



# GRAHAM FARISH

*Masterpieces in Miniature*

1987 'N' Gauge Catalogue



# Graham Farish Leading the way in 'N' Gauge

Whether you're a complete beginner or a seasoned enthusiast, there's no doubt that 'N' gauge will reward your interest with endless enjoyment.

And as more and more people are discovering, the best possible way to explore this fascinating world is with the help of Graham Farish.

Mind you, it's been that way ever since 1970, when the introduction of the very first Graham Farish models immediately gave British 'N' gauge a much needed boost and before long, a completely new lease of life. In the years which have followed, we've continually improved and extended our range, so that today, we can offer 'N' gauge modellers almost everything they need to create a layout that captures all the excitement and diversity of a real railway at work. From the latest diesels to classic steam locos, from pullman coaches to parcel vans, from freight wagons to buffet cars, buildings, trackwork and much, much more besides.

Take a look through this catalogue and you'll see exactly what we mean. Model after model embodying the essential character of the original. Page after page portraying the spirit of railways past and present.

Obviously no railway remains the same year after year. Indeed, the history of our rail network is one of almost continual change.

Naturally, we make changes too – introducing new models and withdrawing others as our own miniature rail system evolves. That's why you'll find some models in this catalogue are no longer in our current production. However, we include them because they're undoubtedly of interest to those who collect and it's certainly helpful to know which replicas are becoming increasingly rare.

To avoid any confusion whatsoever, all the models in question are clearly marked with ★.

Maybe we might reintroduce one or two in due course, but even if that doesn't happen, you'll still be able to choose from one of the most exciting ranges there is. Of course, if you want to enjoy it all the more, why not join the 'N' Gauge Society. You'll find details of this thriving organisation on the 'motorised chassis' page towards the back of this catalogue.

Just say you're a friend of Graham Farish.





# Building a layout With a little help from Dave Lowery



At first glance, a lot of people may well think that building a model railway as impressive as the one on the left is likely to be way beyond their abilities. In fact, a layout as detailed and realistic as this is within almost everyone's reach, given a few basic skills, some simple tools, a little patience – and, of course, a good deal of expert advice from 'Your Model Railway' Editor, Dave Lowery.



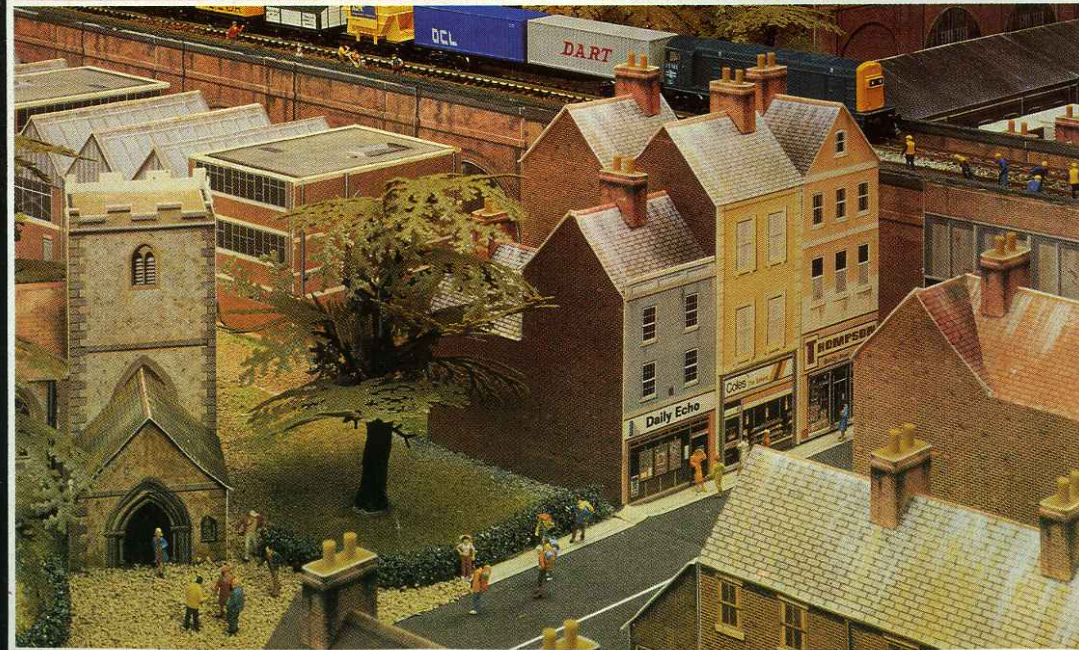
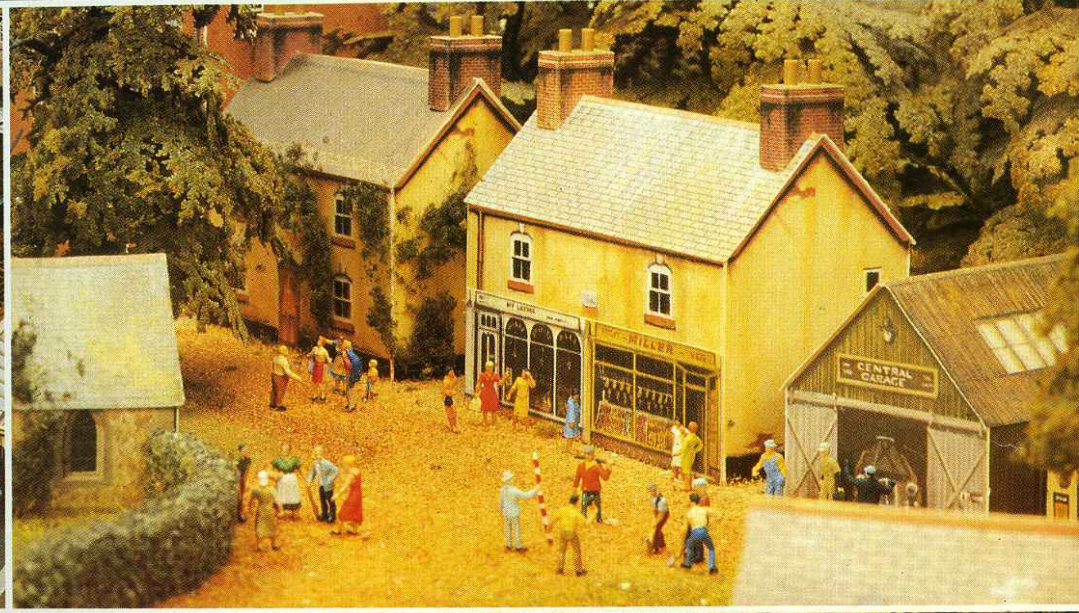
If you'd like to know exactly how a layout like this is made, all you need do is look up the back numbers of 'Your Model Railway' – January to May 1986 – or perhaps better still, keep an eye out for the Chess Valley video 'How to Build a Model Railway'. It's certainly one of the best construction guides yet produced, with a wealth of invaluable advice and useful hints and tips that will make building a layout as straightforward and rewarding as you could wish. It just goes to show what marvellous opportunities 'N' gauge has to offer. Especially if you follow Dave Lowery's example and rely on Graham Farish to provide buildings, bridges and 90% of the rolling stock.

Now all that remains to decide is just when you're going to start. And, of course, which Graham Farish models you're going to use.



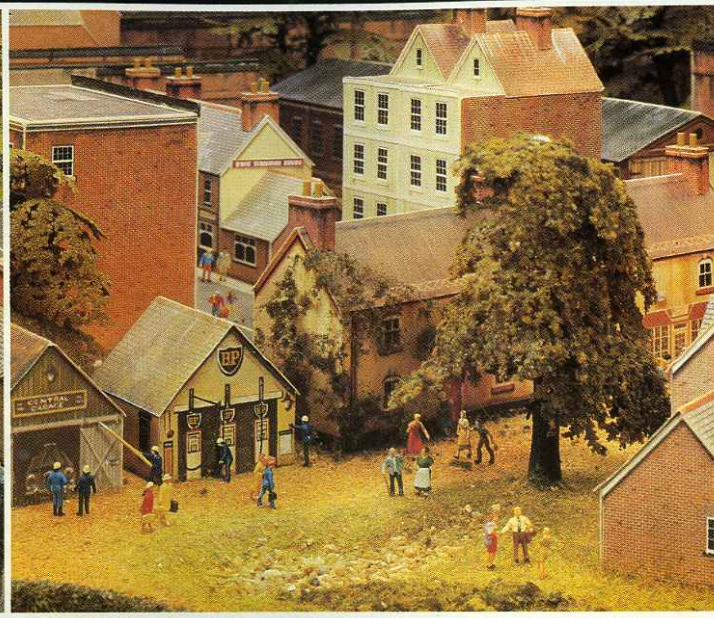
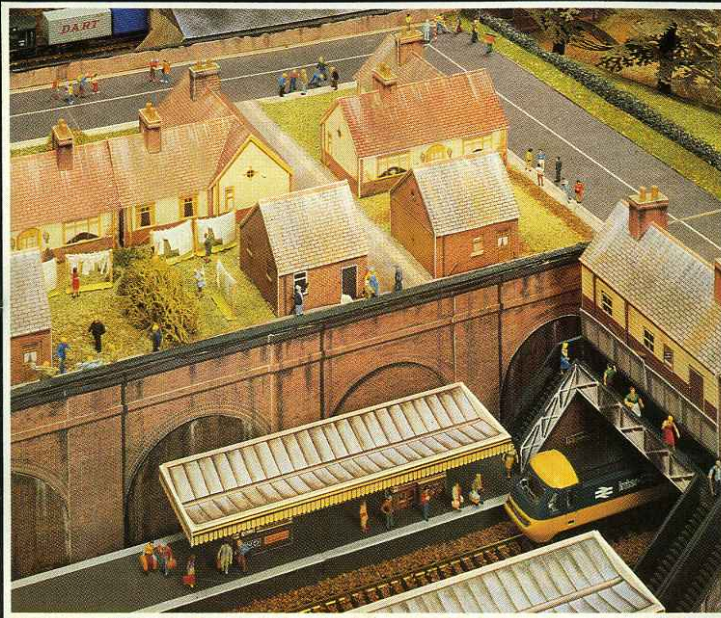
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# Bringing a layout to life



It's often been said that one of the beauties of 'N' gauge is that you can get so much more into a relatively restricted space. But while the scale may be small, the possibilities are undoubtedly enormous. And building a layout that almost lives and breathes is something everyone can achieve.

Perhaps the best way to begin is just to think back over the sort of rail journey that all of us have made. Let's start at a bustling city station, platforms crowded with people, arrivals and departures happening almost continually. Our train pulls out, past freight depots and factories, warehouses and terraced houses. After a while, the suburbs give way to open countryside, with hills and rivers, forests and fields. A sleepy village appears, people pausing in their work to watch us flash by. On we go, over bridges and viaducts, maybe slowing as we pass a railway gang at work on the line, then picking up speed as we continue on our way.

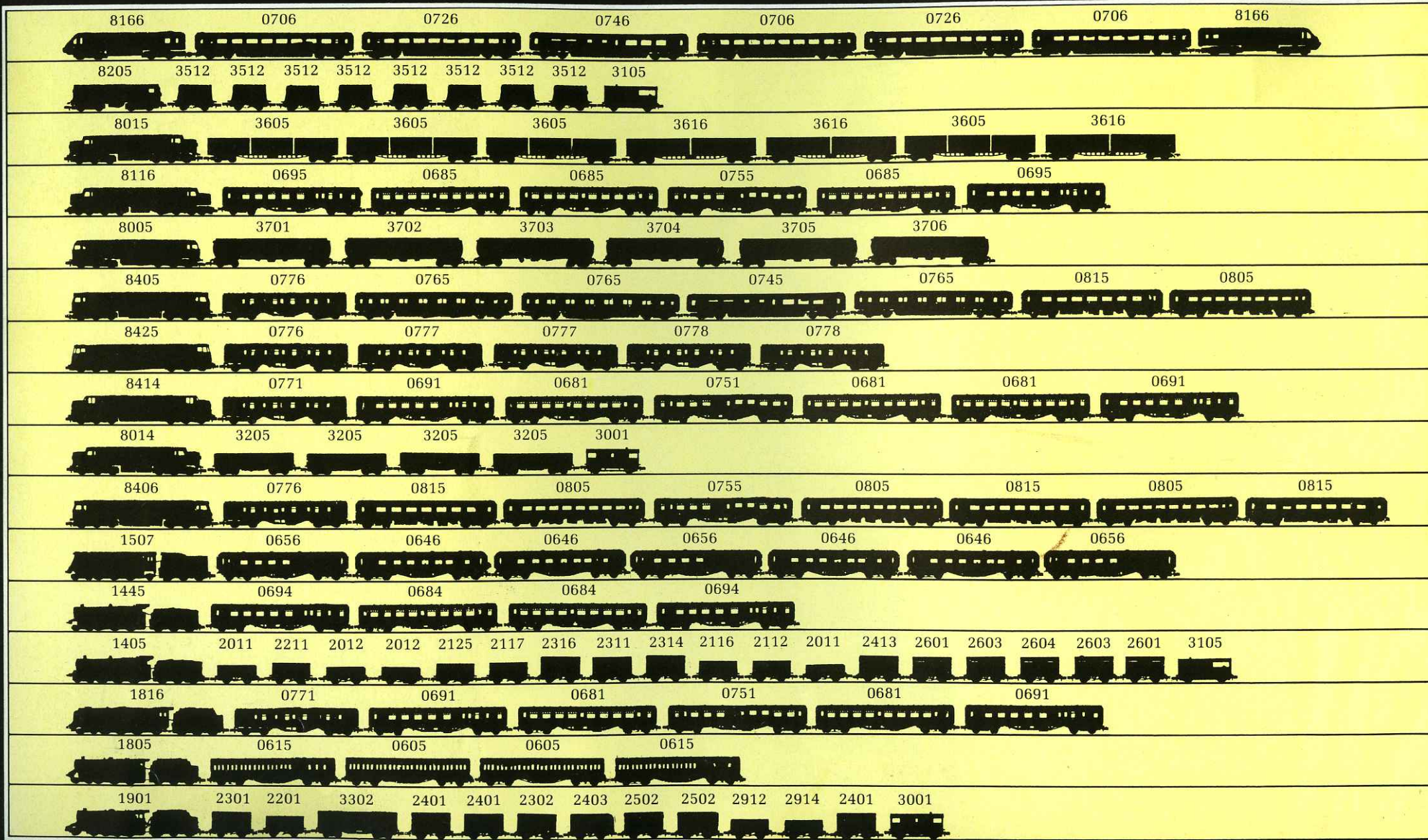
Now look at the photographs on the left and you'll immediately see just how faithfully you can reflect all those different facets and moods. The more you look at the layouts, the more detail you discover and the more fascinating and lifelike the whole thing becomes. For instance, there's the woman rushing across the footbridge to catch her train; the passengers picking up their suitcases as the Inter City service arrives; the woman in her garden, beating the dust from her carpets; workmen working, women shopping, children playing, even animals grazing in the fields. In short, all those ordinary, everyday activities which you can depict on your layout and which give it so much character and life.

Obviously, the buildings add still further to the atmosphere, whether the grimy brick embankments of the city, the High Street shops of a typical town or the neat thatched cottages of the country. And needless to say, there's a Graham Farish model that's just made for the job. Which helps you to mirror the essential spirit and vitality of a railway at work. And which makes creating your own 'N' gauge world as simple and rewarding as you could wish.



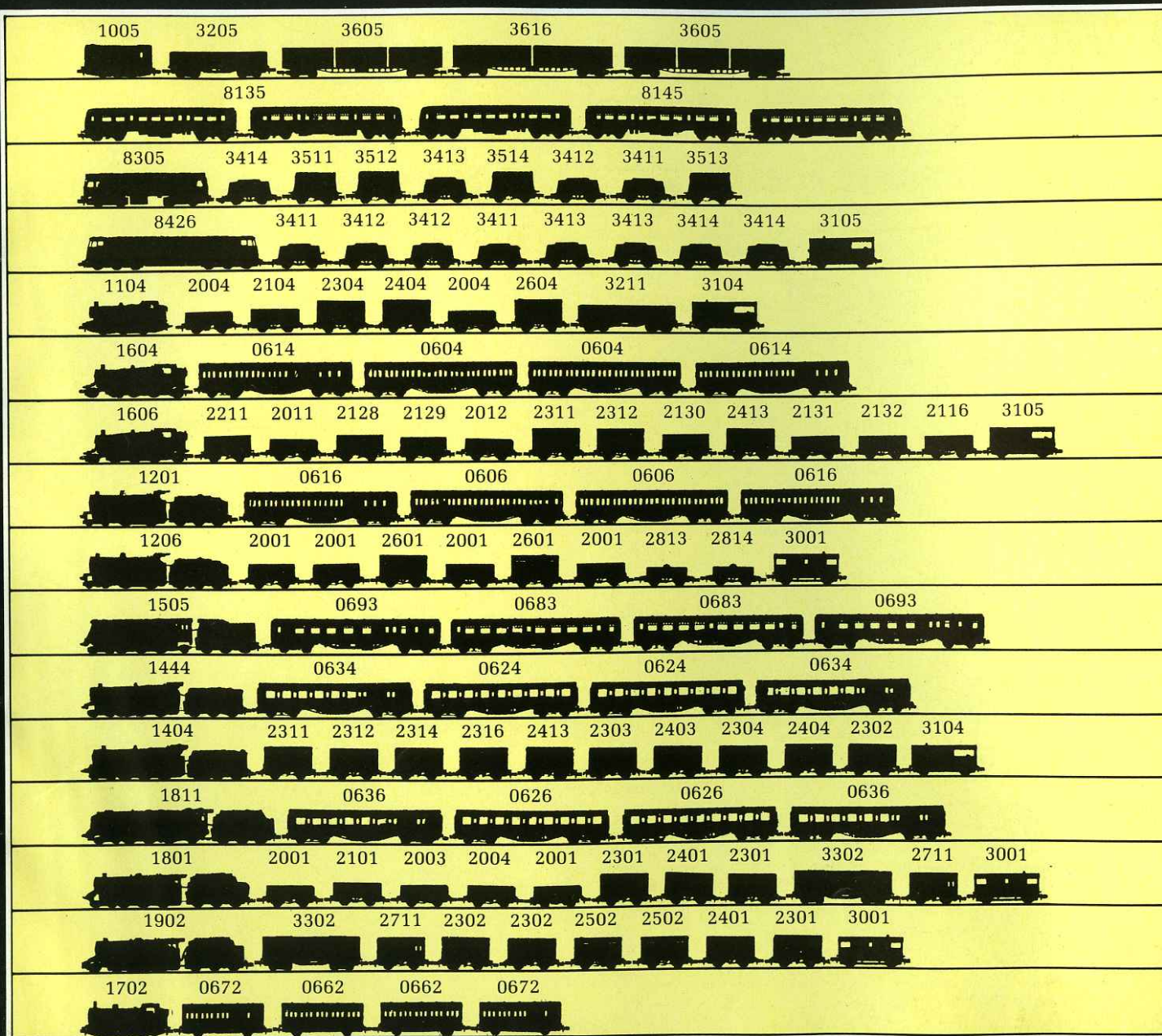
# GRAHAM FARISH

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# Putting together your own goods and passenger trains



Spend a couple of hours at any major railway station and you'll soon become aware of the amazing diversity of the trains that come and go.

From hardworking commuter trains to flying expresses, everyday passenger services to freight trains with wagons that stretch out of sight.

But as you can see, with Graham Farish, reflecting the many different aspects of railway life couldn't be easier. Especially as you're not restricted to any single region or any particular era.



For instance, you could return to the heyday of the GWR, with a Castle Class loco at the head of a mainline express. Maybe you're off to the marshalling yards with a BR 08 Class Diesel shunting masses of freight. Or perhaps you'd prefer to come bang up-to-date with an 'Executive' HST on a long-distance run.

Obviously, we've only enough space to show you some of the options, and when all's said and done, the choice is yours and yours alone. And with Graham Farish offering so many locos and so much rolling stock, that choice could hardly be wider.





InterCity 125

InterCity 125

Coalbrook Vale

InterCity 125

InterCity 125

InterCity 125

Coalbrook Vale

Coalbrook Vale

Coalbrook Vale

Coalbrook Vale

InterCity 125

30142

Tarmac Derby

Tarmac Derby

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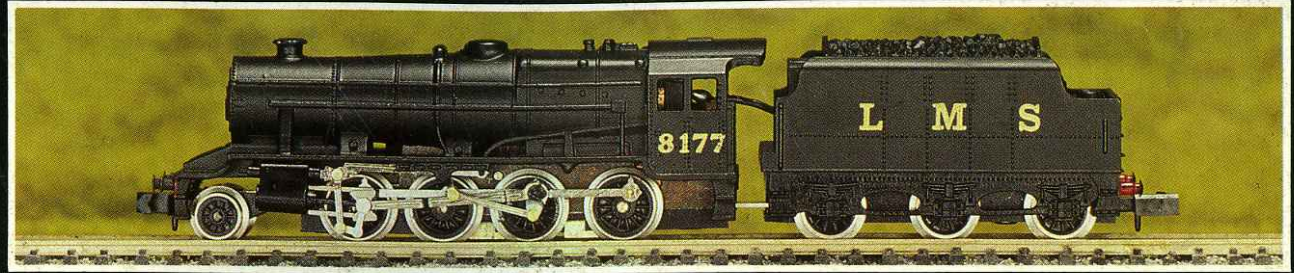
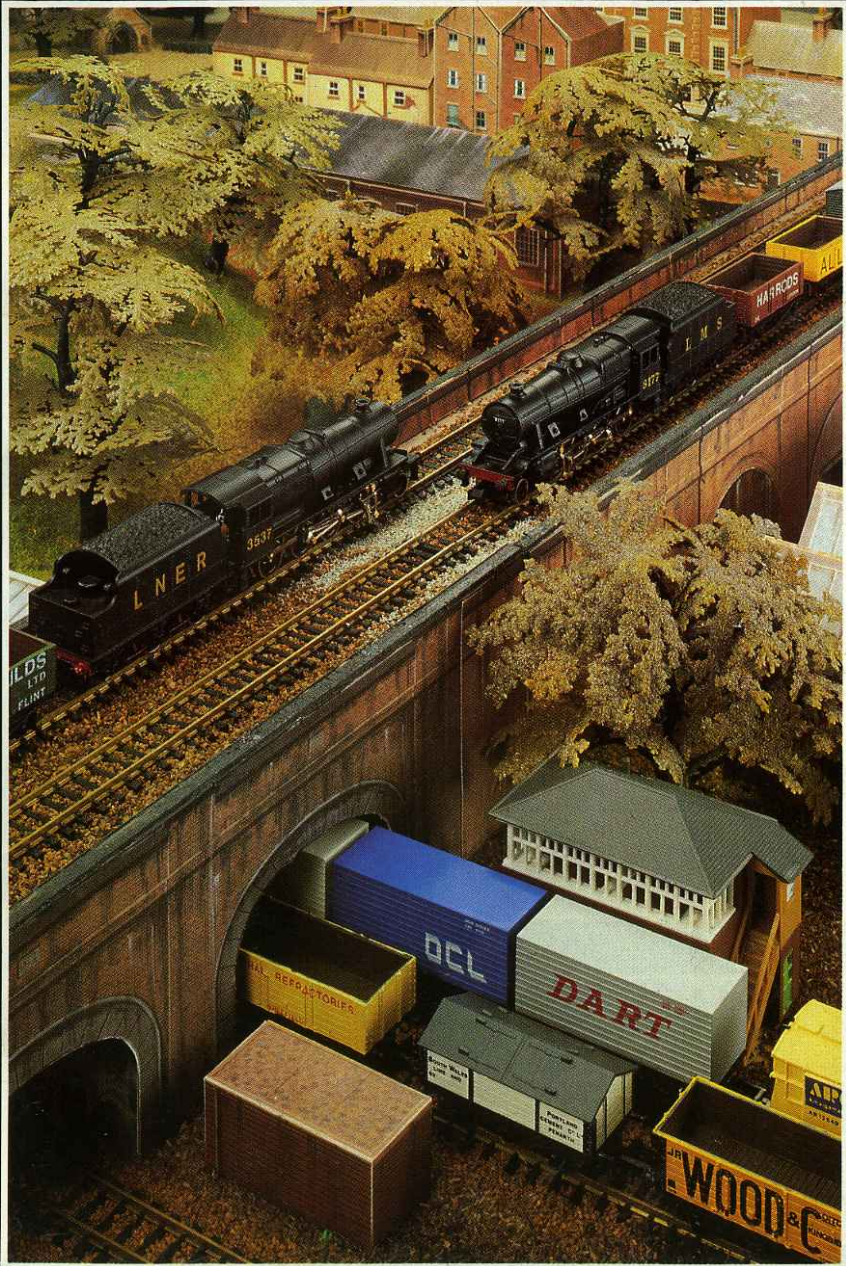
47583  
County of Herefordshire

InterCity 125

InterCity 125



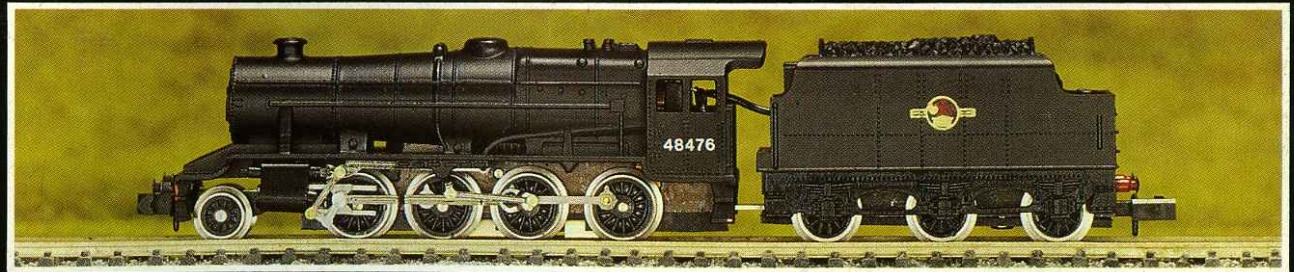
# LMS 8F Freight Locomotive



1901. LMS Class 8F Heavy Freight Locomotive.



1902. LNER Heavy Freight Locomotive.



1905. BR Class 8F Heavy Freight Locomotive.

In 1935, when the first 8F freight loco appeared on LMS lines, it's unlikely that anyone who witnessed its introduction could have had the slightest idea of the remarkable story which would unfold.

Yet within ten years, Sir William Stanier's incredible 2-8-0 was as well known in Beirut as in Buxton, as familiar in Cairo as in Crewe, and its unique place in railway history had been firmly established.

In all, well over 800 of these powerful locos were built, hauling freight across three continents, surviving the ravages of war, the inhospitable wastes of the Middle East and continuing in service right up until 1968.

However tough the conditions, however heavy the work, the 8F was equal to it all. And Graham Farish have shown they're more than equal to the task of creating a replica which captures this unquenchable spirit so faithfully.





8114. BR Class 40 Diesel Locomotive.



8115. BR Class 40 Diesel Locomotive.



8116. BR Class 40 Diesel Locomotive.



8117. BR Class 40 Diesel Locomotive.

Right now we'd like to introduce you to hundreds of people who are just waiting to add extra personality to your layout. They're Graham Farish model figures – porters and passengers, signalmen and stationmasters, women with washing lines, all sorts of workers and a whole multitude more.



9611. 6 Cows, 12 Sheep.



9612. 6 Horses, 6 Deer.



9621. General (12).



9622. General (12).



9625. Sitting (12).



9631. Standing/Walking (12).



9632. Standing/Walking (12).



# Class 40 Diesel ~ People ~ AEC Diesel Railcar



9635. With Baggage (12).



9636. With Baggage (12).



9641. General Workers (12).



9642. General Workers (12).



9643. 6 Housewives, 5 Washing Lines.



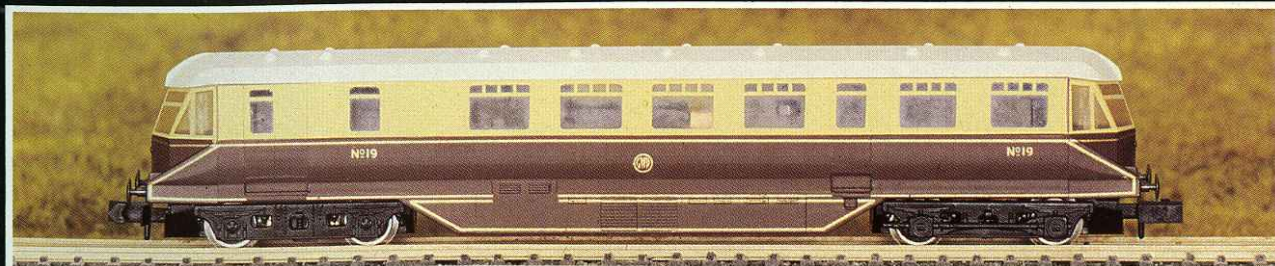
9651. Railway Workers (12).



9652. Railway Workers (12).



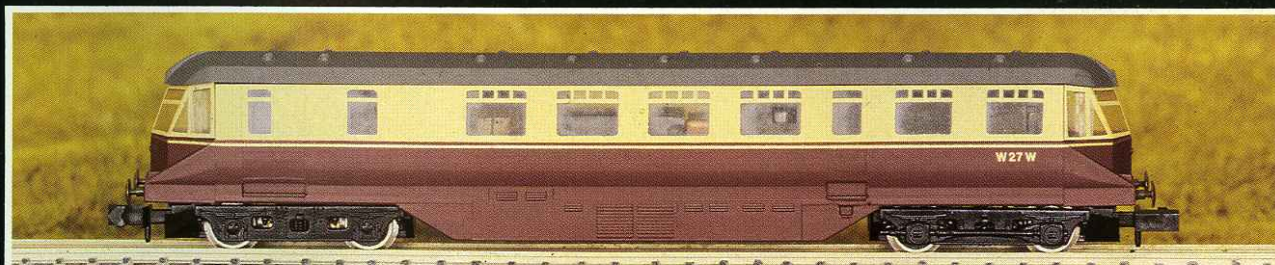
9653. Railway Workers (12).



8174. GWR Diesel Railcar.



8175. BR Diesel Railcar.



8176. BR Diesel Railcar.

Take a look at the facing page and you'll see one of BR's most enduring diesels. The redoubtable Class 40 – otherwise known as the 'Whistlers' – whose unmistakable sound could be heard echoing through the country for over 20 years. In their time, they pulled expresses and freight with equal facility, fell victim to the Great Train Robbers and played host to royalty – and now, they join the other great locos in the Graham Farish range.

Here too is one of the most distinctive and best loved sights on any GWR line – the amazing AEC Railcar.

Introduced in 1940 and affectionately known as the 'Flying Banana', it proved its economy and reliability for almost 25 years and paved the way for the modern DMU.

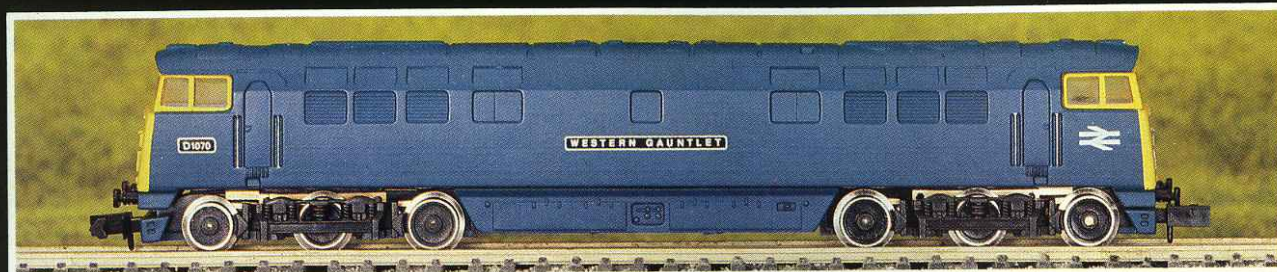
And now it's also given Graham Farish the chance to produce a model that's every bit as stylish and striking as the original.



# Class 52 Diesel and Private Owner Wagons



8424. BR Class 52 Diesel Locomotive.



8425. BR Class 52 Diesel Locomotive.



8426. BR Class 52 Diesel Locomotive.

Their design was distinctive, their power massive, their appeal almost universal. They were the world-famous Westerns – the elite diesel hydraulic fleet of Class 52 locos which ruled the passenger express routes of the Western region through the 60s and early 70s. Just imagine any of them thundering up Dainton Bank with the crowded Penzance – Paddington express in tow. Or think of them in their later years, heading a heavy freight train as it heaved its massive load along the testing gradients of Devon and Cornwall.

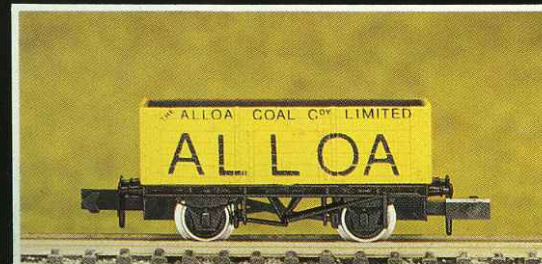
And it's that majestic feeling that Graham Farish have recaptured so perfectly. There's Western Gauntlet in British Rail blue; Western Emperor in the standard BR green; and last but by no means least, there's Western Courier in smart maroon livery.

Three more impressive replicas – and more private owner wagons too – that show once again the impact and excitement which Graham Farish so often brings to 'N' gauge.

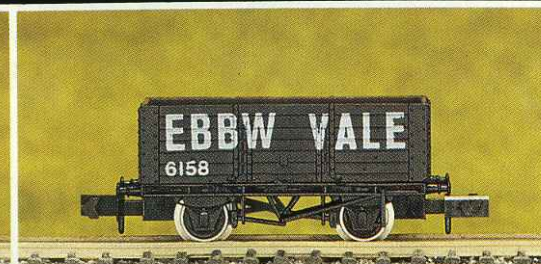
On the right is Paul Stephens' spectacular shot of Hagley Hall and Hinton Manor as they blast towards Whitehall Tunnel – a stunning photograph which deservedly won first prize in the GWR 150th Anniversary Competition.



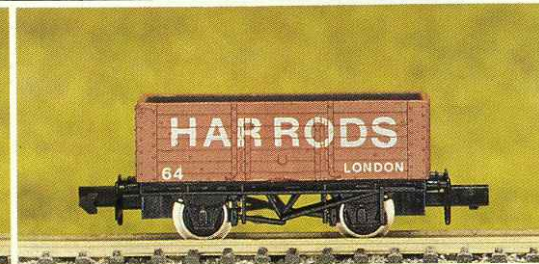
2131. GENERAL REFRACTORIES. 7 Plank Wagon.



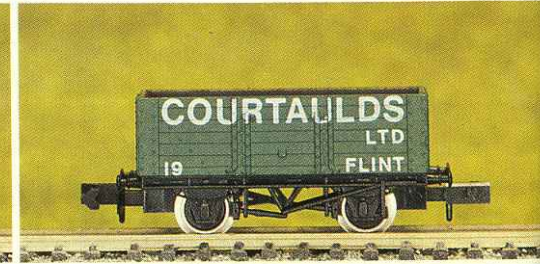
2128. ALLOA. 7 Plank Wagon.



2129. EBBW Vale. 7 Plank Wagon.



2130. HARRODS. 7 Plank Wagon.



2132. COURTAULDS. 7 Plank Wagon.





GREAT  
WESTERN  
LIMITED

4930



# 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.

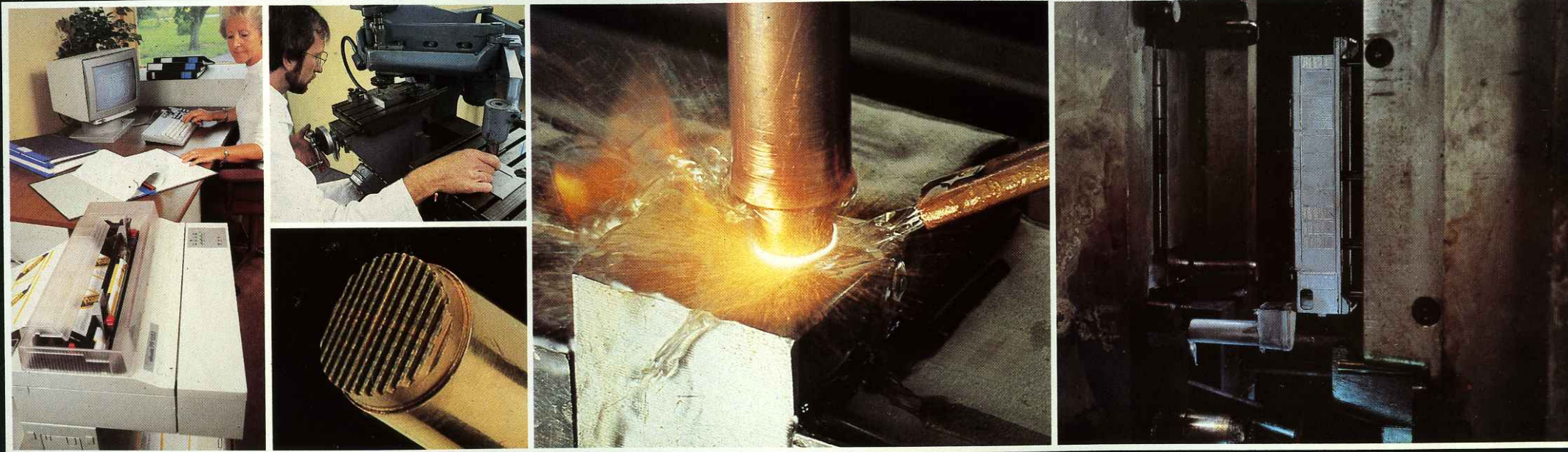
For Graham Farish, it has meant more than 30 years creating model railways. A generation of peerless expertise that can be seen in each of the 200 and more models in their 'N' gauge range.

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 £20,000 may well be spent on the development of a single Class 47 motorised chassis. The body of even a standard locomotive can easily cost in the region of £10,000. 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.

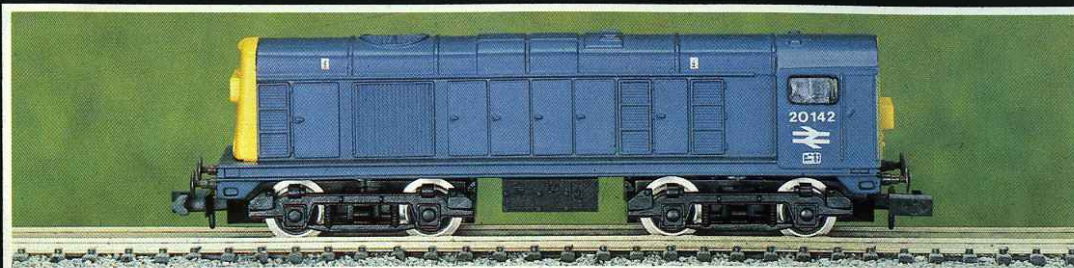
Within the next second, ten thousand sparks will have passed across the tiny gap, and minute globules of molten metal will be swept away as a mirror image of the engraved electrode is etched in almost perfect detail.

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.



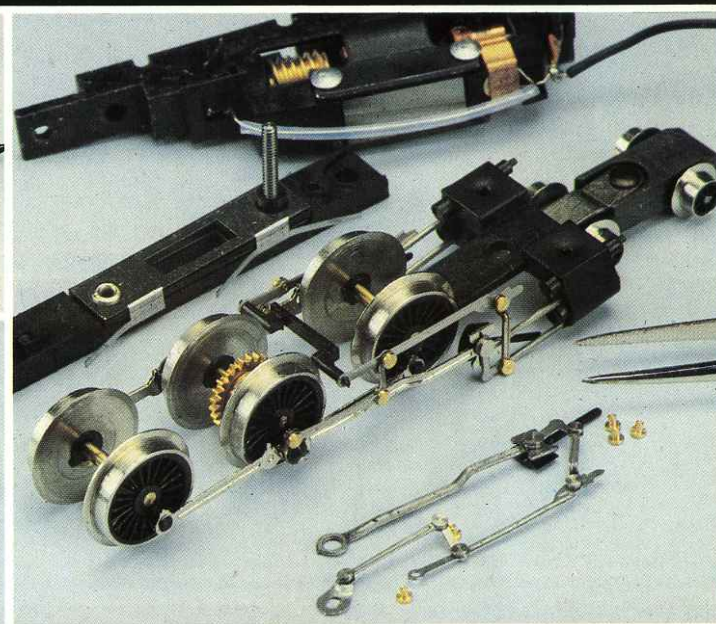
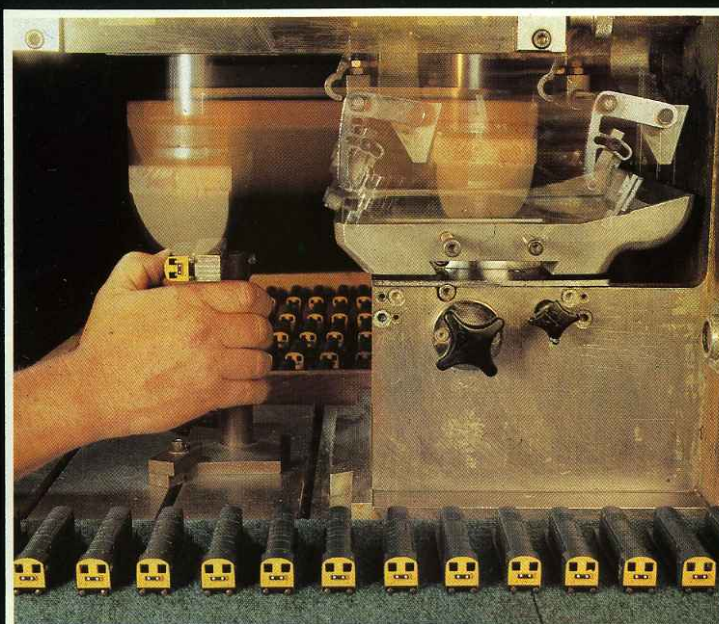
# British Rail



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 motorised chassis, 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.

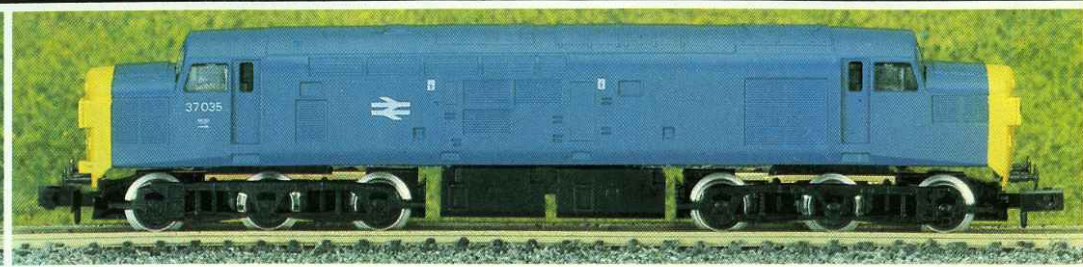
Last but not least is some of our most complex and delicate work – valve gear assembly, in which the smallest rivet is the size of a pinhead, but the requirement for accuracy and reliability is as great as ever.

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.

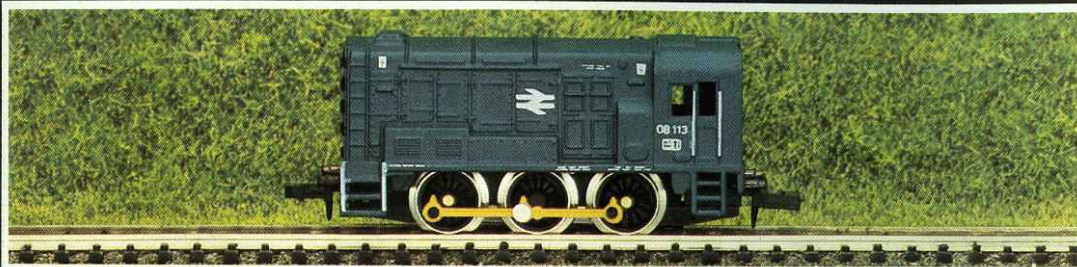




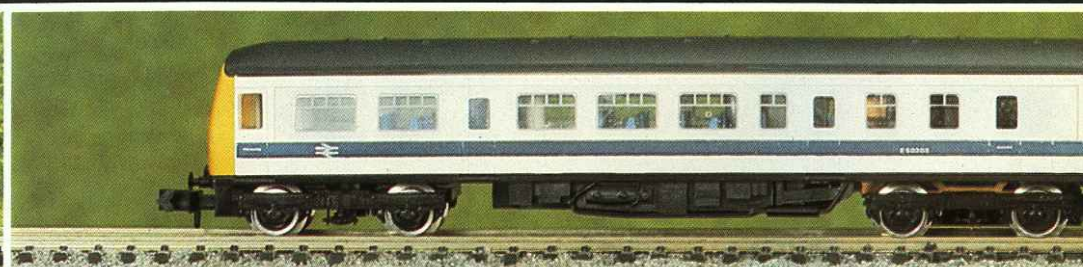
8005. BR Class 47 Diesel Locomotive.



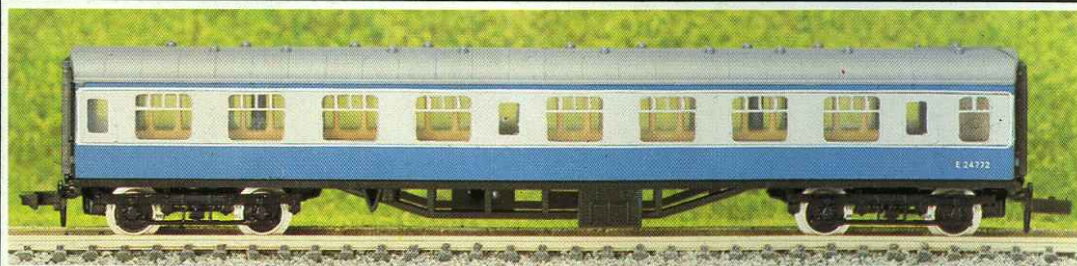
8015. BR Class 37 Diesel Locomotive.



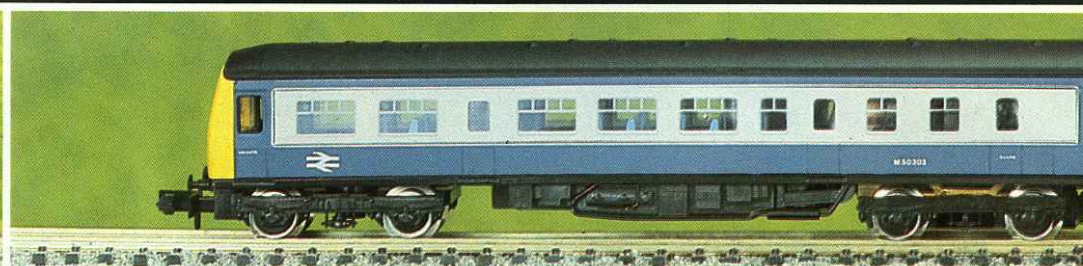
1007. BR 08 Class Diesel Locomotive.



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.

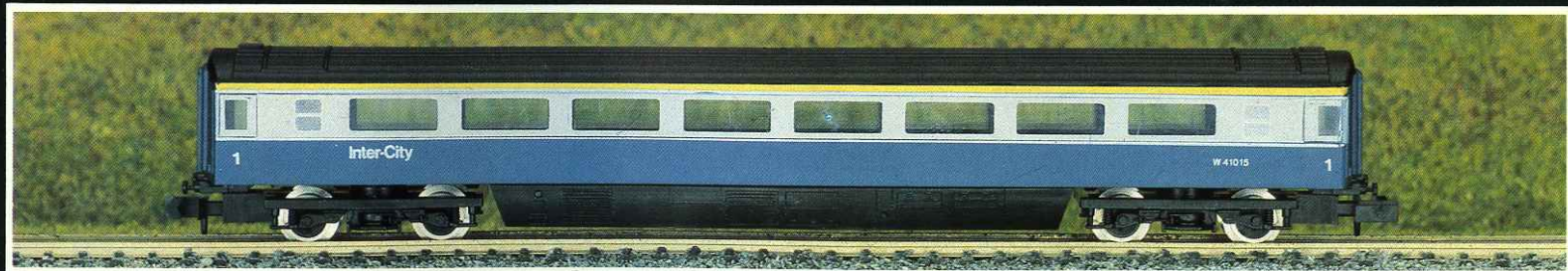
For Graham Farish, the changes of the last twenty years have provided a marvellous opportunity to bring further variety and interest to the world of 'N' gauge.

Take a look through these 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.

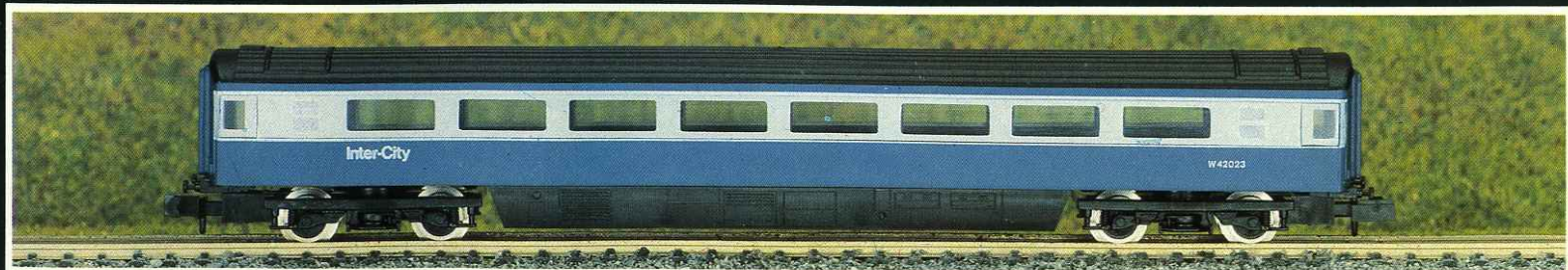
While these new express services may capture the headlines, the backbone of BR is in the branch line – the suburban and commuter routes where almost 5,000 diesel multiple units have seen service since their introduction in the middle fifties. The Class 101 may not be the most glamorous of locos, but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



**8125. HST 125 Set (Front Unit motorised, 1xMk 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.



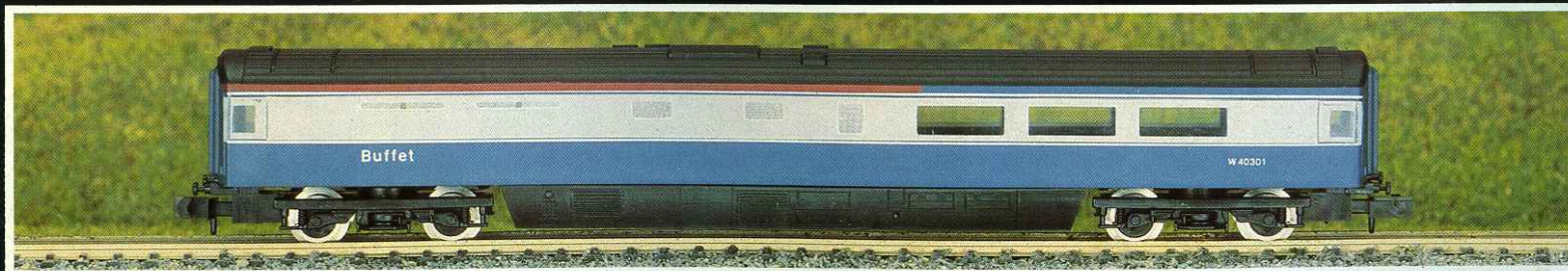
Of comparable importance to the DMU in the recent history of BR is the Class 47 Diesel, whose power and reliability makes it equally at home with a 95 mph passenger train or the heaviest of goods loads. It was this day-to-day freight work which also took the Class 20 Diesel to such a variety of locations, 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.

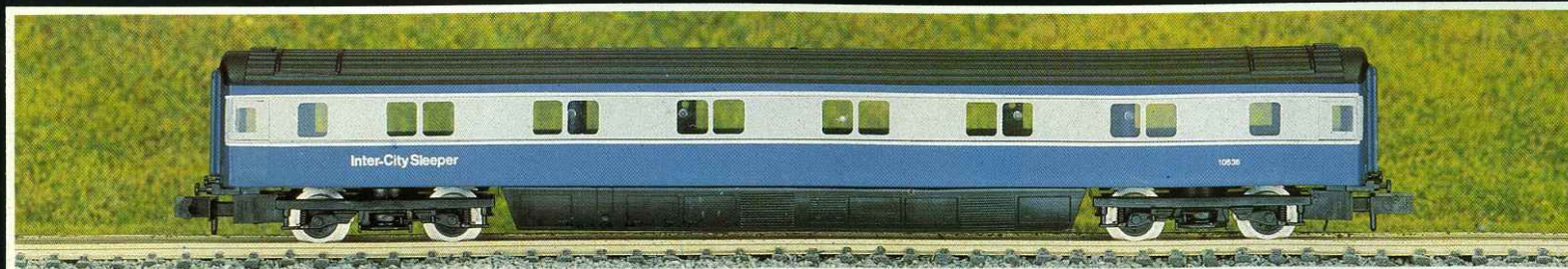
You can judge for yourself, because the photographs in this brochure show the models as close to their actual size as is possible.\* So it's easy to see why they've won such enthusiastic praise.

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.



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



0765. BR Mk IIIa 75ft Sleeper Coach.

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



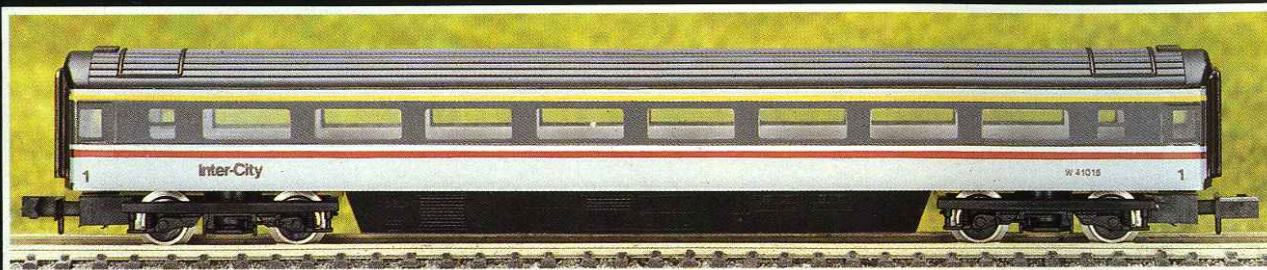
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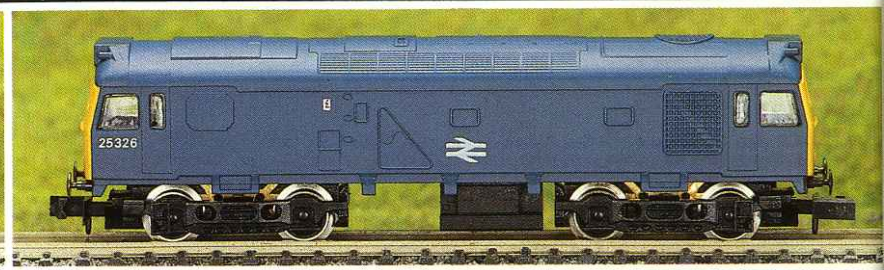
If you'd like to add an extra touch of modern high-speed class to your layout, can you imagine a more stylish way to achieve it than with these superb smooth-running Graham Farish models of BR's sleek grey and red 'Executive' HST. Mind you, it's just as easy to cater for all those regular inter-city services too – with a quartet of Mk I Buffet Coaches in a choice of liveries.



8126. HST 125 Set. Executive Livery.



0706. BR Mk III (TS). 0726. BR Mk III (TF). 0746. BR Mk III (TRUB). 75ft Bogie Coaches in Executive Livery.



8305. BR Class 25 Diesel Locomotive.



0755. BR Mk I (RMB) 63ft Buffet Coach.



0754. BR Mk I (RMB) 63ft Buffet Coach.



0753. SR Mk I (RMB) 63ft Buffet Coach.



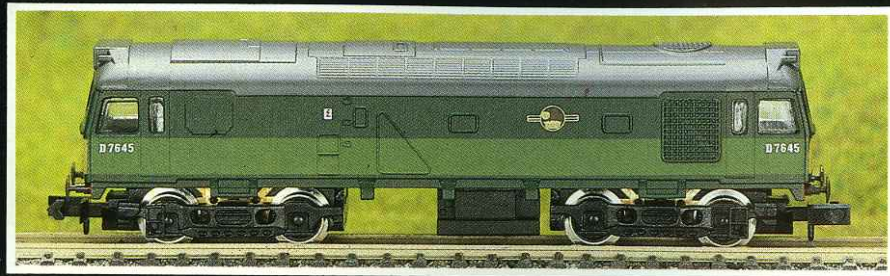
0751. MR Mk I (RMB) 63ft Buffet Coach.



# Modern Image



Dependable diesels such as the Class 25 and Class 50 have been an essential part of BR's recent history. And these robust Graham Farish models are equally essential to any hard-working layout.



8304. BR Class 25 Diesel Locomotive.



8404. BR Class 50 Diesel Locomotive.

8405. BR Class 50 Diesel Locomotive.

8406. BR Class 50 Diesel Locomotive.

Original painting by M. Turner. Reproduced by kind permission of Rail Enthusiast Magazine.

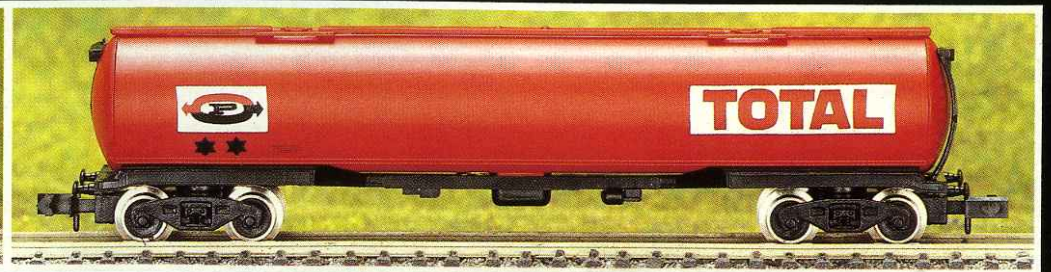


3605. 63ft Bogie Wagons with 20ft Containers.

Look at any modern terminal and it's easy to see how containerisation has transformed the way freight is handled. Naturally, Graham Farish help you keep up with the changes – complete units with a constantly varying choice of containers; individual containers, either printed or unprinted; even a 100 ton tanker. Trust Graham Farish to deliver the goods yet again.



3616. 63ft Bogie Wagons with 30ft Containers.



3799. 100 Ton Tanker Wagons (Selection of 3 per box).



As any modeller who concentrates on the more recent history of BR will tell you, nothing more truly reflects the changing face of our national rail system than the Modern Image replicas which are produced by Graham Farish.

For instance, on these two pages alone, you'll see a range of coaches and locomotives which typify more than two decades of BR's contemporary development.

There's the unmistakable Class 50 diesel, the massively rugged loco that was introduced back in 1967 and has since seen service on almost every region of the country.

On this page you'll see 'Sir Edward Elgar' – which along with 'Temeraire' and 'Vanguard' forms a trio of sturdy replicas that you can work almost as long and hard as the originals themselves. Or how about taking your pick from another trio of famous locos bearing equally famous names.

We mean the thundering Deltics, of course – the incredible Class 55 diesels whose staggering power and performance transformed the Kings Cross – Edinburgh express routes and made their Eastern Region operators the envy of all.

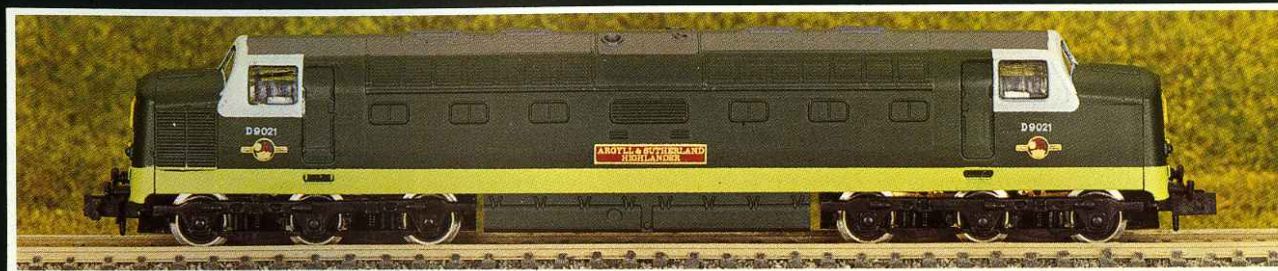
There's 'Alycidon', one of the eight Finsbury Park Deltics to be named after classic-winning racehorses; next comes 'Argyll & Sutherland Highlander', the penultimate Class 55 to be introduced in 1962; and finally, there's 'Black Watch', another of these legendary locos which could boast in excess of two million miles tireless service by the time it was withdrawn.

Probably the best way to put them through their paces is to assemble a mainline passenger express with the superb Graham Farish models of the distinctive Mk II coaches. Just link up the First Class and Tourist Second Class open coaches and you immediately have a train that's tailor-made for the job. Which is exactly what they were back in the early seventies, when they first introduced rail travellers to a new standard of high speed, air-conditioned comfort. Not that your choice of rolling stock ends there, of course. Far from it, in fact. Because we've another half dozen coaches and vans to add to the variety – with four different versions of BR's standard luggage vehicle, the 57ft gangwayed brake coach, and two further modifications specially designed for newspaper packing and express parcels. Quite an embarrassment of riches.

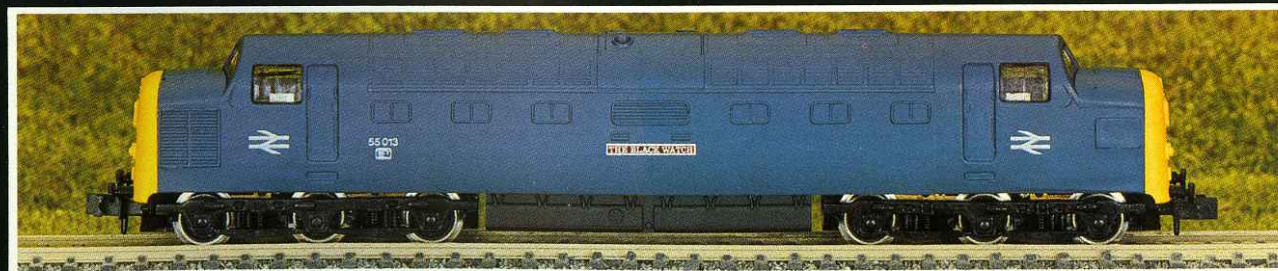
But then that's no more than people have come to expect from Graham Farish. Models that give them the opportunity to interpret the history and heritage of the railway in their own particular way. And which allow them to build a layout with as much character and individuality as the real thing.



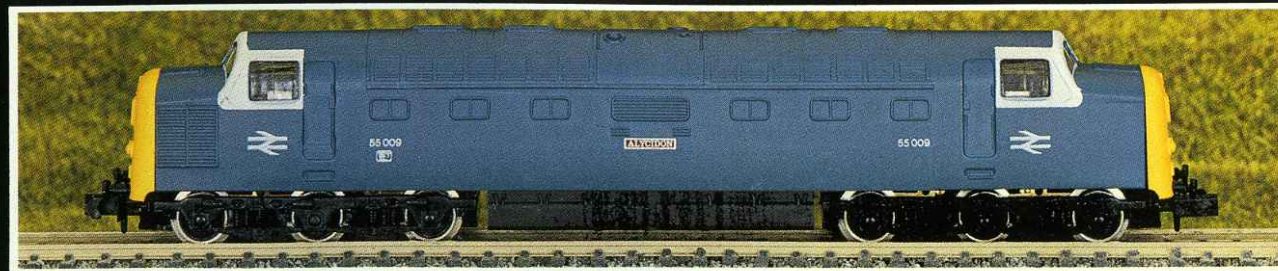
8406. BR Class 50 Diesel Locomotive.



8414. BR Class 55 Diesel Locomotive.



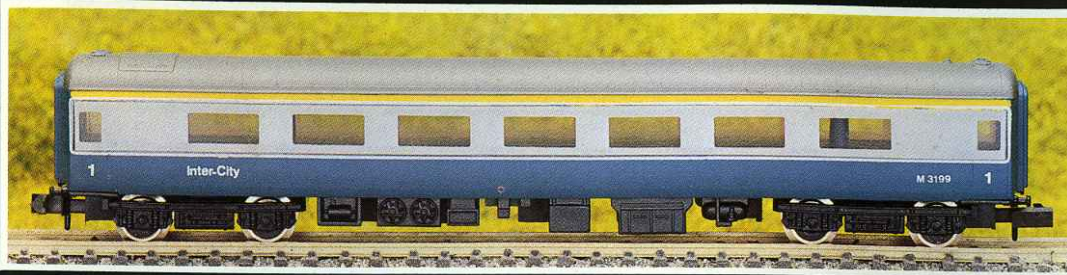
8415. BR Class 55 Diesel Locomotive.



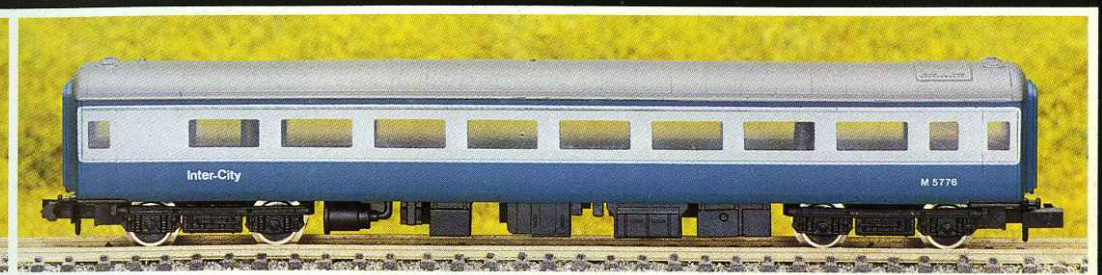
8416. BR Class 55 Diesel Locomotive.



# Modern Image



0815. BR MkIID First Open (FO) 65ft Bogie Coach.\*



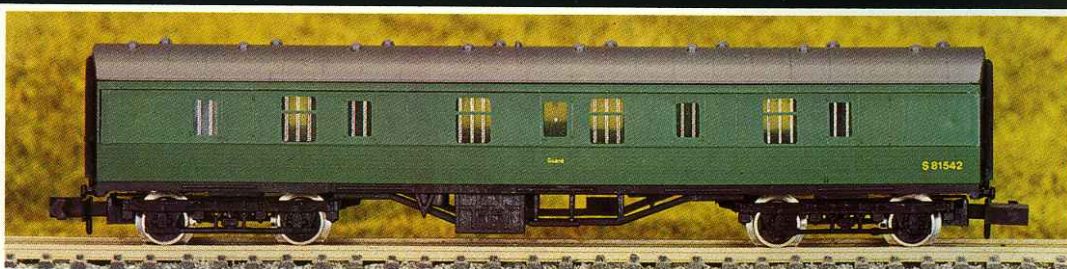
0805. BR MkIIE Tourist Second Open (TSO) 65ft Bogie Coach.\*



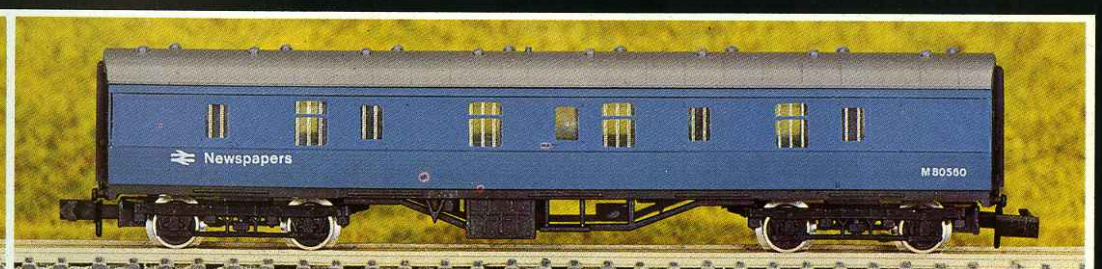
0771. MR MkI Brake Gangwayed (BG) 57ft Bogie Coach.



0776. BR MkI Brake Gangwayed (BG) 57ft Bogie Coach.



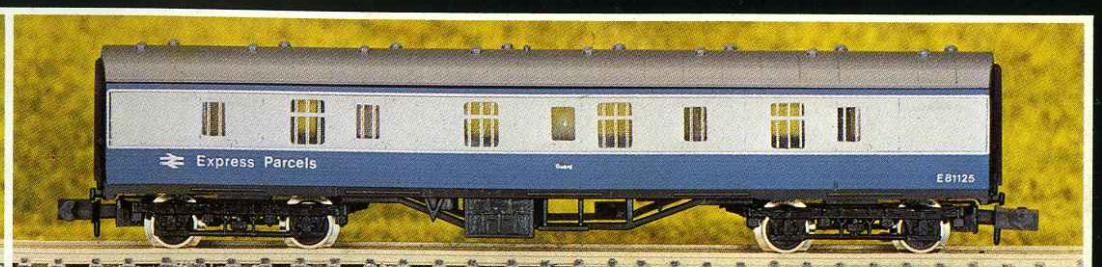
0773. SR Brake Gangwayed (BG) 57ft Bogie Coach.



0777. BR 57ft Newspaper packing Bogie Van.

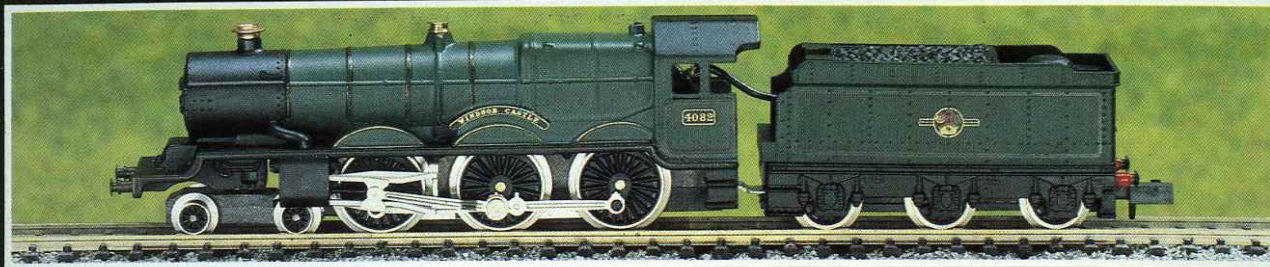


0775. BR MkI Brake Gangwayed (BG) 57ft Bogie Coach.

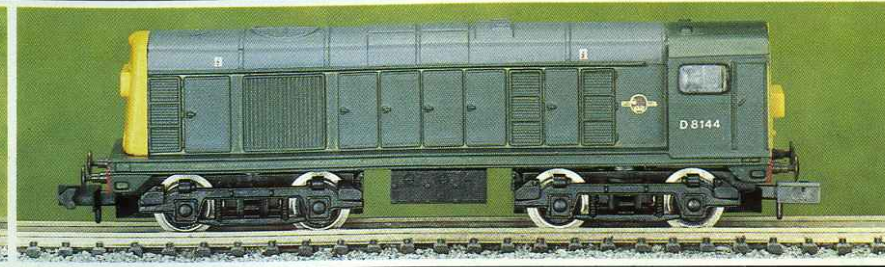


0778. BR 57ft Express Parcels Bogie Van.

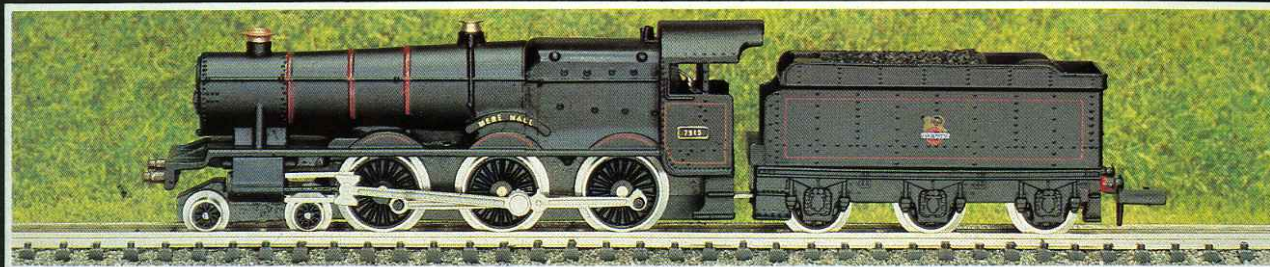




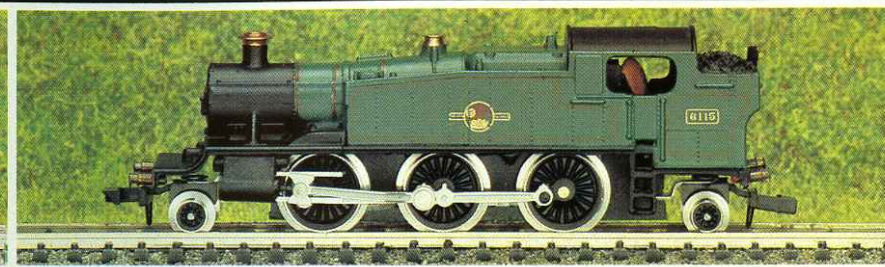
1445. BR Castle Class Mainline Tender Locomotive.



8204. BR Class 20 Diesel Locomotive.



1405. BR Hall Class Mainline Tender Locomotive.



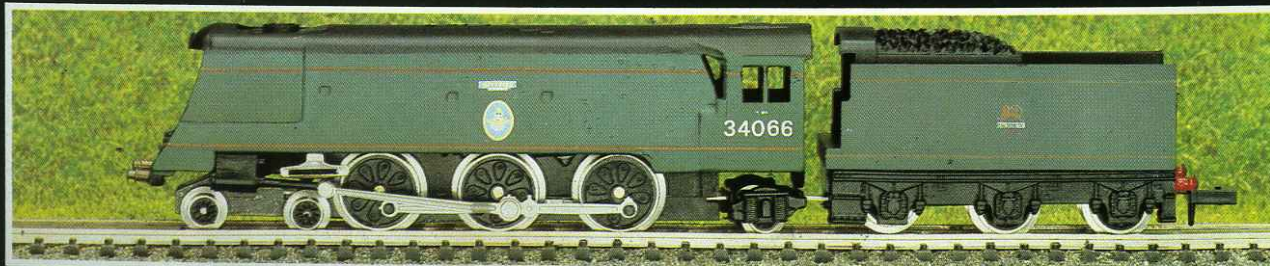
1605. BR Prairie Tank Locomotive.



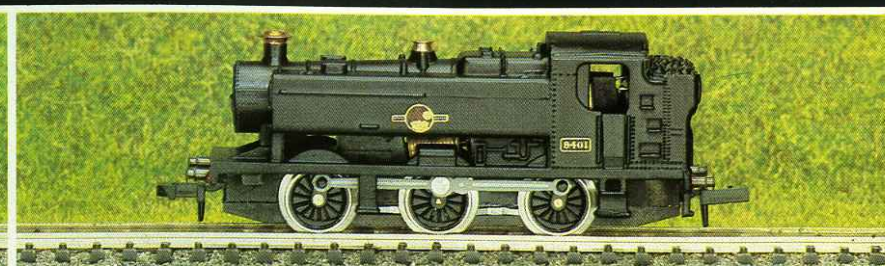
1507. BR Merchant Navy Class Mainline Tender Locomotive.



1606. BR Prairie Tank Locomotive.



1505. BR Battle of Britain Class Mainline Tender Locomotive.



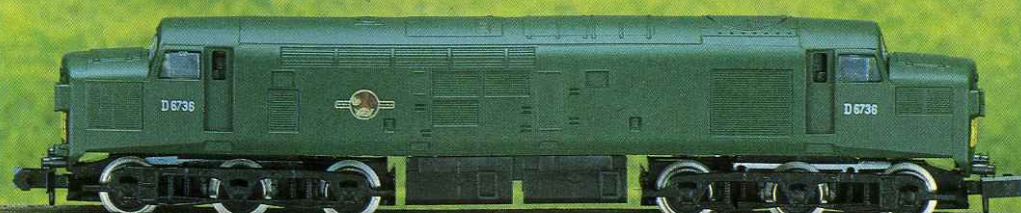
1105. BR Pannier Tank Locomotive.



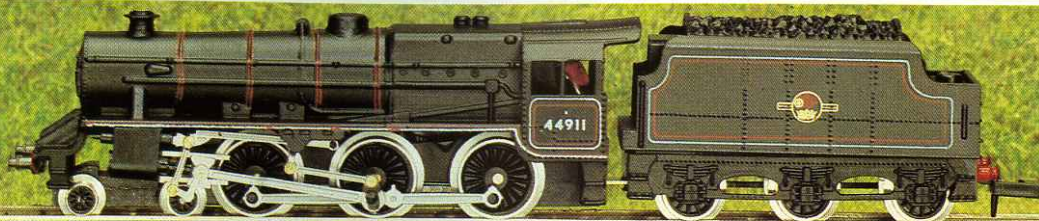
# British Railways



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.



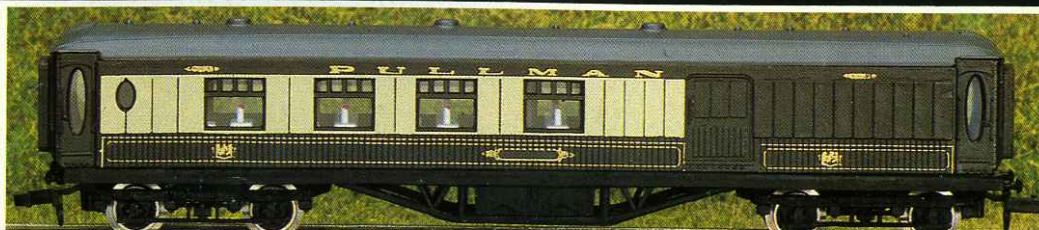
1205. BR 4P Class Tender Locomotive.



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.



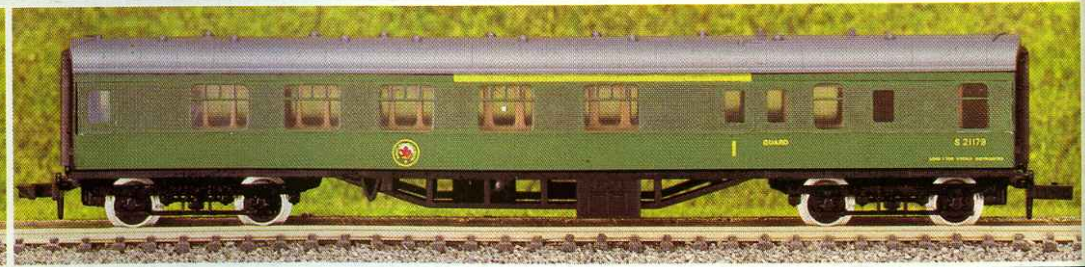
0684. WR Mk 1 Corridor Second (SK) 63ft Bogie Coach.\*



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.\*



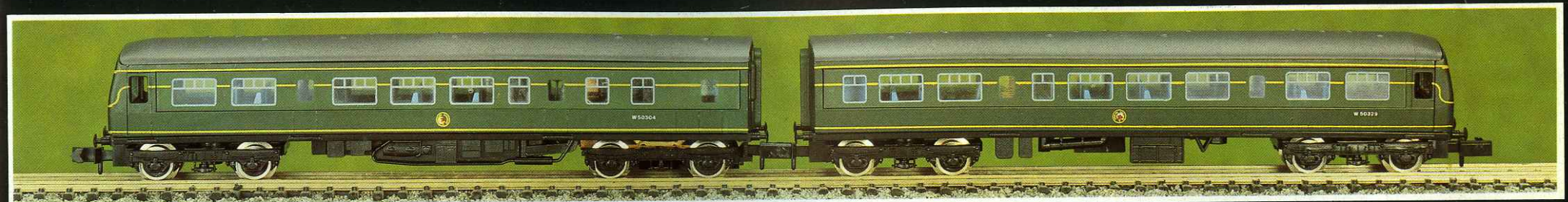
0681. MR Mk 1 Corridor Second (SK) 63ft Bogie Coach.\*



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



# British Railways



8133. BR 101 Class DMU 2 car set.



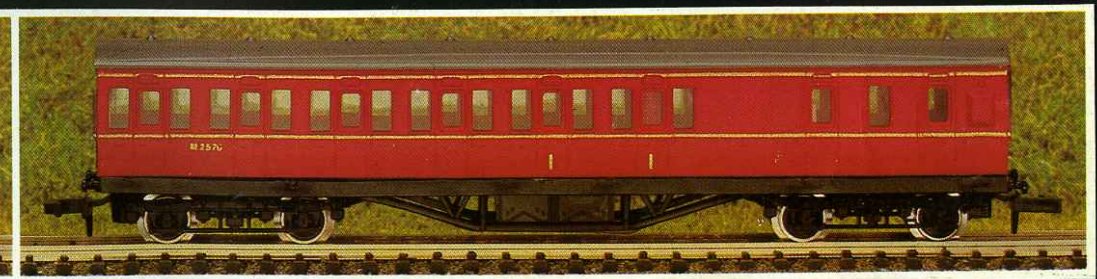
0686. BR Mk 1 (SK) 63ft Bogie Coach.\*



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



0605. BR 57ft Suburban Coach.



0615. BR 57ft Suburban Brake End Coach.



# LMS and British Railways Duchess Class Locomotive



1811. LMS Duchess Class Mainline Tender Locomotive.



1814. BR Duchess Class Mainline Tender Locomotive.



1816. BR Duchess Class Mainline Tender Locomotive.



1817. BR Duchess Class Mainline Tender Locomotive.

As 'N' gauge enthusiasts are already well aware, Graham Farish are constantly looking at ways in which their renowned range of models can be improved still further.

So it certainly didn't come as too much of a surprise when back in 1984, a newly developed 5-pole motor was unveiled. Since then, every loco that's left the factory has been fitted with this power unit and modellers everywhere have been impressed by its excellent performance and reliability.

But then, isn't that sort of commitment to the progress of 'N' gauge exactly what sets Graham Farish apart.

- 5-pole motors mean lower power consumption, lower working temperatures, increased reliability and performance.
- 5-pole motors mean improved control at slower speeds – essential for shunting yards or busy junctions.
- 5-pole motors mean you can take advantage of the efficiency of 1/2-wave power.



To see the difference 5-pole power can make, you have only to take a look at any of the Graham Farish Duchesses in action – four superb replicas of Stanier's famous 4-6-2 that was such a majestic spectacle whether at rest or in full flight.

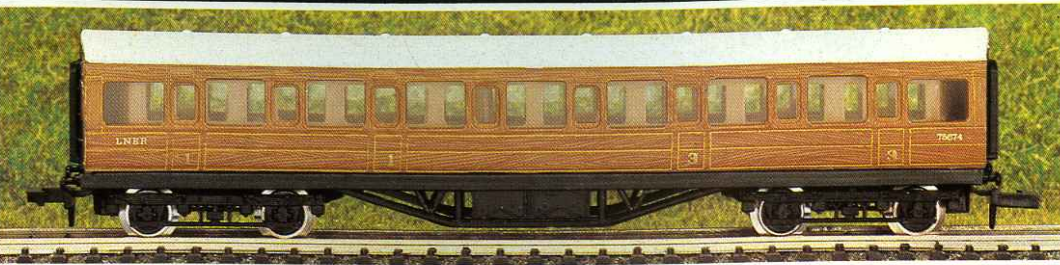
Just imagine this legendary loco at the head of the Royal Scot effortlessly pulling upwards of 15 coaches or steaming with 600 tons of train along Shap Bank. It was sheer, magnificent power that few other passenger locos have ever matched. And who, for that matter, can match the precision or character of these Graham Farish models – with diecast bodies and chassis, finely detailed valve gears and pistons, and pick-ups on the driving wheels and tender.

There's 'Queen Elizabeth', one of the first to be built in 1937; 'Duchess of Hamilton', now preserved at the National Railway Museum; 'City of Glasgow', sole survivor of the notorious Harrow accident in 1952; and 'King George VI', one of the last of the class to be taken out of service.

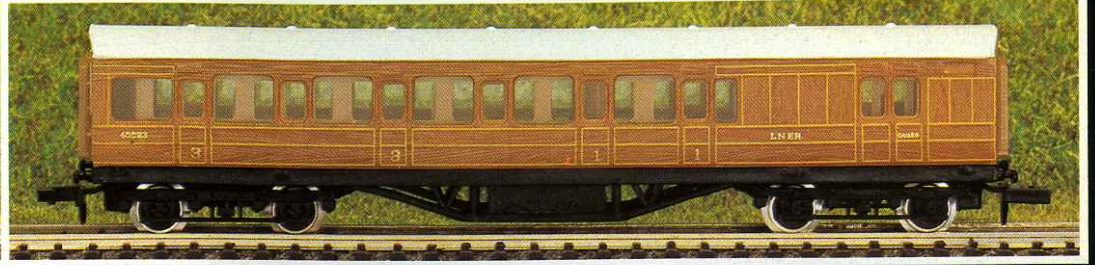
Meanwhile, over at the LNER, Sir Nigel Gresley was hard at work. Not just on the record-breaking 'Mallard', but also on the varnished teak coaches which you can see on the opposite page – and which Graham Farish have reproduced in all their elegant glory.



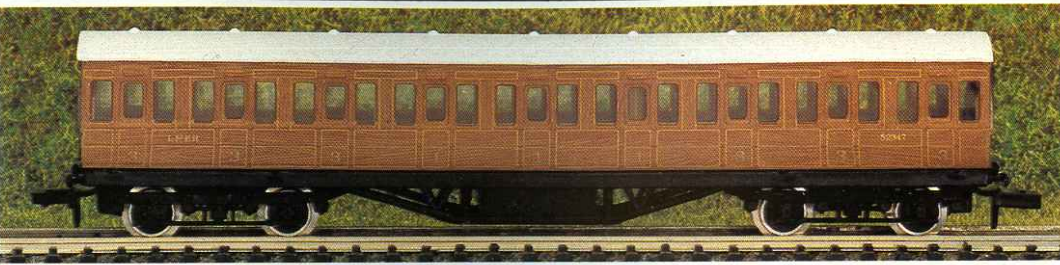
# London and North Eastern Railway



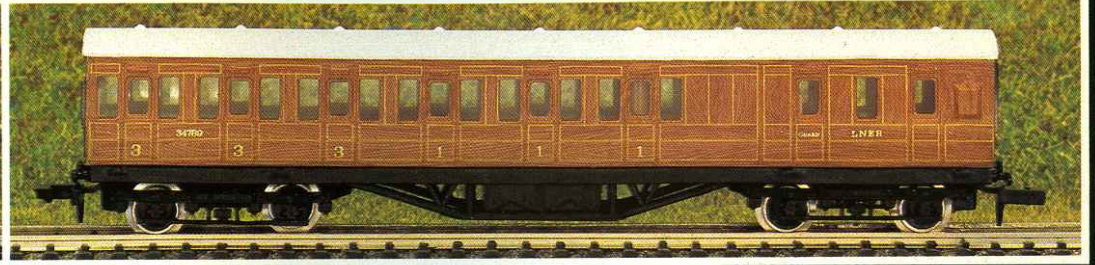
0622. LNER 57ft Mainline Corridor Coach.



0632. LNER 57ft Mainline Brake End Coach.



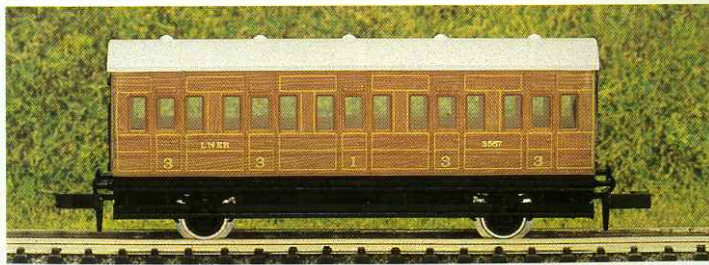
0602. LNER 57ft Suburban Coach.



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.

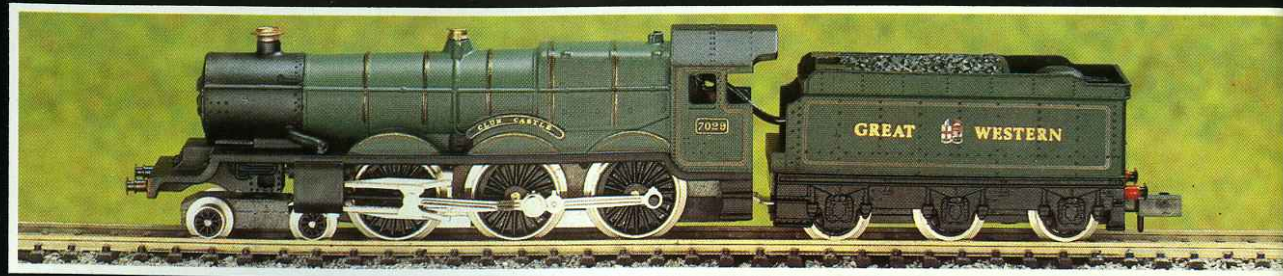


# GRAHAM FARISH

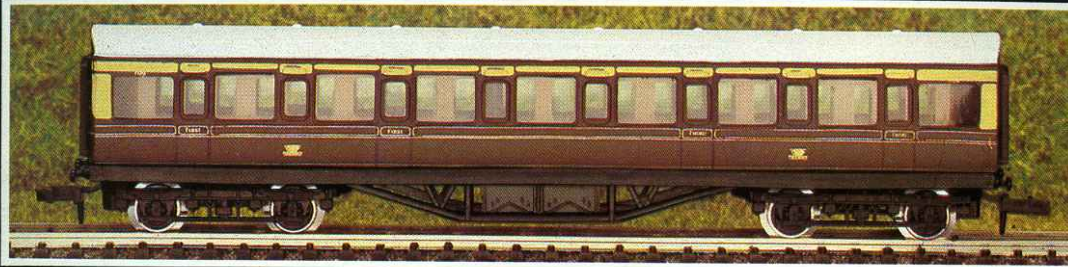
*Masterpieces in Miniature*

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.

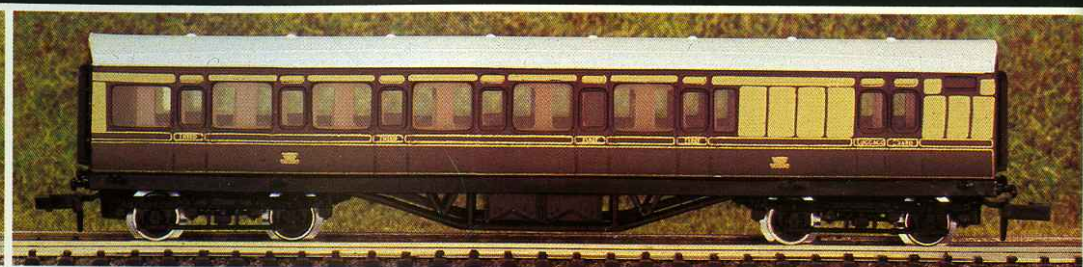
Its ornate livery of green and polished brass graced the pathfinders of loco design. Locomotives like Collett's 4-6-0 Castle Class, the mainstay of GWR express services, with its blend of majestic power and smooth running; and the 4-6-0 Hall Class, the type of hard-working, general-purpose engine that 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.



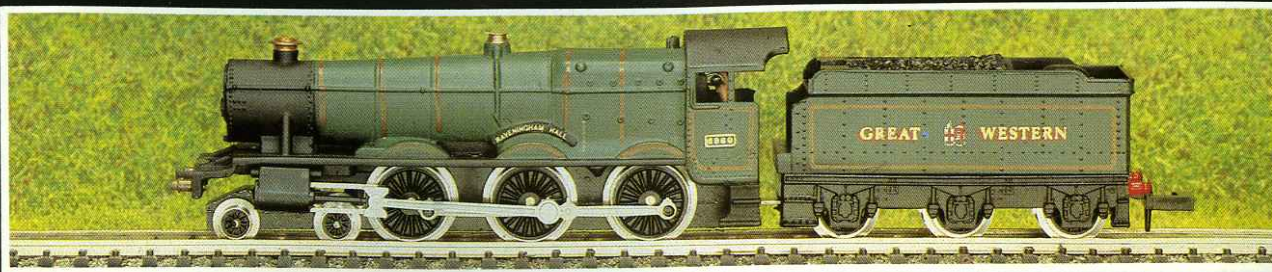
2204. GWR Mineral Wagon.



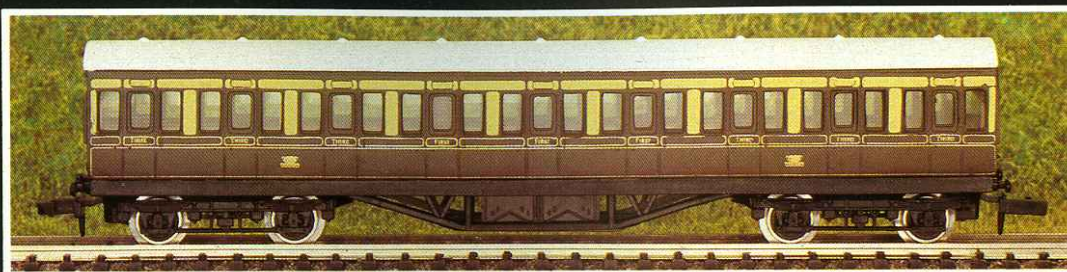
# Great Western Railway

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.

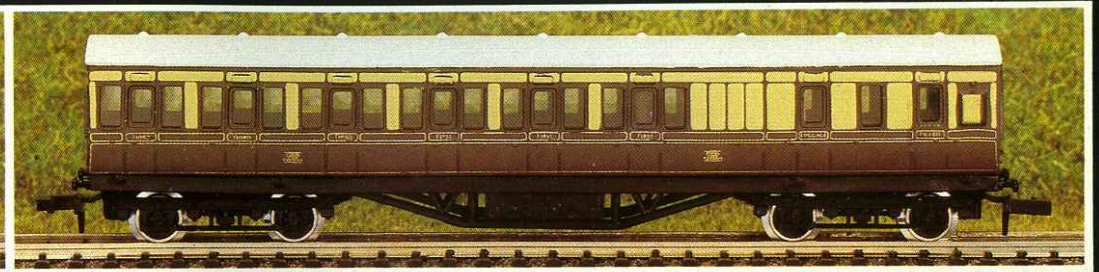
Perhaps more than any other company, GWR came to stand for all the very best in railways. Certainly, they've now given Graham Farish the chance to model some of the most impressive and delightful locos and coaches there have ever been.



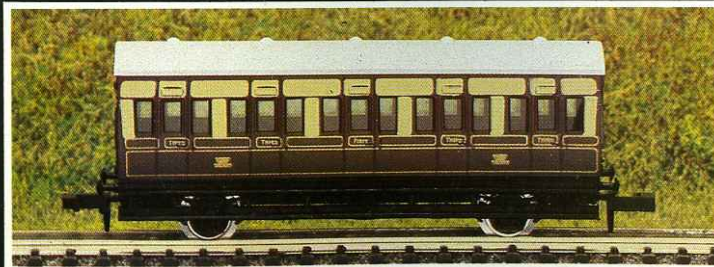
1404. GWR Hall Class Mainline Tender Locomotive.



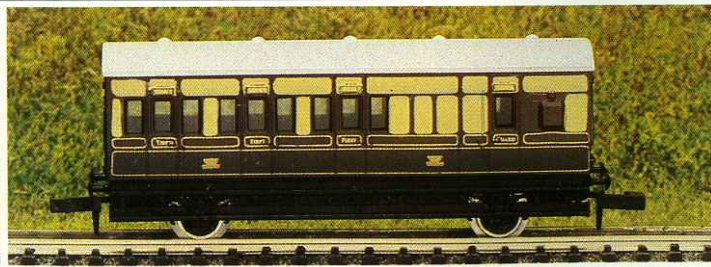
0604. GWR 57ft Suburban Coach.



0614. GWR 57ft Suburban Brake End Coach.



0664. GWR 4 wheel Coach. ★



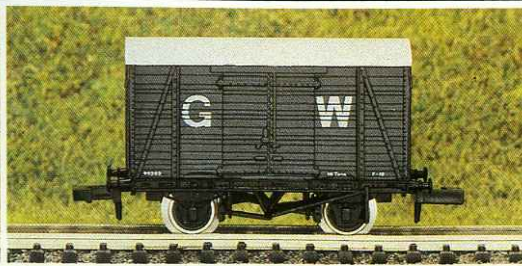
0674. GWR 4 wheel Brake End Coach. ★



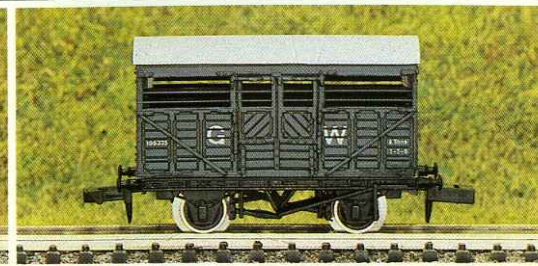
3211. GWR Loco Bogie Wagon.



2304. GWR Single Vent Van.



2404. GWR Twin Vent Van.



2604. GWR Cattle Van.



3104. GWR Brake Van.



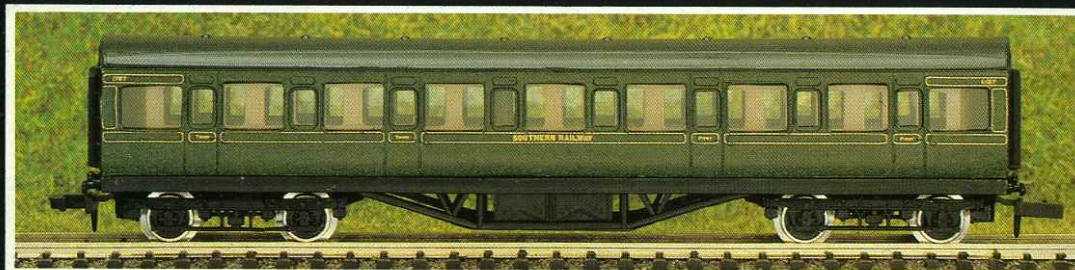
# Southern Railway

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.

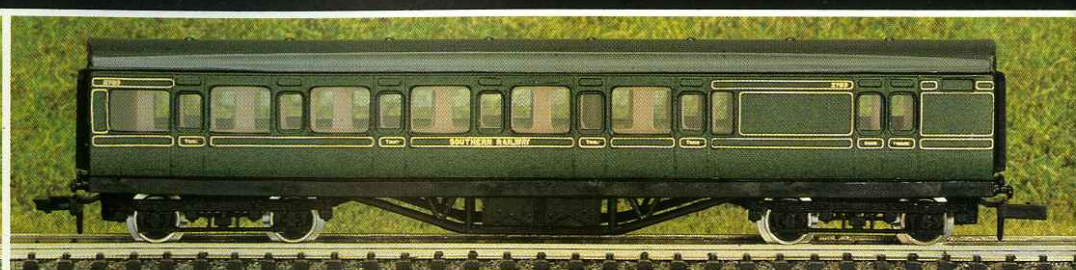
Not that Graham Farish have forgotten the freight side of the operation. Just look at the models of vans and wagons and you'll soon see that.



1503. SR Merchant Navy Class Mainline Tender Locomotive.



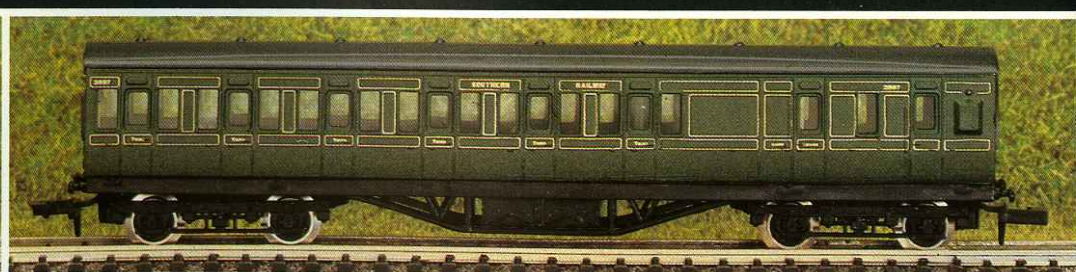
0623. SR 57ft Mainline Corridor Coach.



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.



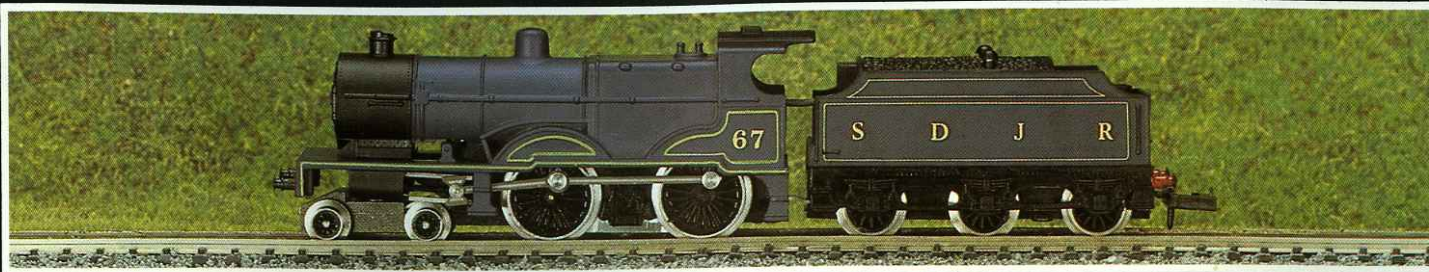
2003. SR 5 Plank Wagon.



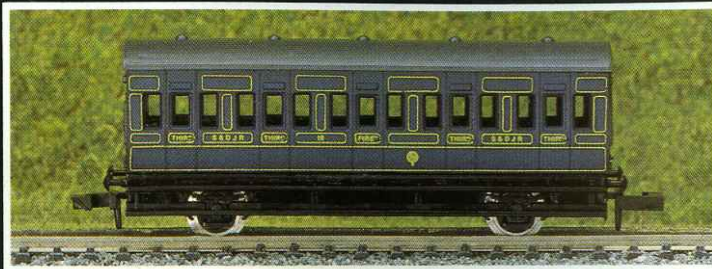
2103. SR 7 Plank Wagon.



# Somerset and Dorset Joint Railway



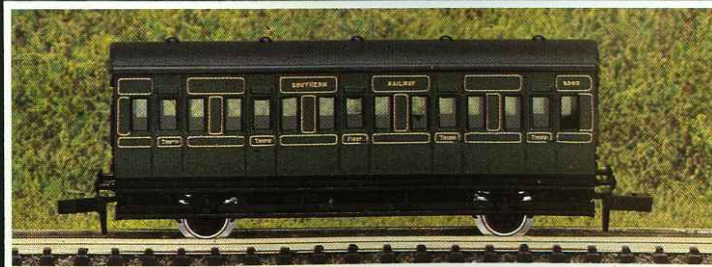
1207. S & DJR 4P Class Tender Locomotive. ★



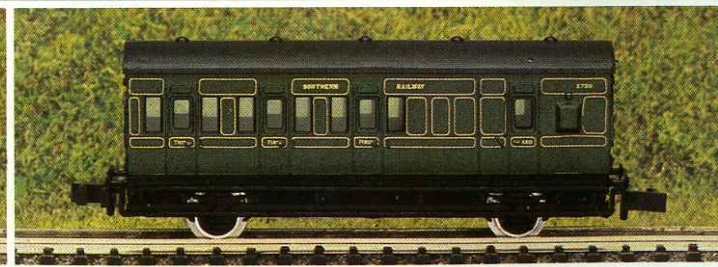
0667. S & DJR 4 wheel Coach. ★



0677. S & DJR 4 wheel Brake End Coach. ★



0663. SR 4 wheel Coach. ★



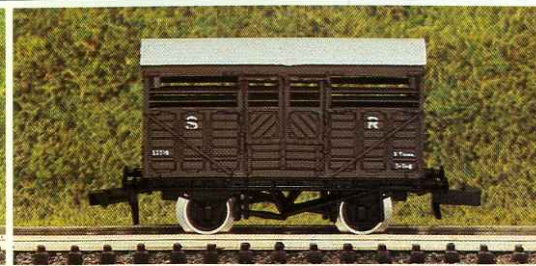
0673. SR 4 wheel Brake End Coach. ★



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.

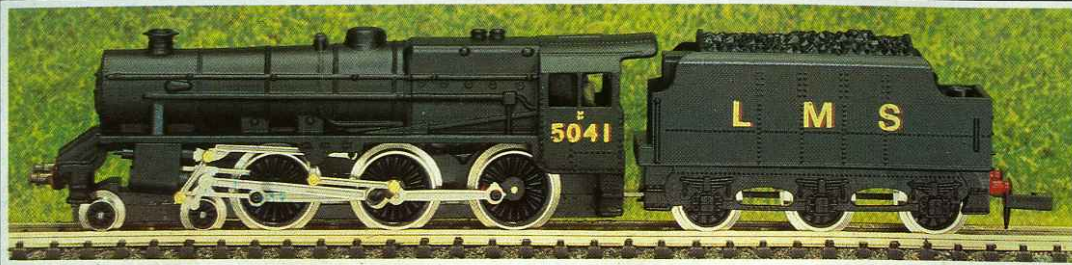
It was a bustling, hard-working line which contributed much to the railways of this country. Indeed, some of the most successful steam locos began life here. Like Stannier's immortal Black Five, introduced in 1934 and destined to be the most widely used mainline steam loco in Britain.

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

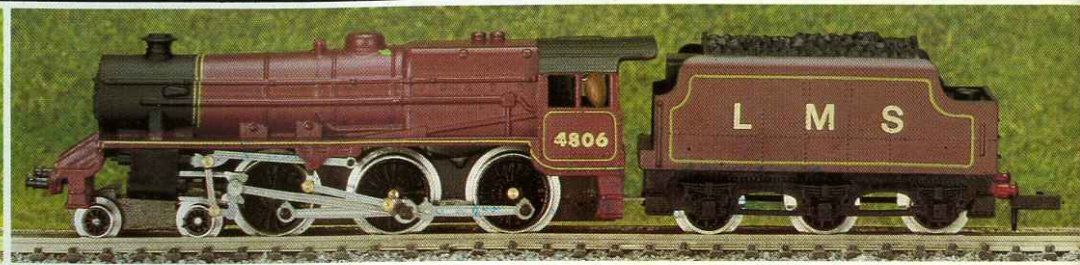


# GRAHAM FARISH

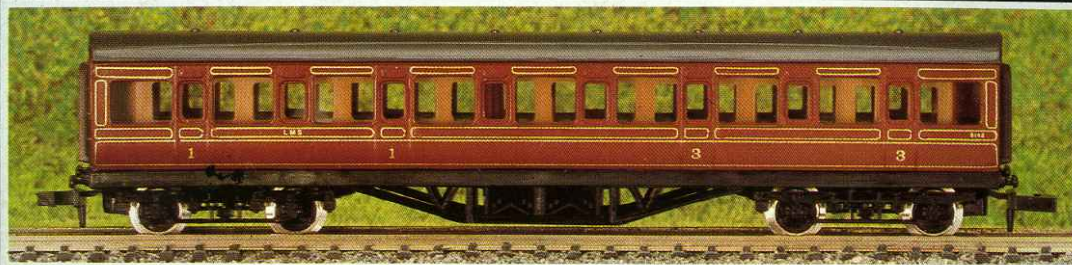
*Masterpieces in Miniature*



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.



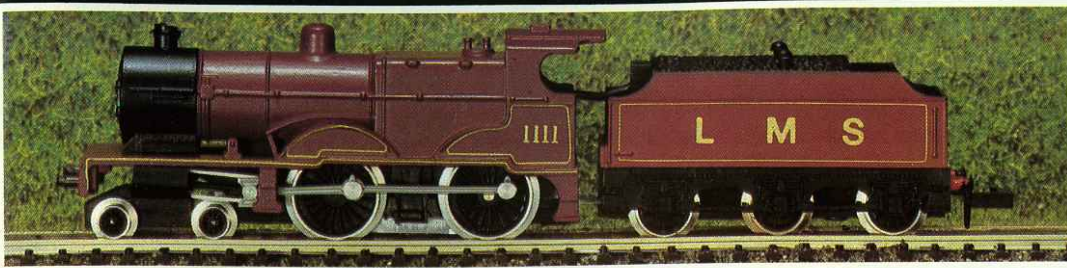
2101. LMS 7 Plank Wagon.



2201. LMS Mineral Wagon.



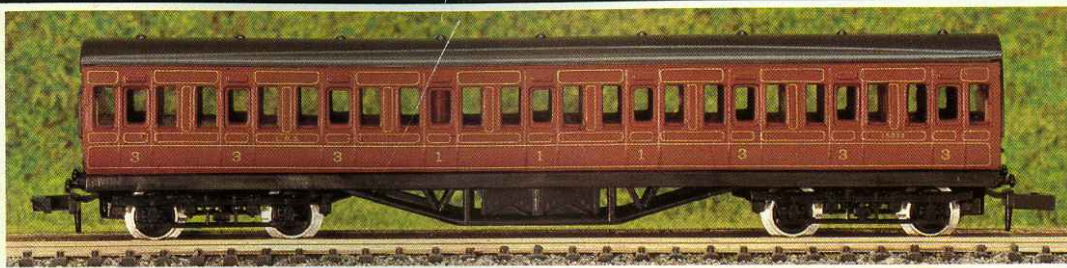
# London Midland and Scottish Railways



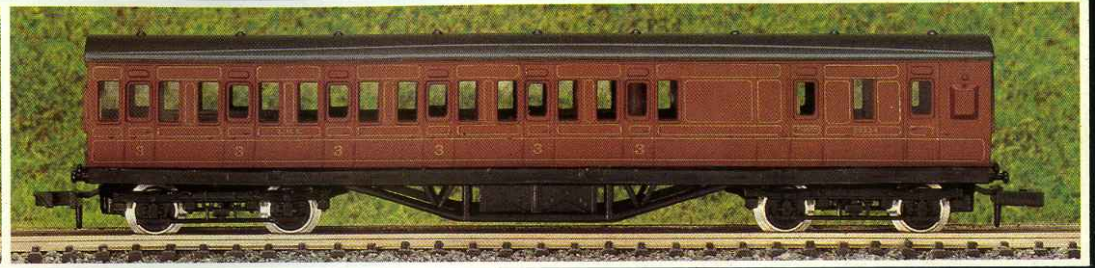
1201. LMS 4P Class Tender Locomotive.



1206. LMS 4P Class Tender Locomotive.



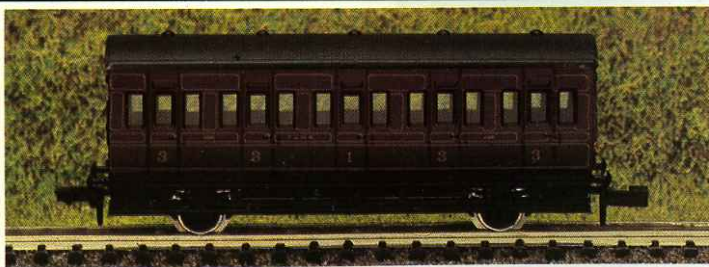
0606. LMS 57ft Suburban Coach.



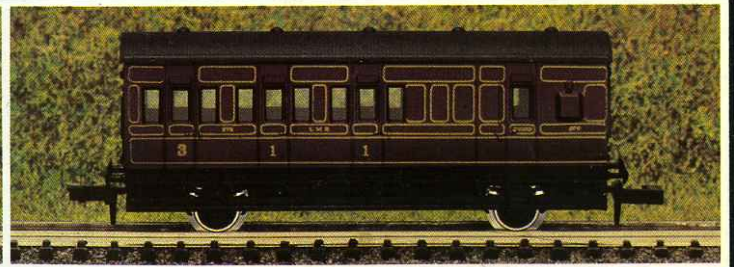
0616. LMS 57ft Suburban Brake End Coach.



1001. LMS 08 Class Diesel Locomotive. ★



0661. LMS 4 wheel Coach. ★



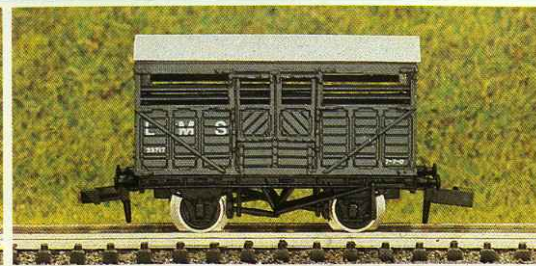
0671. LMS 4 wheel Brake End Coach. ★



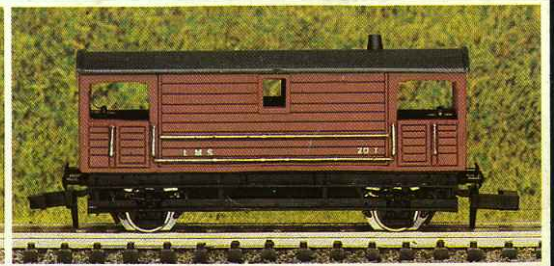
2301. LMS Single Vent Van.



2401. LMS Twin Vent Van.



2601. LMS Cattle Van.

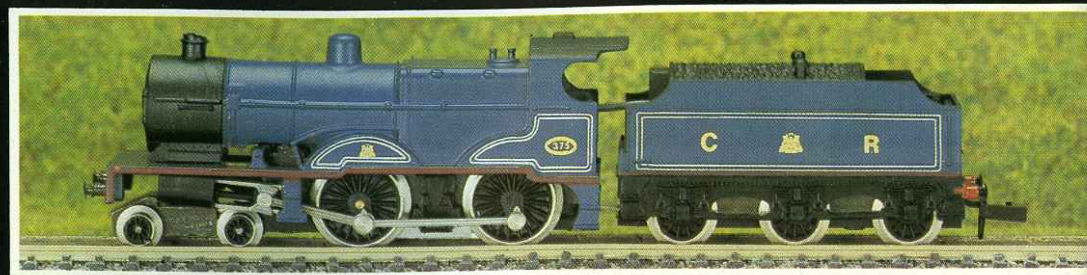


3001. LMS Brake Van.

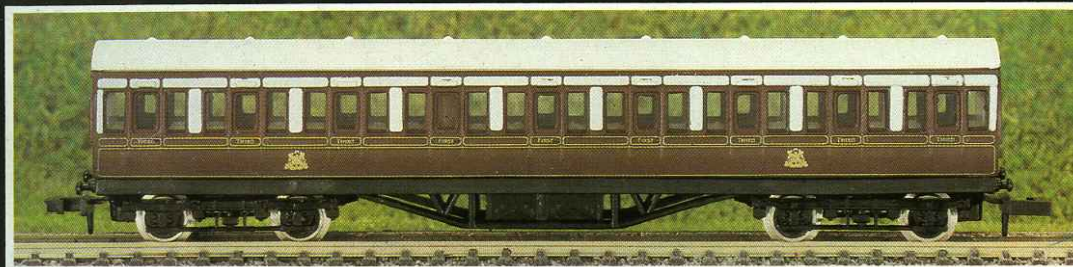


# Caledonian Railway

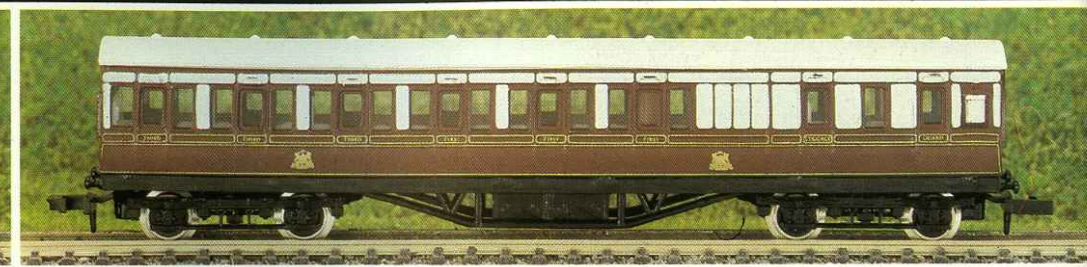
The Caledonian was an aristocrat among railways – a company which chose the Royal Arms of Scotland as its crest and which always endeavoured to bring a certain refinement to its lines. Perhaps now, you can savour that stylish grace on your own layout. With the help of Graham Farish, of course.



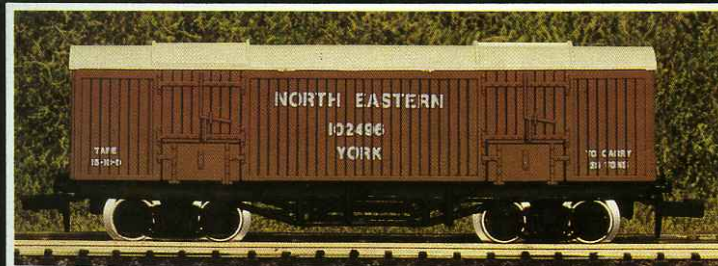
1217. Caledonian 4P Class Tender Locomotive. ★



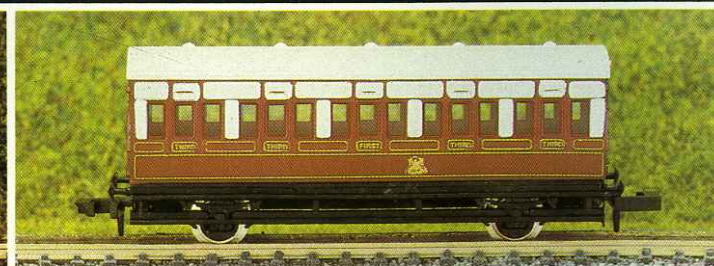
0608. Caledonian 57ft Suburban Coach. ★



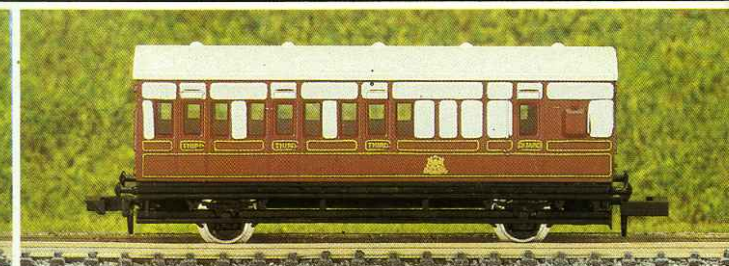
0618. Caledonian 57ft Suburban Brake End Coach. ★



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. ★



# 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.



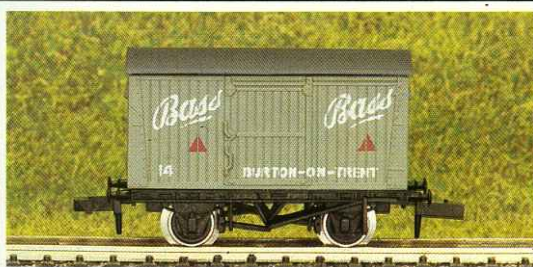
You can put together great long mineral trains of a single owner, or assemble seemingly endless freight trains of different wagons and vans. They will add colour and variety to your layout, and a great deal of interest, with the type of complex industrial operation to which every railway devotes such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



# GRAHAM FARISH

*Masterpieces in Miniature*



2811. BURNDEN. Tank Wagon. ★



2812. CLARE. Tank Wagon. ★



2813. SHELL. Tank Wagon.



2814. ESSO. Tank Wagon.



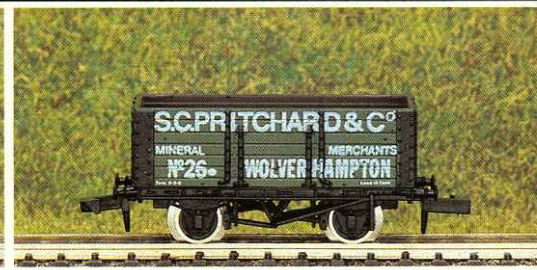
2011. PITT. 5 Plank Wagon.



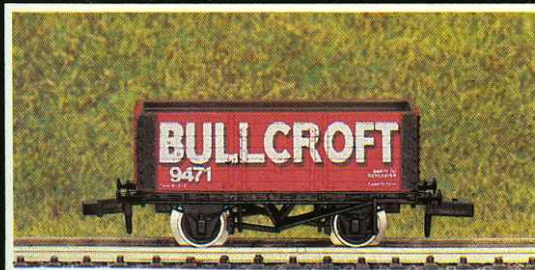
2012. SPIERS. 5 Plank Wagon.



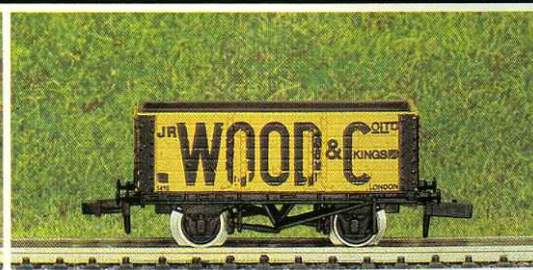
2013. SNOW. 5 Plank Wagon. ★



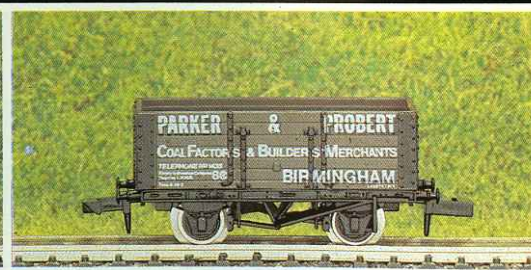
2112. PRITCHARD. 7 Plank Wagon.



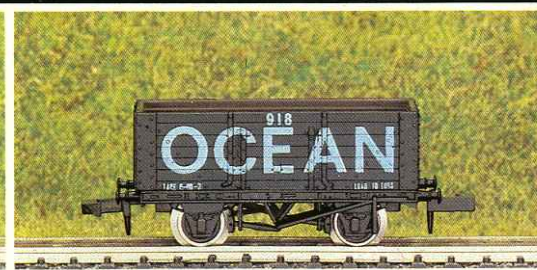
2113. BULLCROFT. 7 Plank Wagon. ★



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. ★



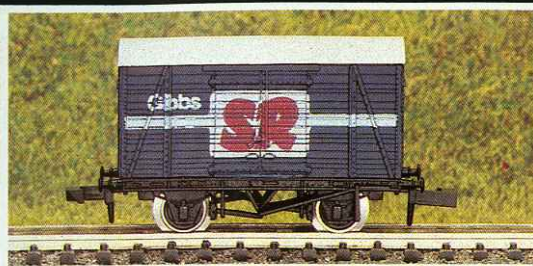
2914. SOUTH WALES. Lime Wagon.



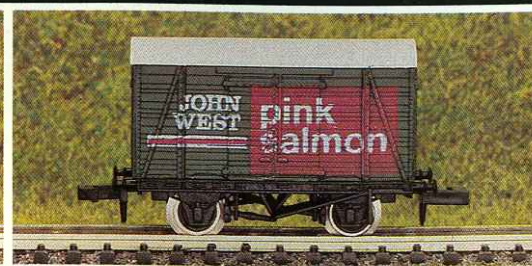
# Private Owner Vans and Wagons



2411. ANGLO. Twin Vent Van. ★



2412. GIBBS. Twin Vent Van. ★



2413. WEST. Twin Vent Van.



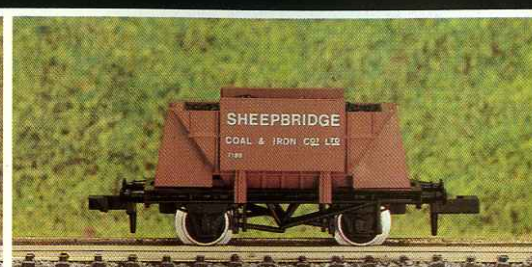
2711. WIDGEON. Horse Box.



3411. IRON ORE. Hopper Wagon.



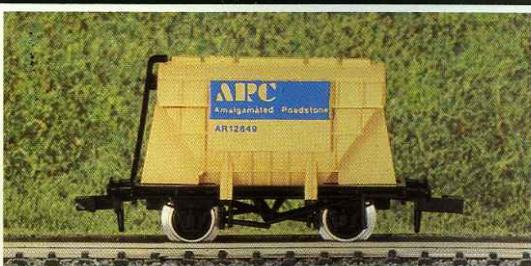
3412. NCB. Hopper Wagon.



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.



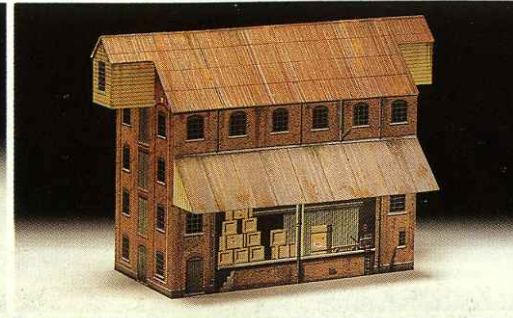
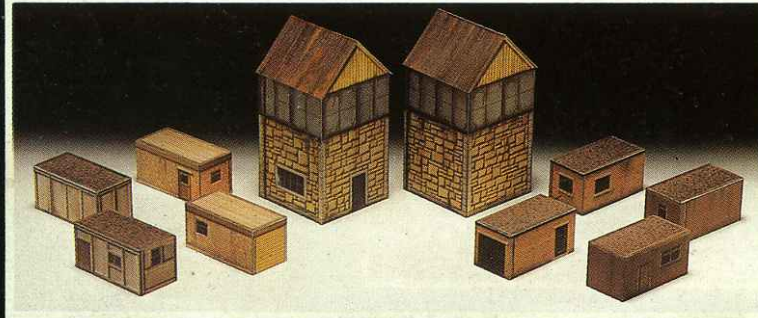
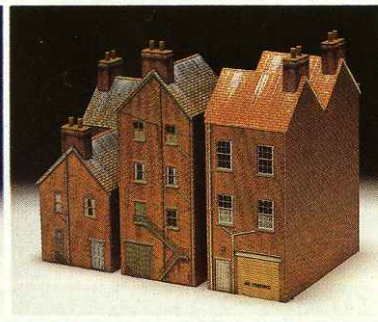
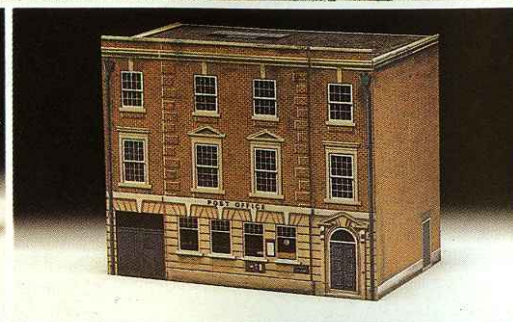
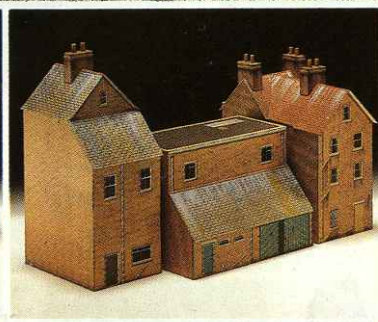
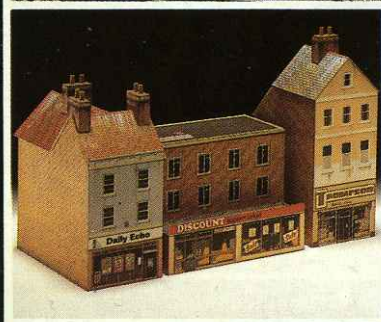
3205. BR Bogie Wagon.



3105. BR Brake Van.



# Graham Farish Freight and Building Kits



However large or small the layout, you can always rely on Graham Farish to add extra colour and interest to the world of 'N' gauge.

For instance, our Modern Image Freight Sets give you everything you need to get your goods trains rolling. Diesel loco, trackwork, points, rolling stock, controller, buildings – they're all part and parcel of a Graham Farish Freight Set.

On the other hand, if you're looking to add to your stock of private owner wagons and vans, all you have to do is look out for the Graham Farish Gift Pack that offers you a random selection of up-to-date rolling stock.

Then when you want to go to town, it's Scenecraft Building Kits for all the variety and realism you need to set the scene completely.

There's a bakery, tailor's and estate agent's in one pack; local paper office, shoe shop and supermarket in another. There's the superb Swan Inn and a Post Office too, with separate panels to turn it into a bank or police station. Plus a large warehouse and a pack of trackside buildings – and all that is just part of the Scenecraft range. No wonder they're streets ahead of anything else.

And with so much to offer, it's no wonder that Graham Farish make the world of 'N' gauge so much more exciting.

## Containers.

- 3609. 20ft Container Bodies only. Printed.
- 3619. 30ft Container Bodies only. Printed.
- 3629. 20ft Container Bodies only. Unprinted.
- 3639. 30ft Container Bodies only. Unprinted.

## 100 Ton Tanker Bogie Wagons.

- 3701. Texaco (Red).
- 3702. Shell/BP (Grey).
- 3703. Esso (Silver).
- 3704. Esso (Black).
- 3705. Shell/BP (Black).
- 3706. Total (Red).
- 3799. Random Gift Pack of 3 Tankers.

## Train Sets, Gift Pack and Motorised Chassis.

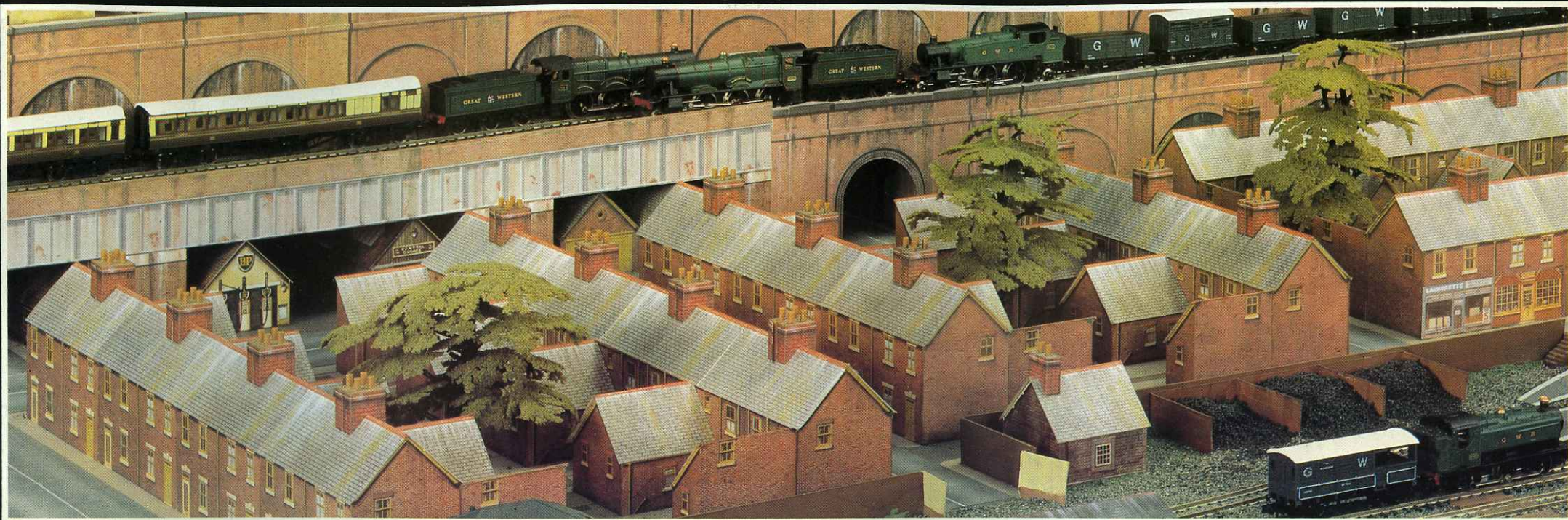
- 2999. Gift Pack Random Selection of Six Private Owner Wagons and Vans.
- 8512. Class 47 Diesel, Modern Image Freight, Super Set.
- 8513. Class 20 Diesel, Modern Image Freight, Standard Set.
- 8514. Class 25 Diesel, Modern Image Freight, Standard Set.
- 8209. Class 20 Diesel, Motorised Chassis.

## Scenecraft Building Kits.

- 9520. Upper High Street.
- 9521. Lower High Street.
- 9522. Bank/GPO Building.
- 9523. Swan Inn Pub.
- 9524. Large Warehouse.
- 9525. Two Water Towers and Eight Trackside Buildings.



# Graham Farish Building Kits

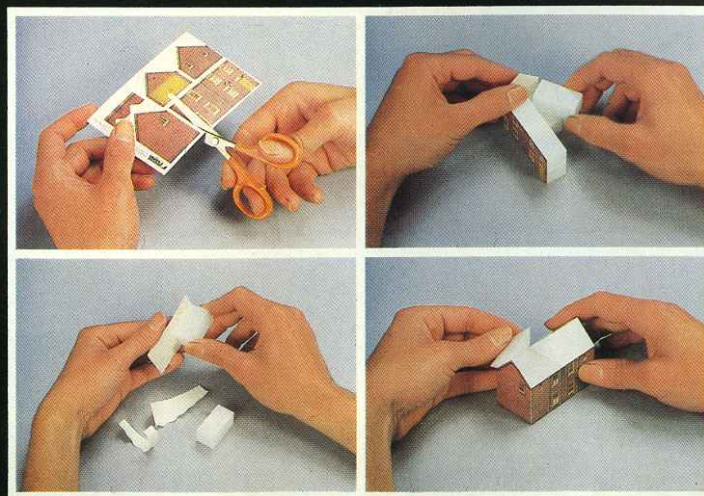


There's no doubt that when you add buildings to your layout, it begins to take on a character of its own.

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.



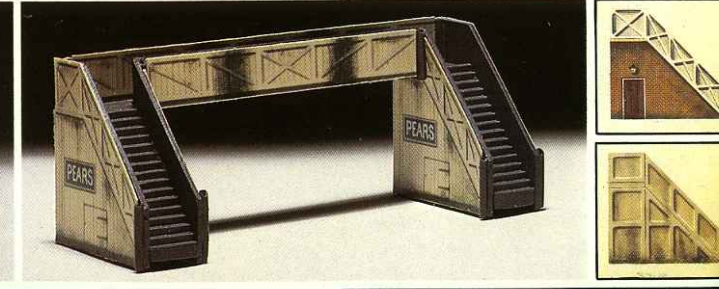
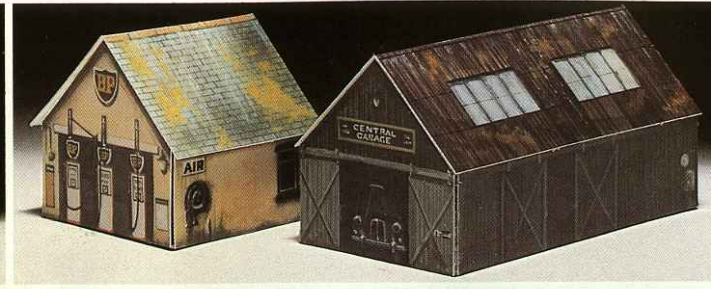
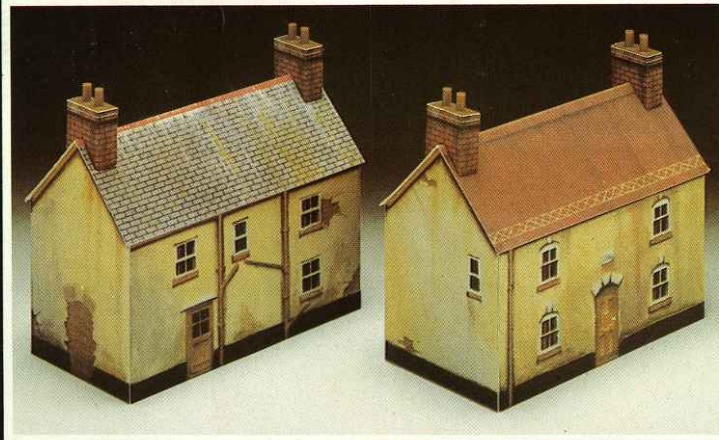
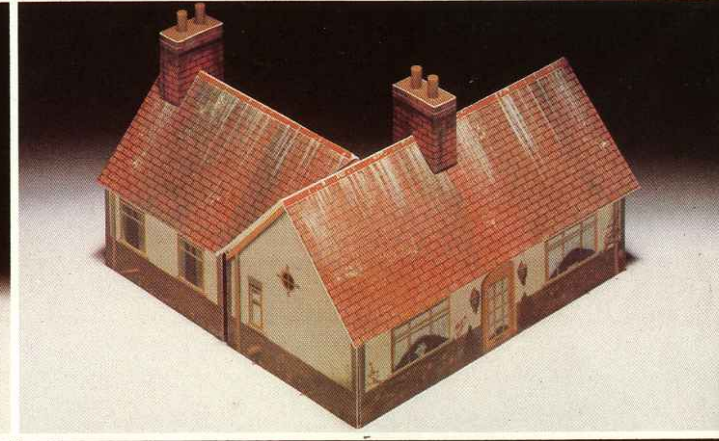
Happily, Graham Farish have developed a unique answer to such problems. It's called Scenecraft, and it makes it easy for you to construct superbly realistic buildings which you can be sure won't collapse or warp out of shape.

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.





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.

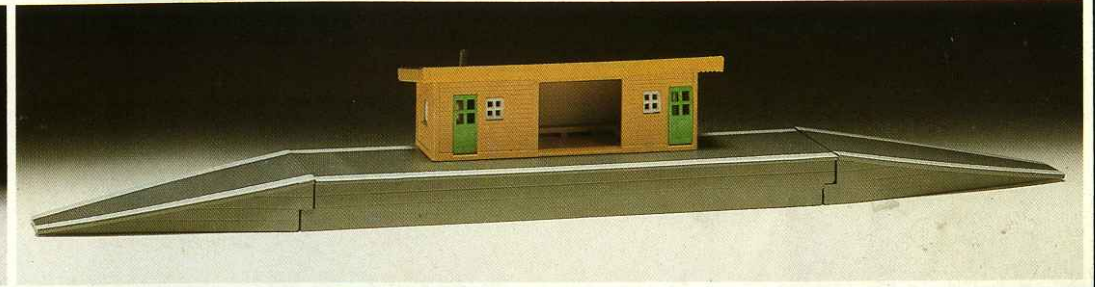
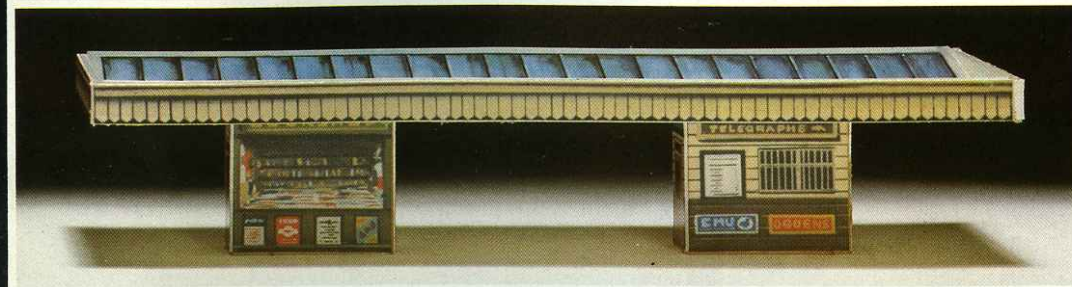
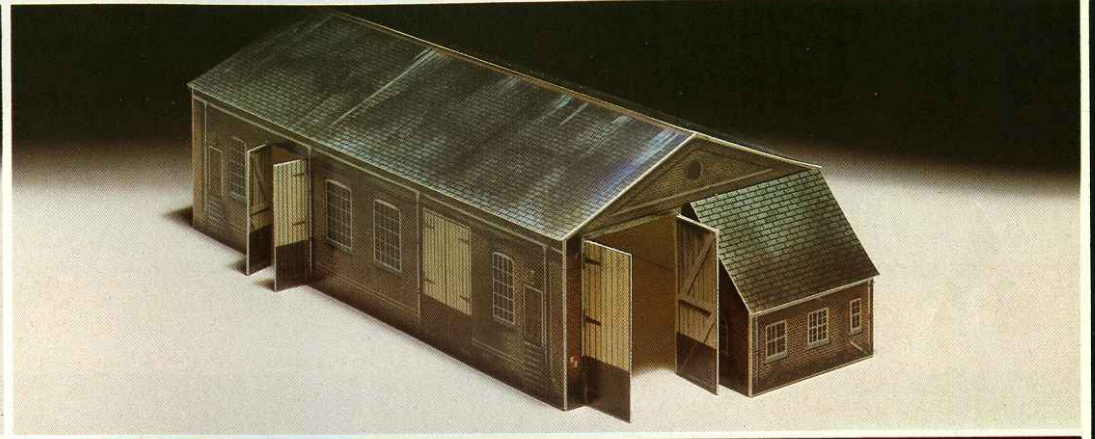
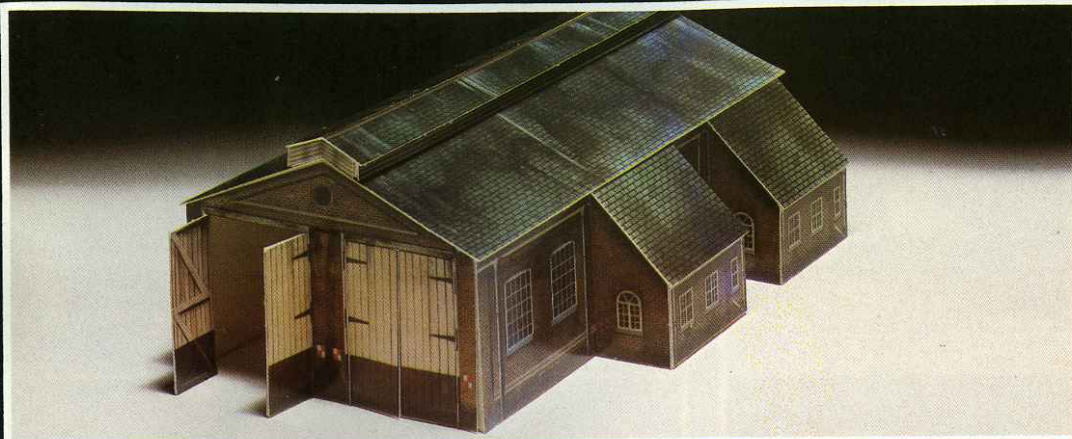
9507. L-shaped Bungalow. (Two per box).

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.

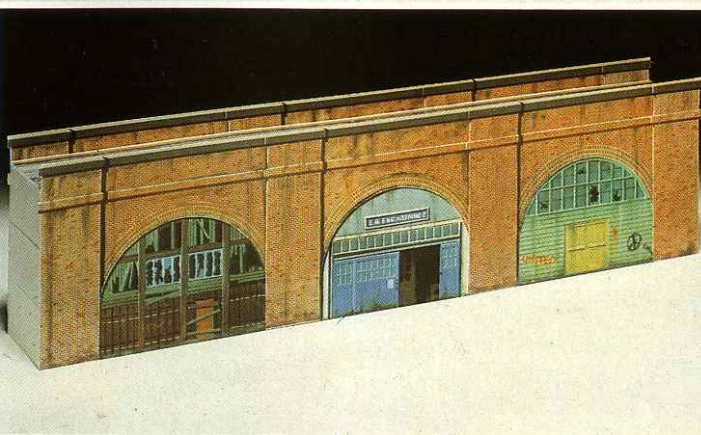
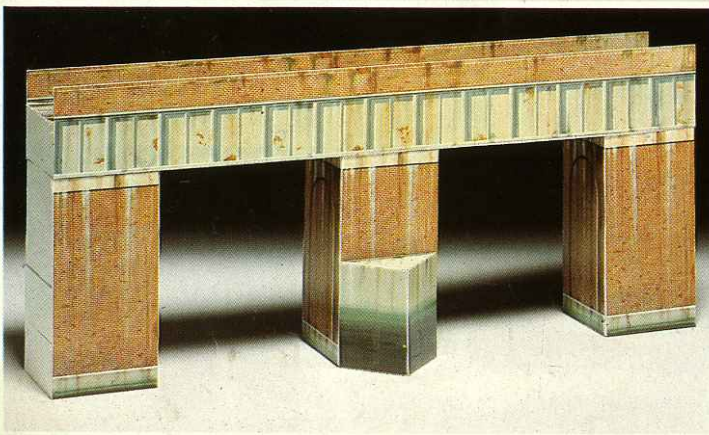
9003. Station Halt.

9001. Platform Straights 4" x 1 3/16". (Two per packet).

9002. Platform Ramps 2 1/2" x 1 3/16" taper to 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: 9<sup>7</sup>/<sub>16</sub>" (240mm).

9516. Double Track Bridge/Tunnel. Brick Face.

9517. Double Track Bridge/Tunnel. Stone Face.

9519. Brick Arch Embankment. Length: 9<sup>7</sup>/<sub>16</sub>" (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. (Twenty 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. Rolling stock wheeled axles. (Four per packet).

9720. **Magnum Layout** comes ready mounted on its own blockboard base, with 12 yards of track and 8 points already laid, wired and tested.

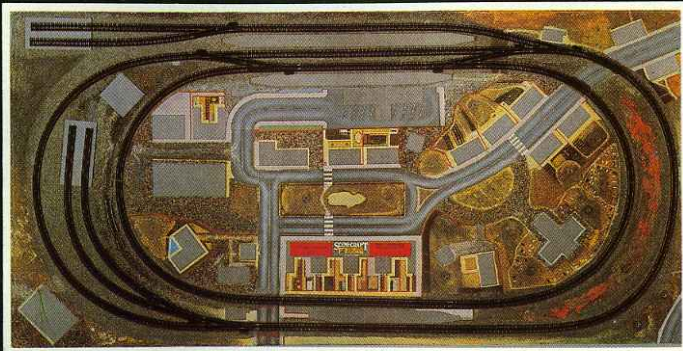
9709. **Scenecraft Layout Base Frame** has been specifically designed for the layout and can be put together in a matter of minutes with no more than a hammer.

9722. **Magnum Building Pack** contains all the buildings and scenery which are shown in the layout opposite. Altogether more than 70 items in one exciting pack – plus all the enjoyment of constructing the kits and then seeing your layout take shape.

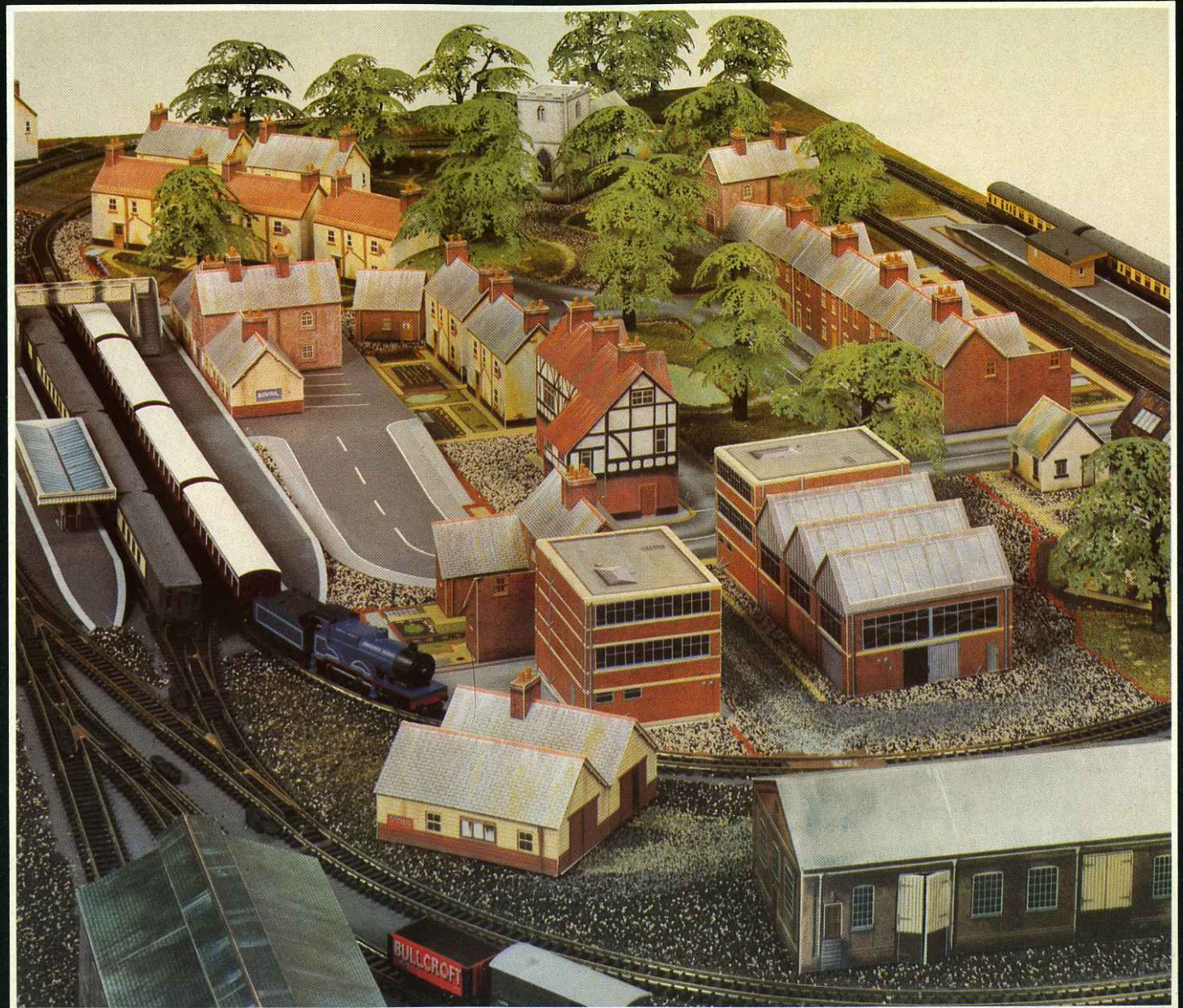


# Graham Farish Magnum Layout

Obviously, not everyone has the time or inclination to design and build their own layout from scratch. But that doesn't mean denying yourself all the pleasure of 'N' gauge. Because now you can take advantage of the remarkable Graham Farish Magnum Layout. That way, you'll have the superb full-colour layout below, assembled and tested, then delivered right to your door. No worries or problems – just sheer enjoyment from the moment it arrives. So if you'd like a layout as good as the one shown here, just ask for Magnum. 9720. Magnum Layout. (60" × 30").



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



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



# Passenger, Goods



## Super Train Sets

8510. Class 47 Diesel, BR Passenger Set.

8511. Merchant Navy/Pullman Set.

8512. Class 47 Modern Freight Set.

## Scenery Set

8601. Scenecraft 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.

8513. Class 20 Modern Freight Set.

8514. Class 25 Modern Freight Set.

Train Sets (Controllers NOT included)

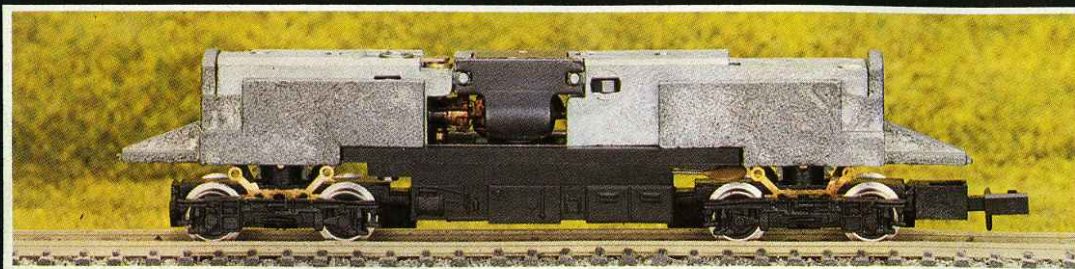
8500. 08 Class Diesel, BR Freight Starter Set.

8501. 08 Class Diesel, BR Freight Set.

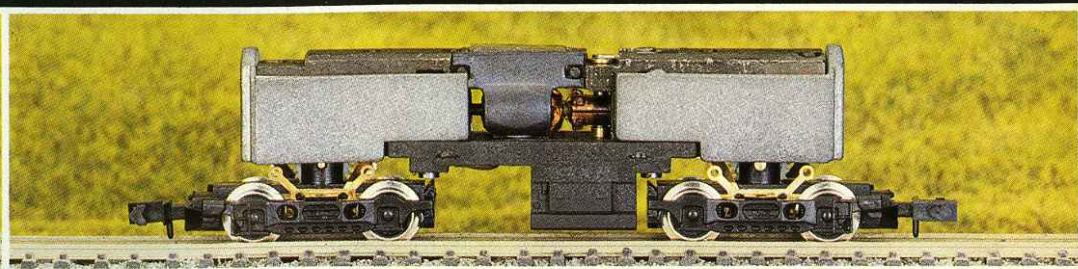
8502. GP Tank, LMS Freight Set.

8503. Pannier Tank, GWR Passenger Set.

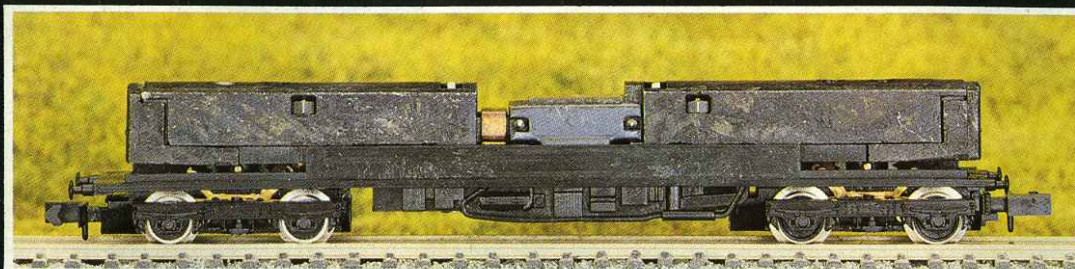




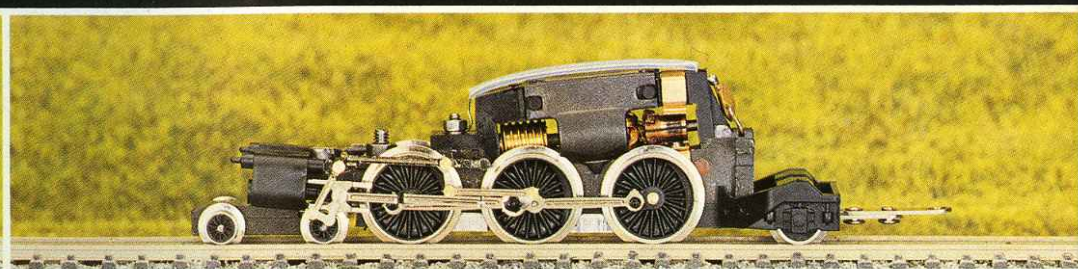
**8139. HST 125 Single Motorised Chassis.**



**8309. Class 25 Motorised Chassis.**



**8149. BR 101 Class DMU Motorised Chassis.**



**1819. Duchess Class Motorised Chassis.**

Whether you're an experienced modeller who's already building his own locos or a relative newcomer with his very first layout, one of the best ways to get the most out of your hobby is to join the 'N' Gauge Society. This very friendly and active Society can be found at most major model railway exhibitions, where their volunteer staff are only too delighted to tell you more about 'N' gauge in general and the Society in particular.

Every two months, the Society publishes a lively magazine which includes product reviews, practical guides for beginners, features on layouts, and a whole range of extremely readable articles on almost every 'N' gauge topic under the sun.

If you'd like to join, look out for the Society's adverts in the model railway magazines or simply ask your dealer for details of the local group.

After all, if you've bought our catalogue, you're obviously interested in enjoying 'N' gauge to the full. And that, of course, is exactly what the Society – and Graham Farish – is for.

With a number of firms now producing white metal loco kits, there's an ever increasing opportunity for the serious and experienced modeller to put his skill and creativity to the test.

And with the enthusiast very much in mind, Graham Farish have developed a range of superbly engineered motorised chassis specially designed for the most popular and impressive locos. Whichever unit you choose, you'll find it offers precisely the combination of power and control that you need. For instance, the AEC Railcar and DMU chassis both boast an astounding gear ratio of 25:1. Which means the performance at slow speed has to be seen to be believed. Even then, you may have difficulty working out whether your new loco is actually moving! Obviously that degree of sophistication can make a considerable difference to your layout. And be quite a challenge for your driving skills too. But then building your own loco is almost bound to be demanding. Even with the help of Graham Farish.

**8125. HST 125 BR Blue Set (Front, Rear, Mk III Coach.**

**As individual components:**

**8165. HST 125 BR Blue motorised Driving Unit.**

**8166. Executive Livery Motorised Driving Unit.**

**0735. HST 125 BR Blue Dummy Driving Unit.**

**0736. Executive Livery Dummy Driving Unit.**

**8153. BR 101 Class DMU (DMBS) Motor Unit.**

**8155. BR 101 Class DMU (DMBS) Motor Unit.**

**8156. BR 101 Class DMU (DMBS) Motor Unit.**

**8157. BR 101 Class DMU (DMBS) Motor Unit.**

**0903. BR 101 Class DMU (DTC) Bogie Coach.**

**0905. BR 101 Class DMU (DTC) Bogie Coach.**

**0906. BR 101 Class DMU (DTC) Bogie Coach.**

**0907. BR 101 Class DMU (DTC) Bogie Coach. ★**

**0913. BR 101 Class DMU (TS) Bogie Coach.**

**0915. BR 101 Class DMU (TS) Bogie Coach.**

**0916. BR 101 Class DMU (TS) Bogie Coach.**

**0917. BR 101 Class DMU (TS) Bogie Coach. ★**

**0923. BR 101 Class DMU (DMC) Bogie Coach.**

**0925. BR 101 Class DMU (DMC) Bogie Coach.**

**0926. BR 101 Class DMU (DMC) Bogie Coach.**

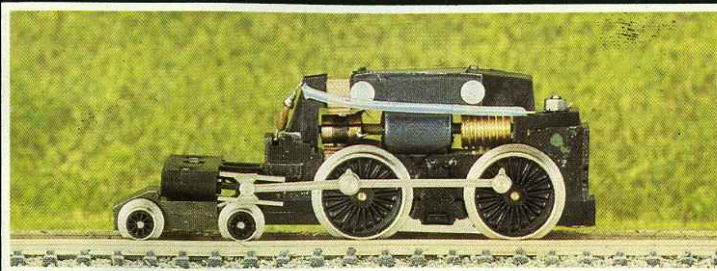
**0927. BR 101 Class DMU (DMC) Bogie Coach. ★**



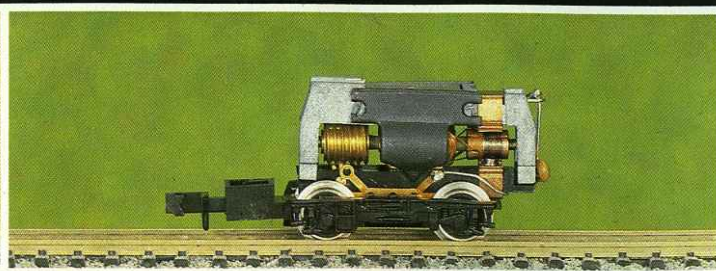
# Motorised Chassis

Whether you're working on a Duchess or DMU, an HST, Hall Class or any of the locos listed here, a Graham Farish motorised chassis puts a miniature powerhouse at your command.

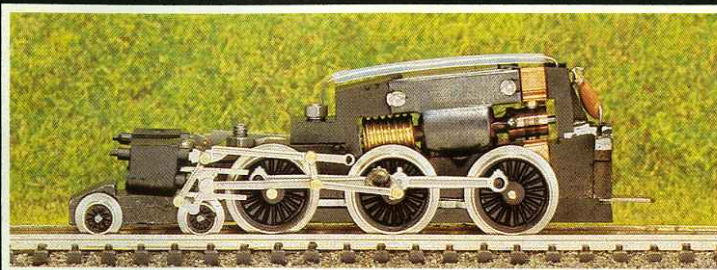
Beautifully made and precision engineered, each and every unit will give years of reliable performance on layouts large or small. In short, they're the perfect complement to your own modelling skills. And another perfect example of the expertise Graham Farish brings to 'N' gauge.



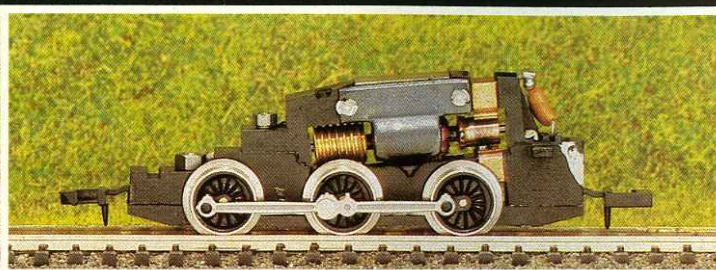
1209. 4P Class 4.4.0. Motorised Chassis.



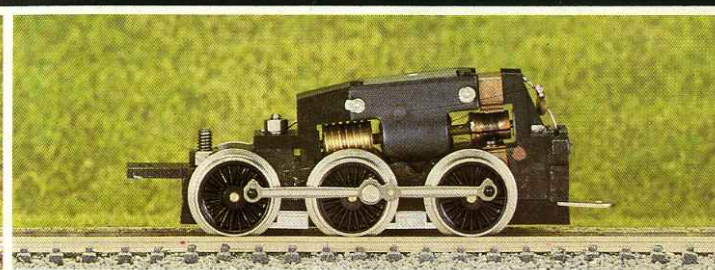
8109. Motorised Bogie (2 axle drive).



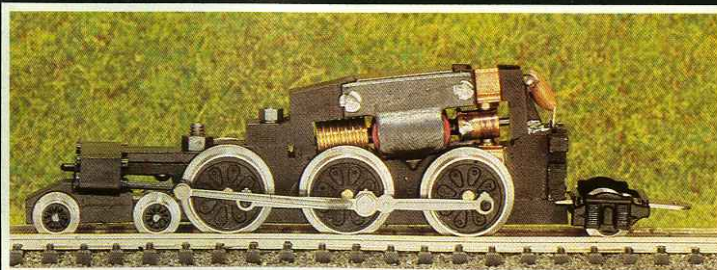
1809. Class Five 4.6.0. Motorised Chassis.



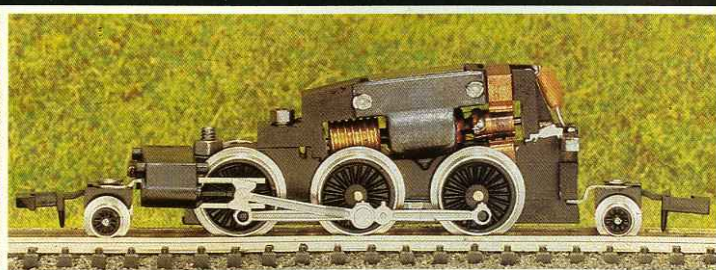
1109. Pannier and G.P. Tank 0.6.0. Motorised Chassis.



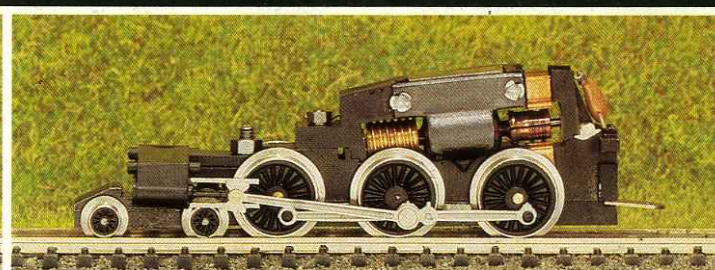
1419. Hall 4.6.0. Motorised Chassis (ex. cylinders).



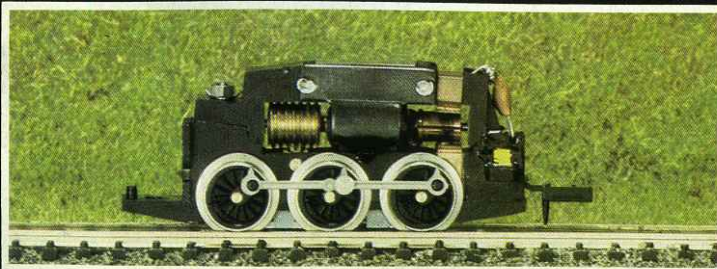
1509. Merchant Navy 4.6.2. Motorised Chassis.



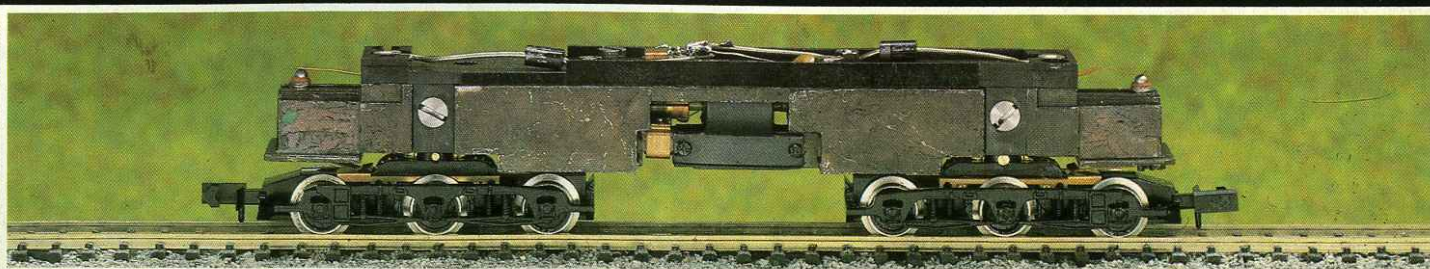
1609. Prairie 2.6.2. Motorised Chassis.



1409. Hall 4.6.0. Motorised Chassis.



1009. Class 08 Diesel 0.6.0. Motorised Chassis.



8009. Class 47 Diesel Motorised Chassis.



# Graham Farish Trackwork

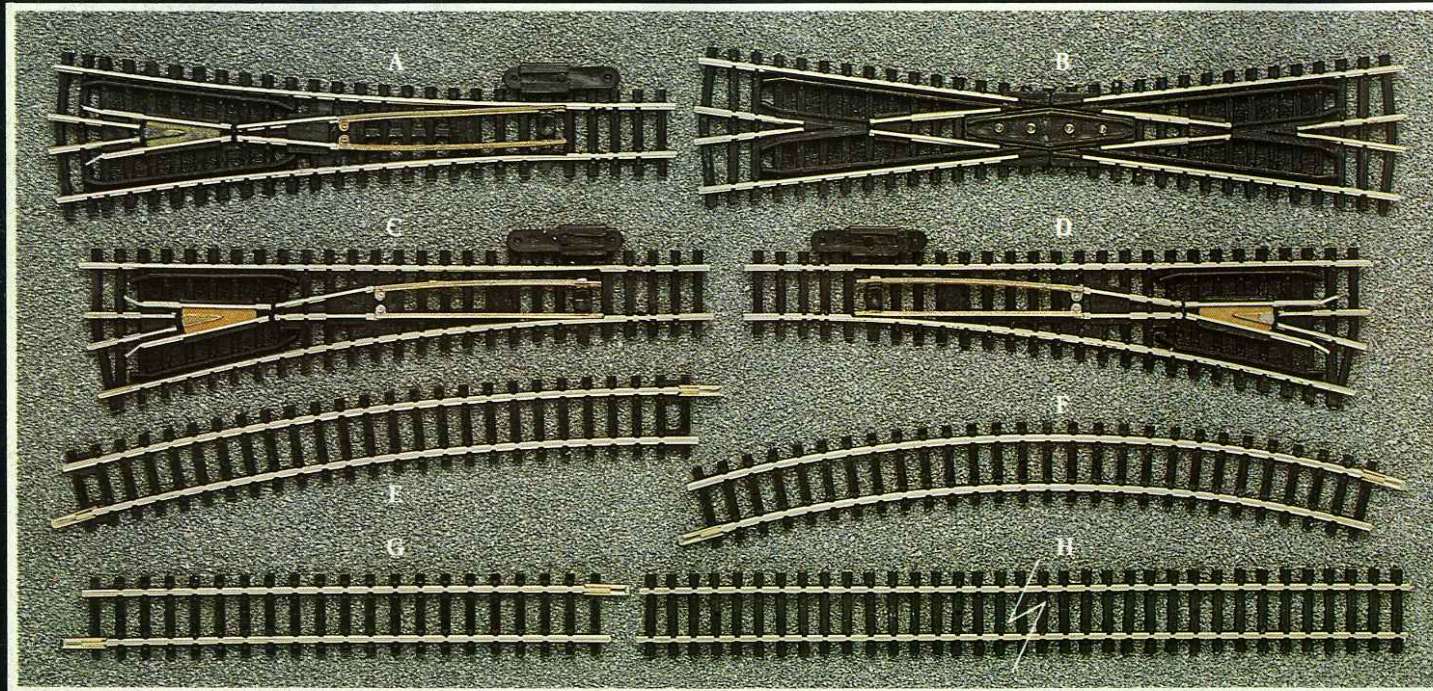
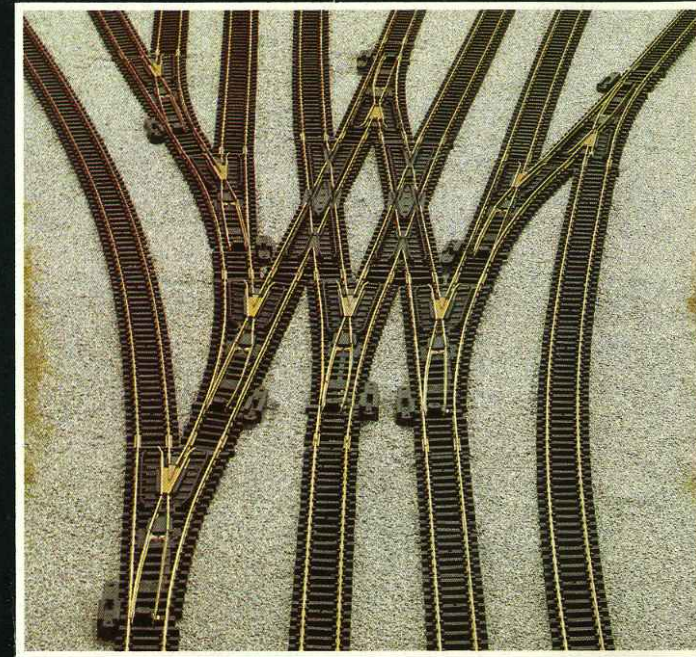
Before you start running a railway, you have to lay the track. Obvious maybe, but behind that simple statement is a multitude of possibilities. For there are literally hundreds of ways in which Graham Farish trackwork can bring variety and individuality to every layout.

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.



# '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.

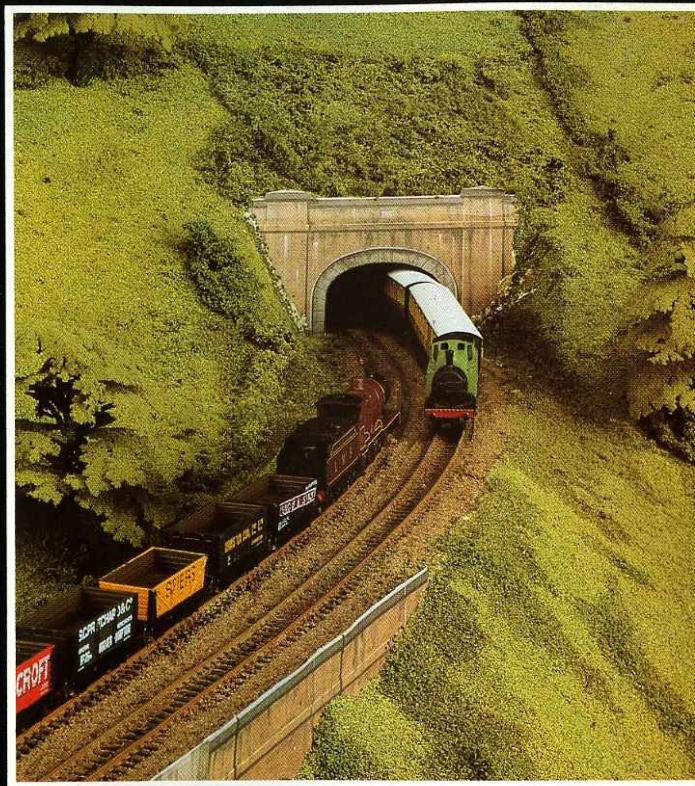
But whatever it is that initially appeals to you about building or running a model railway, you will soon realise that it's a hobby which, above all, offers sheer, unashamed enjoyment. And with leisure time playing an increasingly large part in the lives of so many people, that may be even more attractive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





# GRAHAM FARISH

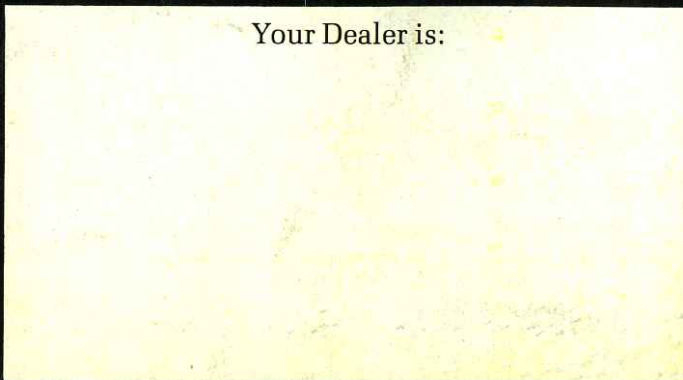
*Masterpieces in Miniature*

**Grafar Limited**

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