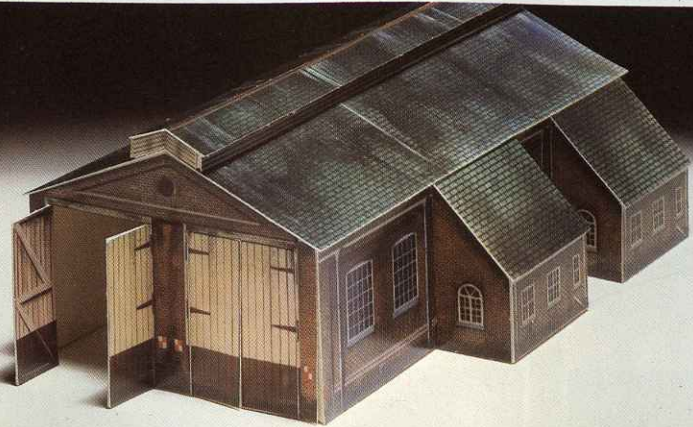
9508. Petrol Station.

9507. L-shaped Bungalow. (Two per box).

9511. Timbered Signal Box. 9004. Brick Signal Box.

9512. Footbridge. (Two per box).

Graham Farish Building Kits

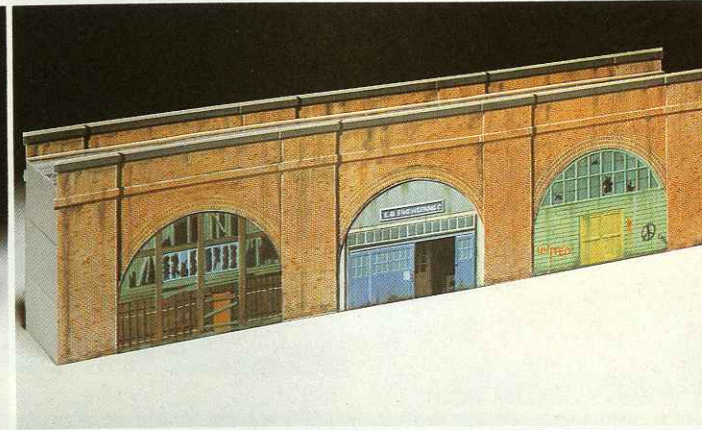
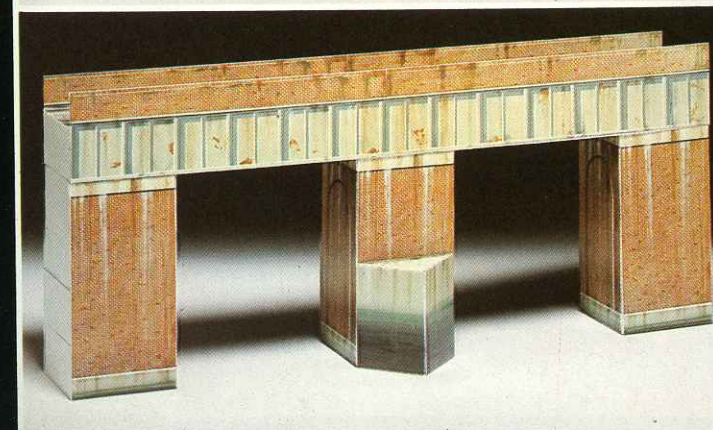
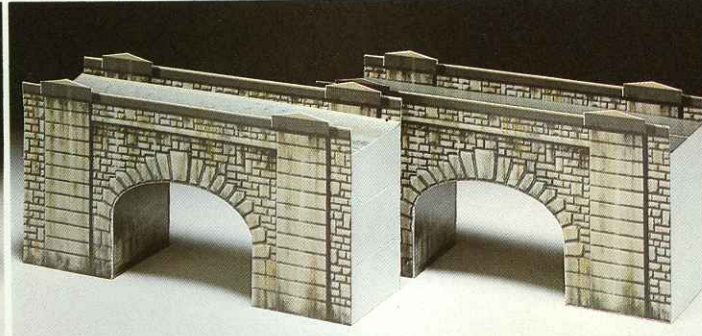
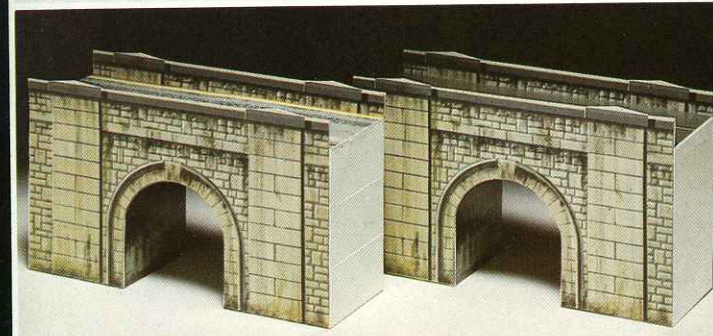


9509. Engine Shed with two extensions.
 9505. Country Town Station.
 9513. Platform Canopy. (Two per box).

9510. Goods Shed with two extensions.
 9504. Factory.
 9003. Station Halt.

9001. Platform Straights $4" \times 1\frac{3}{16}"$. (Two per packet).
 9002. Platform Ramps $2\frac{1}{2}" \times 1\frac{3}{16}"$ taper to $\frac{1}{2}"$.
 (Two per packet).

Graham Farish Building Kits and Accessories



9514. Single Track Bridge/Tunnel. Brick Face.

9515. Single Track Bridge/Tunnel. Stone Face.

9518. Girder Viaduct Bridge. Length: 97/16" (240mm).

9516. Double Track Bridge/Tunnel. Brick Face.

9517. Double Track Bridge/Tunnel. Stone Face.

9519. Brick Arch Embankment. Length: 97/16" (240mm).

Since its formation in 1974, AGW Electronics have established themselves as one of the leading manufacturers of model railway controllers. The perfect partners for Graham Farish you may think.

With the Type PE860 controller, that's exactly what's happened.

Made specifically for 'N' gauge and exclusively for Graham Farish, it's a neat and practical unit that combines superb engineering, robust construction, stylish appearance and smooth control – in fact, everything you would expect from AGW. And Graham Farish too.



0199. AGW Controller Type PE860.

Spares and Accessories

0019. Metal Fishplates.

(Twenty-four per packet).

0029. Insulated Fishplates.

(Twelve per packet).

0629. Coach Bogies with couplings.

(Two per packet).

3219. Wagon Bogies with couplings.

(Two per packet).

0119. Loco Buffers. (Twelve per packet).

0129. Brushes and Springs.

(Two sets per packet).

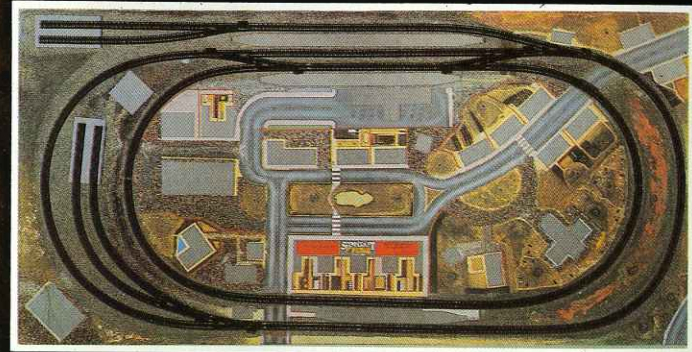
2109. Metal tyred rolling stock wheeled axles.

(Four per packet).

Scenecraft Layout Plan and Stand

One of the beauties of 'N' gauge is that you can get so much more into such a small space. For instance, the layout seen here fits neatly under a single bed. And it's all based on the Scenecraft Layout Plan. Designed by railway artist Eric Bottomley MGRA, it gives you the chance to build a layout piece by piece, as and when you please.

And when it's complete, there's a specially designed base frame that's strong and light, and can be put together in just a few minutes with no more than a hammer. It's ingenuity like this that makes Graham Farish 'N' gauge so enjoyable.



9709. Scenecraft Layout Base Frame. 60"×30"×33" height.

9701. Scenecraft Colour Layout Plan. 5ft×2ft 6in (1525mm×760mm).



'N' Gauge - A hobby for a lifetime

While hobbies can mean different things to different people, there is little doubt that the most satisfying and enjoyable are those in which interest is constantly stimulated and involvement continually demanded.

And that, of course, could hardly be a more appropriate or accurate description of the hobby of model railways. Certainly, the more you put into it, the more you'll get out, and with such a variety of aspects to be explored, you may well discover that the fascination is almost endless.

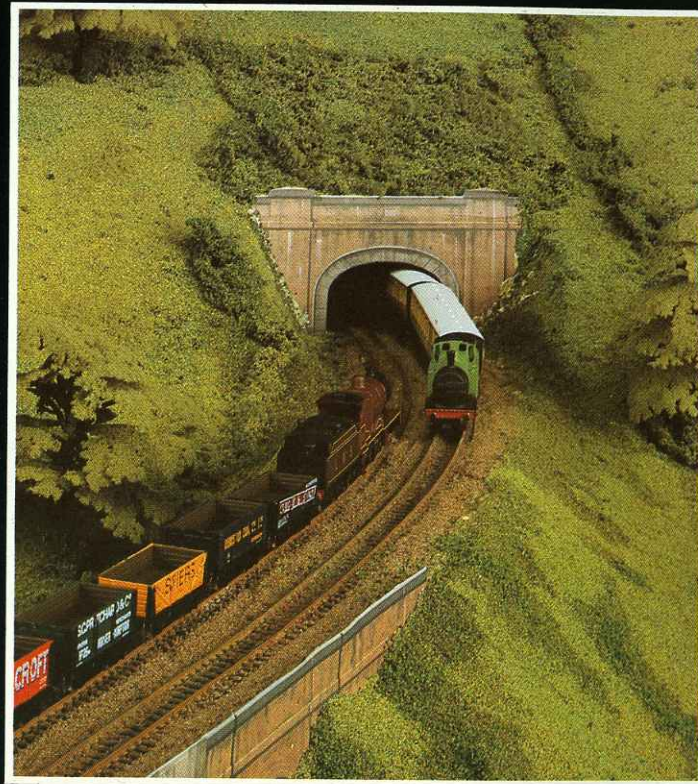
But whatever it is that initially appeals to you about building or running a model railway, you will soon realise that it's a hobby which, above all, offers sheer, unashamed enjoyment. And with leisure time playing an increasingly large part in the lives of so many people, that may be even more attractive in the future than it is now.

However, until some 20 years ago, assembling a decent model railway was hampered by one distinct disadvantage. Quite simply, it could require a great deal of space. And with most modern houses becoming smaller, that disadvantage looked like turning into a major stumbling block.

The answer to the problem was, of course, the introduction of 'N' gauge. It required just one quarter of the space needed for a comparable 'OO' gauge layout - so now, that model railway which was threatening to almost fill your room could be transformed into an 'N' gauge layout that was just as impressive, but which could be stored away beneath a single bed.

This inherent advantage of the $\frac{1}{148}$ th scale has given modellers a marvellous opportunity to design and construct layouts which they may once have dismissed as totally impractical. And with Graham Farish providing a constantly growing range of locos, rolling stock and buildings, anyone can now put together a model railway that's as complex and spectacular as the real thing.

So it's not difficult to see why more and more people, from all walks of life, are taking their first steps into the world of 'N' gauge.



For anyone at school, college or university, it's the perfect antidote to the discipline and rigour of study, a chance to put the books to one side and start thinking about timetables of a very different sort. And it's equally relaxing after a day at work, an absorbing way to unwind and forget the restraints and pressures of everyday routine.

It's a hobby where you can be imaginative and practical at the same time, and through which you can learn and develop a wide range of skills and techniques. Obviously, constructing a layout will involve you in carpentry and electrical work, but that's only the start.

Indeed, an 'N' gauge railway is very much a landscape in miniature, and whether you begin with a Scenecraft Layout Plan or decide to design

your own, you'll be faced with a series of challenges to test your growing skill and creativity.

Naturally enough, you can make your layout as simple as you wish, or use it to recreate the life of the railway as accurately as possible. It's entirely up to you.

You may like to concentrate on one particular aspect. It could be running freight or passenger trains to a strict timetable, or specialising in a single company, such as LNER or LMS, and building a layout to reflect their individual qualities and characteristics. Perhaps you'd like to focus your attention on a specific era, be it the golden age of steam or the railway of today with the latest diesels and high speed trains. Or you can just pick and choose from it all, from any age and any region, and blend it into a layout that's totally unique to you.

For that's another of the beauties of a model railway. You decide exactly how you want it to look, because the only person you have to satisfy is yourself.

You can start with a modest layout and extend it as much as you like. Add viaducts, bridges or tunnels; build gradients that may test even the most powerful locomotives; add marshalling yards and engine sheds, make it all as industrialised or as rural as you feel.

You may begin to delve into the thousands of railway books that are available, looking back at the history and development of the system, making use of anything that excites your interest.

The more you get involved, the more you will learn, and the more you'll have both the desire and confidence to widen your horizons and stretch your ideas to the limit.

Really, there are few other hobbies which can offer you so much scope and so many opportunities for a unique kind of enjoyment. And with Graham Farish to help you make the best possible start, you will quickly discover just how fascinating and enjoyable model railways in general, and 'N' gauge in particular, can be.

But then, isn't that what you expect from a real hobby.

Passenger, Goods



Super Train Sets.

8510. Class 47 Diesel, BR Passenger Set.

8511. Merchant Navy/Pullman Set.

Scenery Set.

8601. Scenery Set.

When you're ready for 'N' gauge, these are the sets that give you a flying start. Whether you like the excitement of the marshalling yards and running freight or the dash and bustle of passenger trains, a Graham Farish set gives you everything you need to make your very first layout the last word in interest and enjoyment. (We do not, however, consider that these sets are suitable for children under 10. Those between 10 and 14 should always be supervised by a responsible adult.)

and Scenecraft Sets



Train Sets (Controllers included).

- 8505. 08 Class Diesel, BR Freight Starter Set.
- 8506. 08 Class Diesel, BR Freight Set.
- 8507. GP Tank, LMS Freight Set.
- 8508. Pannier Tank, GWR Passenger Set.
- 8509. 4P Class, Caledonian Passenger Set.

Train Sets (Controllers NOT included).

- 8500. 08 Class Diesel, BR Freight Starter Set.
- 8501. 08 Class Diesel, BR Freight Set.
- 8502. GP Tank, LMS Freight Set.
- 8503. Pannier Tank, GWR Passenger Set.
- 8504. 4P Class, Caledonian Passenger Set.

Graham Farish Trackwork

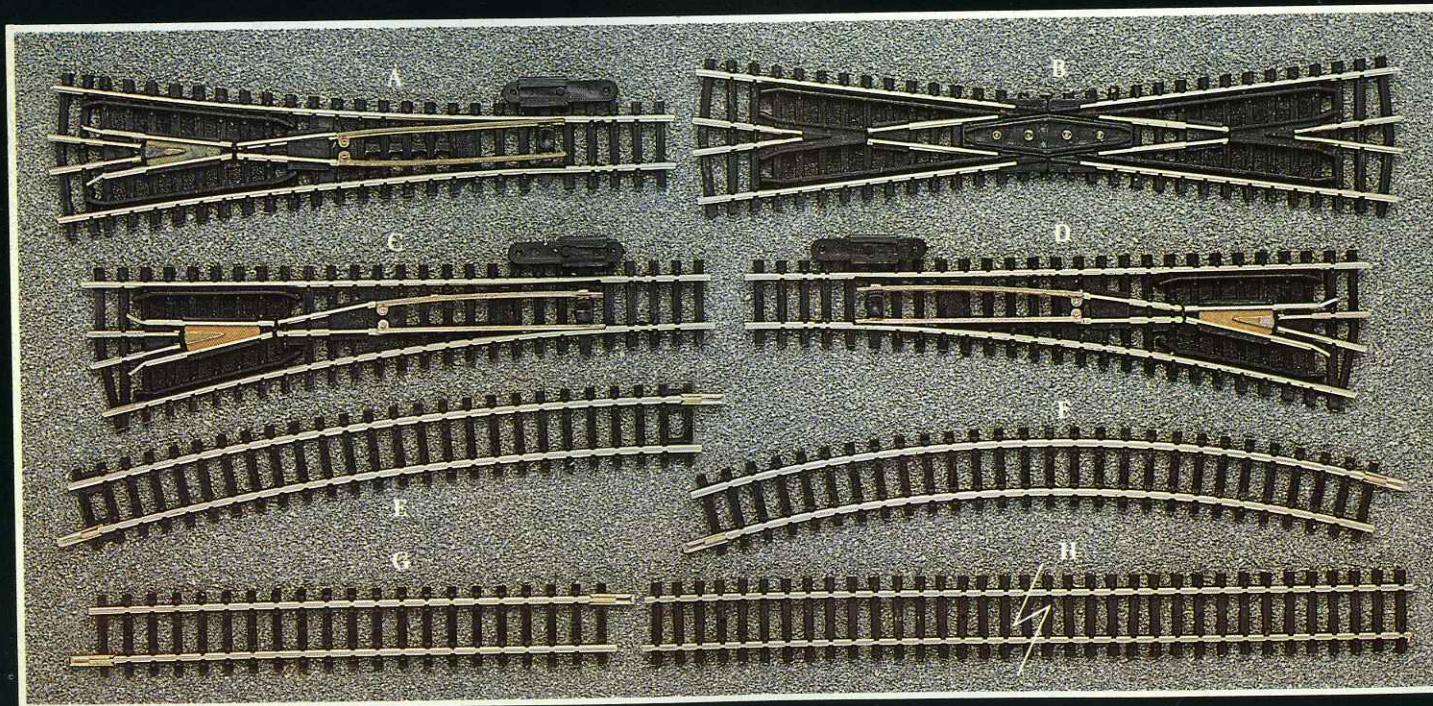
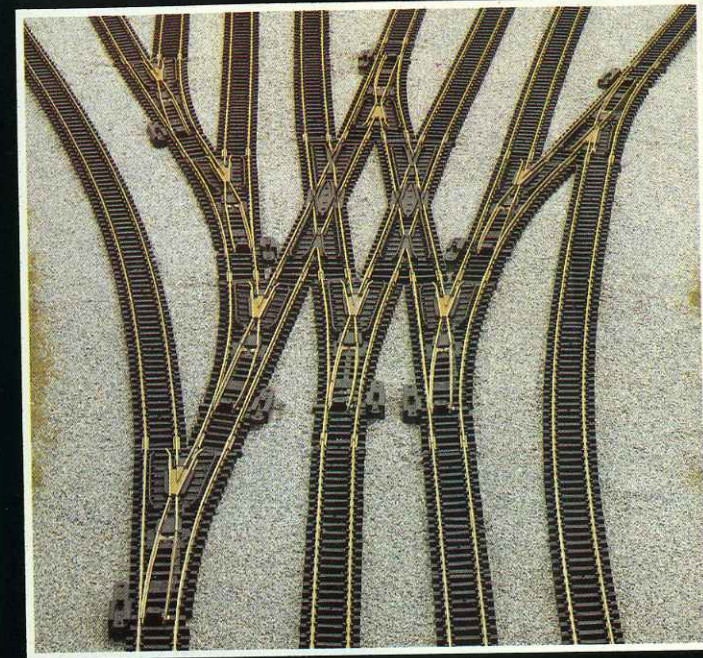
Before you start running a railway, you have to lay the track. Obvious maybe, but behind that simple statement is a multitude of possibilities. For there are literally hundreds of ways in which Graham Farish trackwork can bring variety and individuality to every layout.

You can add the interest of junctions with our range of Super Liveway Points, all of which, with the obvious exception of the diamond crossing, are self-isolating – so the power is only supplied to the track in the direction to which the point is set. And each point incorporates a Live Metal Frog to ensure the continuous power supply that's needed for perfect slow-running control.

For those realistic flowing curves, there is flexible track which you can buy by the yard. Then, the only limit to your trackwork is the extent of your imagination.

Or, of course, you could enjoy the simplicity of fixed track, straight or curved, and with its own matching points – specially imported from Roco of Austria, and some of the very few pieces of equipment we don't make ourselves.

As you can see, there's something for almost every layout. But whichever you choose, Graham Farish trackwork can give you the quality and reliability that every hard working, smooth running railway needs.



A 0080. 36" Y Super Liveway Point.

B 0090. 13½° Diamond Crossing.

C 0060. 18" L/H Super Liveway Point.

D 0070. 18" R/H Super Liveway Point.

E 0032. Fixed Track Curve (ROCO) 480 mm 15°.

F 0031. Fixed Track Curve (ROCO) 261.8 mm 30°.

G 0021. Fixed Track Straight (ROCO) 104.2 mm.

H 0010. Yard length Super Liveway Flexible Track.

Graham Farish 'N' Gauge Scales and Measurements (in accordance with those published by the British 'N' Gauge Society).

'N' Gauge Ratio	1:148
'N' Gauge Scale	2½/16mm = 12"
Buffer Height C/L	0.266"
Coupling Centre Line above track	0.171"
Wheels	
Back to Back	0.290"
Flange Depth	0.035"
Flange Thickness	0.018"
Overall Width	0.085"/0.090"

Important Note: All measurements quoted are subject to standard engineering tolerances of ±0.002".

Tender Chassis

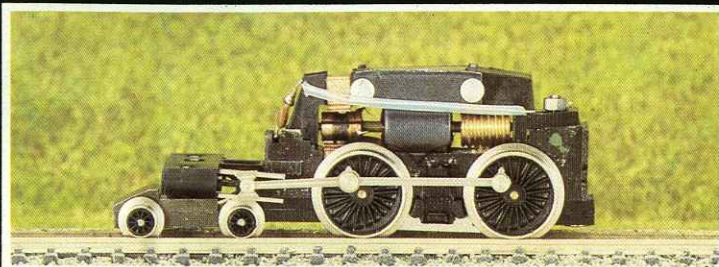
1499. SR/GWR Type. Unpainted, wheeled with collectors.

1899. LMS Type. Unpainted, wheeled with collectors.

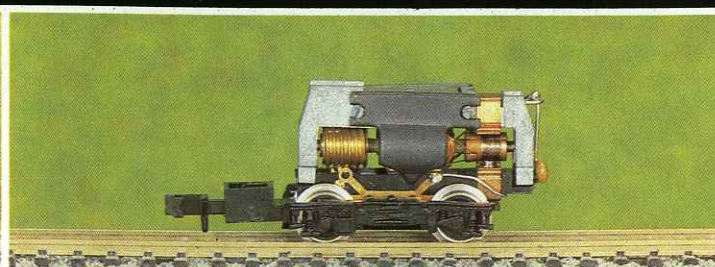
Motorised Chassis

With several firms now producing white metal loco kits, there is an ever increasing opportunity for the experienced modeller to show his skill and creativity. And with the enthusiast very much in mind, Graham Farish have developed their own range of motorised chassis.

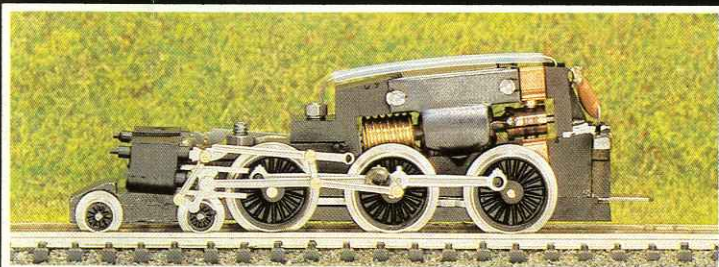
There are ten from which to choose, to suit a wide variety of loco types – each a miniature powerhouse.



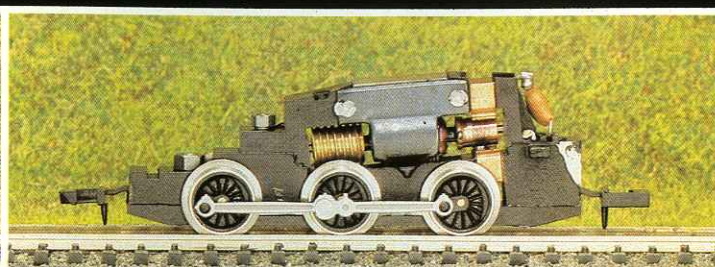
1209. 4P Class 4.4.0. Motorised Chassis.



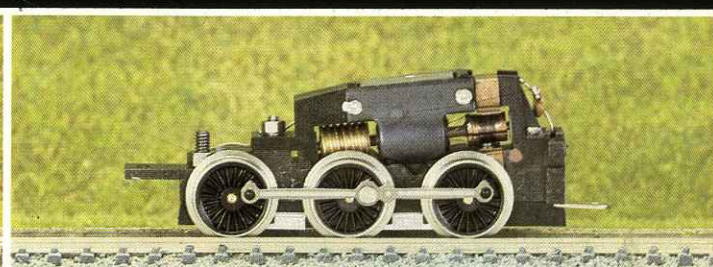
8109. Motorised Bogie (2 axle drive).



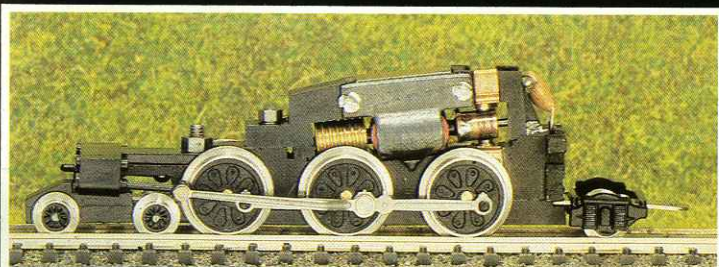
1809. Class Five 4.6.0. Motorised Chassis.



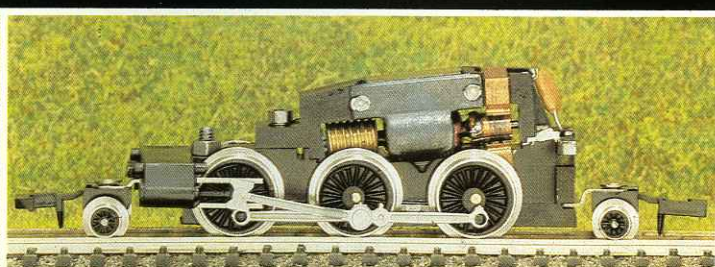
1109. Pannier and G.P. Tank 0.6.0. Motorised Chassis.



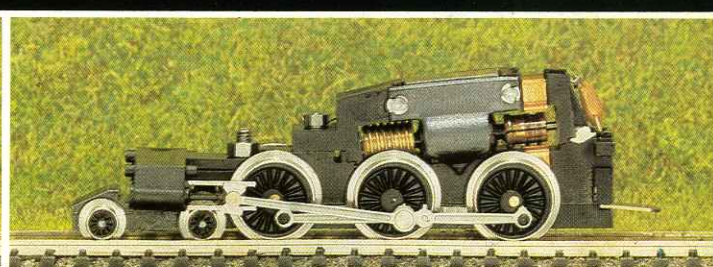
1419. Hall 4.6.0. Motorised Chassis (ex. cylinders).



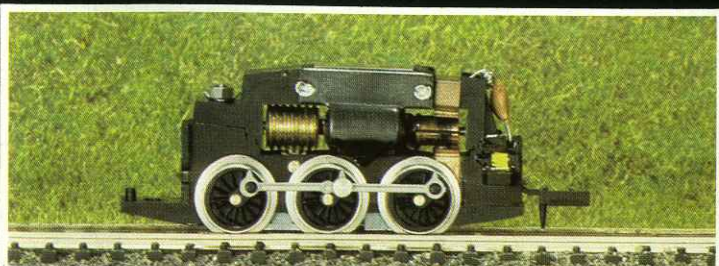
1509. Merchant Navy 4.6.2. Motorised Chassis.



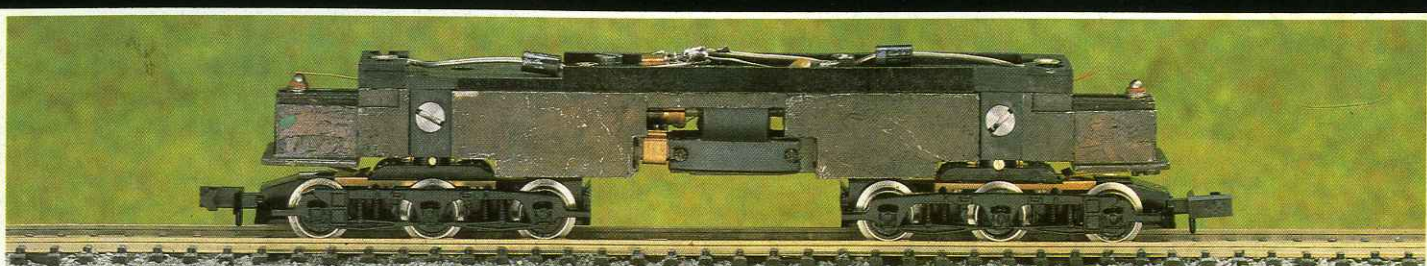
1609. Prairie 2.6.2. Motorised Chassis.



1409. Hall 4.6.0. Motorised Chassis.



1009. Class 08 Diesel 0.6.0. Motorised Chassis.



8009. Class 47 Diesel Motorised Chassis.

Romany Works,
Wareham Road,
Holton Heath, Poole,
Dorset BH16 6JL.



GRAHAM FARISH

Masterpieces in Miniature

This Catalogue is designed as a continuous edition, which will be updated from time to time. Items withdrawn or amended may therefore continue to be shown. Ask your dealer for the latest price list to check current availability.

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