

£1.00



G64 (Gauge 3)

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Locomotives & Railcars

GWR Locomotives

Class 2021 0-6-0 Pannier Tank (Nos. 2021-2160)

This class of engine was built at Wolverhampton between 1897 and 1905 and consisted of 140 locomotives, Nos. 2021-2160. The class was very similar to the 850 class but with a 12 inch longer wheelbase at the rear. Originally they were built as saddle tanks but by 1930 most had been fitted with pannier tanks. By 1944 only three had been withdrawn and by the start of BR 120 were still in service. 2069 was the last to be withdrawn in April 1958. The kit builds an electric model, and has two different cabs and bunkers, to allow a considerable variety of prototypes to be portrayed. It consists of three sheets of brass etch and one of nickel silver. The frames are laser cut steel with brass spacers. Prototypical wheels are manufactured by Slaters in glass reinforced nylon with stainless steel tyres, uses the standard PDG100 Buhler Motor Gearbox, and includes the AM2263 GWR Pannier Cab Detail Kit. The kit builds into an extremely well detailed and accurate model. Length 411mm, Width 110mm, Height 166mm.

EG1500 Class 2021 Pannier Tank Electric, Full Kit.



Class 48xx (Later 14XX) 0-4-2 Auto Tank (Nos. 4800-4874, 5800-5818)

The Auto Tanks as they were often called, were designed by the GWR's CME C.B. Collett in 1932 to replace the ageing 517 class 0-4-2T locomotives. The kit has Slaters wheels, with stainless steel tyres, and a 1:33 brass motor/gearbox to provide the power for the screw together brass and laser cut steel main framed chassis. Steel coupling rods, with brass etch chassis overlays, footplate, and cab and bunker areas complete the model, along with a one piece resin moulding for the smokebox, boiler, dome and Belpaire firebox.



Turned cast brass and whitemetal castings add the necessary details, along with a full cab detailing pack.

Length 400mm, Width 116mm, Height 165mm.

DS1508 Class 48xx 0-4-2T Auto Tank, Electric, Full Kit.

Dean Goods 0-6-0 Tender Loco (Nos. 2301-2580)

These locos were built by W. Dean from 1883 and lasted into the BR era in the mid 1950's. The kit is largely etched brass with laser cut steel chassis. Wheels with stainless steel tyres manufactured by Slaters, and our standard motor and gearbox geared 1:33 are included. Sprung steel tapered buffers, a

full set of castings including brake gear and cab details are included along with full instructions.

Length 660mm, Width 105mm, Height 178mm

EG1510 Dean Goods Tender Loco, Electric, Full Kit.



Class 8750 0-6-0 Pannier Tank Loco (Nos. 8750-8799, 9711-9799, 3700-3799, 3600-3699, 4600-4699, 9600-9682, 6770-6779)



These locos were introduced in 1935 by C.B. Collett and lasted well into the BR era. Our kit is an 'easy to build version' with a three piece resin loco body, which is simply screwed to the steel footplate with self-tapping screws. The brass and steel chassis bolts together and has a preassembled brass gearbox and motor. The chassis is supplied with Slaters stainless steel wheels and sprung pickups. Numerous castings and a full boiler

backhead give a good level of detail. Full instructions and waterslide transfers are included. Length 413mm, Width 113mm, Height 160mm.

CM1500 Class 8750 Pannier Tank, Electric, Full Kit.

Class 78XX Manor Tender Locomotive (7800-7829)

The 78XX class locos were designed by C.B. Collett in 1938 to fulfil the traffic department's requirement for a new blue route engine. Twenty were built in 1938-39, with remainder being built under BR in 1950.

The GRS kit uses our standard formula of laser cut steel chassis for loco and tender. Footplates for engine and tender are etched brass as are the loco cab and dummy tender outside frames. The boiler, including smokebox and firebox are resin castings. The tender body is a one piece casting. A new Slaters/Mabuchi helical drive motor/gearbox is fitted as standard on the Slaters insulated stainless driving wheels.

All the outside motion is either laser cut steel or nickel silver etch with brass castings. The safety valve is cast in brass with a bronze chimney.



A full set of instructions, Photo CD and water slide transfers are included.

Length 845mm, Width 123mm, Height 180mm.

CM1508 GWR Manor Tender Locomotive. Full Kit.

NEW Class 38xx 2-8-0 Tender Loco 2884-3866 COMING SHORTLY

These heavy freight engines were built between 1938 and 1942. They were a slightly heavier version of Churchward's 28xx class of 1903, updated with side window cabs, outside steam pipes and modified motion bracket.

The kit has laser cut steel frames for loco and tender. Etched brass is used for both footplates. The cab boiler and smoke box are also in etched brass, with the Belpaire firebox cast in resin. The tender is the same as on the GW Manor. The cylinders are cast resin with cut brass motion brackets. All valve gear is steel or nickel silver etch. A Slater/Mabuchi helical drive gearbox with Slaters stainless steel driving wheels are supplied as standard. Safety valve casing and chimney are brass castings. A full set of instructions, CD of photos and waterslide transfers are included.

Length 850mm, Width 123mm, Height 180mm.



Picture of 4mm model for illustrative purposes only

CM1507 38xx 2-8-0 Tender Locomotive. Full Kit.

LMS Locomotives

Midland Johnson 2F 0-6-0 Tender Loco

LIMITED AVAILABILITY NOW DISCONTINUED

The origins of this class can be traced back to 1879 and by 1902 about 850 similar locos had been

produced. In 1923 the LMS inherited one of the most diverse classes ever seen on British rails! The kit for this loco is etched in 28thou brass and is supplied with pre-rolled boiler and all castings required in brass or whitemetal. Slaters 5'2" driving wheels are included together with a Buhler motor and a 1:33 ratio gearbox. The kit is supplied complete with transfers to make a detailed model. Only paint is required.

Length 690mm, Width 112mm, Height 165mm.

MG1512 Johnson Class 2F 0-6-0 Tender Loco, Full Kit.

3F Tank Locomotive

Whilst the origins of this loco can be traced back to the Midland Engineer Samuel Johnson, the LMS first introduced their version in 1931, 422 were built with large numbers being sub contracted to Vulcan, Bagnall and Hunslet. Seven saw service on the S & D.

Our kit uses a multi part resin body which, when



assembled with 'Cyano' adhesive is then screwed to a steel footplate.

The chassis is laser cut steel with Slaters wheel sets. The GRS motor/gearbox is fully assembled. Steel sprung buffers, full brake gear, and cab detail parts are all included. The kit comes complete with instructions and transfers.

Length 242mm, Width 120mm, Height 173mm.

CM1510 LMS 3F 0-6-0 Tank. Full Kit.

4F 0-6-0 Tender Loco

Designed by Henry Fowler, these engines were the last of a long line of similar classes of engines dating back from the 1880's. They were ubiquitous and permeated almost the entire LMS system and most lasted well into BR days. Our kit is one of the easy to build variety and consists of resin castings for loco and tender bodies mounted on a steel footplate. Whitmetal castings together with a full cab backhead pack ensure a well detailed superstructure. The chassis is made up of brass spacers with laser cut steel frames and coupling rods, which are easily bolted together. Slaters wheels with stainless steel tyres and a brass motor gearbox geared 1:33 are included, along with plunger pickups, transfers and full instructions.

Length 725mm, Width 110mm, Height 170mm.

CM1514 LMS 4F 0-6-0 Tender Loco, Full Kit.



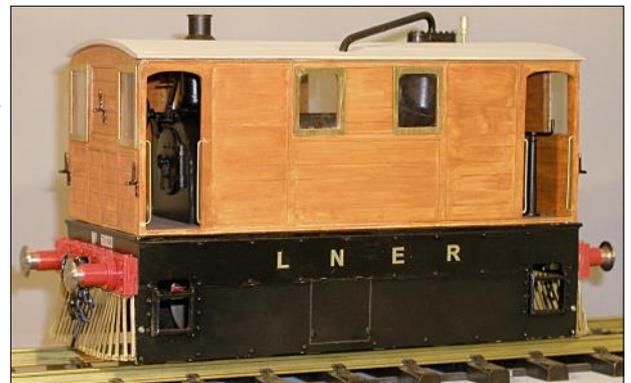
LNER Locomotives

Y6 Wisbech & Upwell Tram Loco Kit.

The model has a two-piece resin body and is powered by a modified USA Trains RTR chassis. Kit includes brass/steel buffers, brass cowcatchers, window frames and lampirons. A full set of whitmetal detailing castings are included for the cab interior. Fitted with pick-ups for track current. Supplied with 3-link couplings.

Length 285mm, Width 114mm, Height 165mm.

CM1540 Wisbech & Upwell Tram Locomotive.



N5 0-6-2T Loco GCR Class 9C, 9F & 9O

These locos were designed by Thomas Parker and first introduced in 1891 by the MS&L Railway later to become the Great Central. As a class of 131 locomotives they had long lives, later becoming LNER N5, and lasting well into the BR era, the final members being withdrawn in 1960. Our kit has a two-piece resin body which is screw mounted onto the steel footplate and buffer beams. A brass etch is supplied for the valances, buffer beam overlaps, steps and other details. Cab interior, moulded in resin with whitmetal castings is included. The sprung chassis consists of laser cut coupling rods and frames with brass spacers, sprung brass/steel buffers and full brake gear. Slaters driving wheels and axles are included together with a GRS motor and brass 1:33 gearbox. The N5 kit is designed for relatively easy building, producing an accurate replica of the prototype. Transfers included.

Length 500mm, Width 116mm, Height 175mm.

CM1544 LNER 0-6-2T Locomotive, Full Kit.

Class J94 Austerity Hunslet 0-6-0ST

LIMITED AVAILABILITY
NOW DISCONTINUED



We supply this locomotive as an easy build kit. The brass body and brass/steel chassis bolt together very easily. Slaters wheelsets with stainless steel tyres are included along with full instructions. The electric version uses our preassembled motor/gearbox, whilst the live steam gas fired R/C version, uses our 5:1 twin cylinder geared steam motor.

Length 410mm, Width 114mm, Height 165mm.

RP1508 J94 Austerity 0-6-0ST Electric Kit

RP1510 J94 Austerity 0-6-0ST Live Steam Kit



Southern Railway Locomotives

Stroudley Terrier AIX Class 0-6-0T



First built in 1872 and still in service 90 years later, these locos went through significant changes over this lifespan. For our model we have chosen the period of the 1930's. The kit, which has been designed as an easy to build one, with a three piece resin body mounted onto a steel footplate and buffer beams. The chassis is a screw assembled steel and brass structure with pre-assembled motor gearbox

unit. Wheels are fully insulated with screw fit axles. Waterslide transfers and full instructions are included. Length 340mm, Width 105mm, Height 158mm.

CM1520 SR Terrier AIX class 0-6-0T Loco Kit.

Adams 02 Class 0-4-4T Ex LSWR (Nos. 177-236)

Sixty of these locomotives were built between 1889 and 1895 first by their designer Adams and then by Drummond. Our kit comprises three cast resin parts mounted on a steel footplate with brass buffer beams and valences. The chassis is laser cut steel and brass with Slater's wheels and GRS motor/gearbox. Full instructions and waterslide transfers are included. Like our SR Terrier this kit has been designed for ease of building.

Length 405mm, Width 115mm, Height 174mm.



CM1522 SR 02 Class 0-4-4T Loco, Full Kit.

SR (EX-SECR) 'N' Class Tender Loco - *Our Latest Kit!*

The first Maunsell 'N' Class loco emerged from SECR Ashford works in 1917. The first batch of fifteen locos were delayed by the First World War and were delivered between 1920-23. After the War the British Government ordered 100 locos from Woolwich Arsenal in 'kit form' to keep the workforce in employment, and in 1924 the Southern Railway purchased 50 of these for a bargain price. Various other railways purchased these locos as 'War Surplus' including the Metropolitan, which used them as a basis for their 'K' class 2-6-4T.

The GRS Mogul kit has laser cut steel chassis for both engine and tender. The loco and tender bodies are built mainly from etched brass. The boiler unit and cylinders are cast resin, the latter having nickel inserts. The Motion is laser cut steel and etched nickel silver. The loco is powered by a Slaters/Mabuchi 1:40 helical drive motor gearbox. All wheel sets are the traditional Slater's stainless steel types.

The loco has numerous turned and cast brass fittings including sprung buffers. The kit whilst being reasonably complete does allow the builder to fit further refinements of their choice, bearing in mind that the prototype went through various changes during its working life.

Full instructions, CD of photographs and waterslide transfers are included.

Length 785mm, Width 115mm, Height 178mm.

CM1525

SR 'N'
Class
Tender
Loco Kit



Diesel Railcars

BR Class 121 Railcar

These railcars, popularly known as 'Bubblecars', were among the first generation of BR DMU's. First introduced in 1960, over the years they have appeared in a variety of



liveries and some are still in service today. The kit contains a one piece resin body shell (sides, ends, bulkheads & roof). The floor is screwed to the shell to allow for the full detailing of the interior. The RTR bogies are brass and whitmetal with modified USA Trains chassis and scale wheels. A full set of resin castings is supplied for the railcar underframe. The buffer beams are fitted separately to allow the easy fitting of vacuum and steam heating hoses and the jumper control cables used for multiple working. The 'Oleo' type steel buffers are fully working. A full set of white metal castings for detailing the outside of the body shell is included. Full instructions and transfers are supplied.

Length 887mm, Width 124mm, Height 175mm.

CM1710 BR CL121 Railcar with RTR power units.



AEC/Gloucester Built GWR Railcar (Nos. 5-16)

These streamlined railcars, or 'Flying Bananas', were introduced in 1936 following an earlier series of four experimental ones. Using an upgraded AEC chassis featuring two engines and gearboxes, and a body built by the

Gloucester Carriage & Wagon Works, they lasted until 1963 well into the BR era.

The kit has a one piece resin body shell with a plastic floor. Power is supplied using two modified RTR USA Trains power trucks fitted with stainless steel wheels. A brass etch bogie frame and white metal casting set complete the bogies.

The interior of the car is fully detailed with wood seats and imitation wood grain 'Fablon'. The exterior finish has the distinctive door lever handles, cylindered buffers, brass horns and radiator grills. Full assembly instructions and water slide transfers are included.

Length 850mm, Width 120mm, Height 160mm.

CM1705 GRW Diesel Railcar. Full kit with RTR Power Trucks.

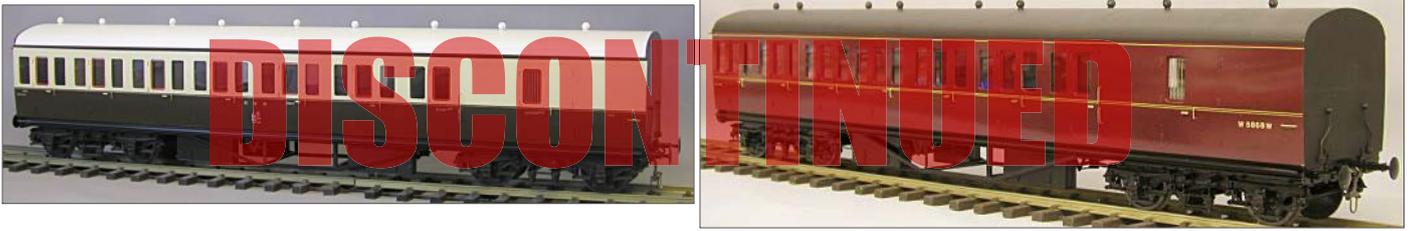
Passenger Coaching Stock

GWR Coach

GRW 57' Brake composite 'B Set' Coach Diag. E147 RTR

LIMITED AVAILABILITY - ONLY A FEW LEFT

These coaches were built in 1933 for branch line and cross country work. Many were paired in 'B Sets' but they were also used in other formations. The G Scale model is supplied as a ready to run brass model with fully sprung 9' prototype pressed steel bogies and working buffers. A painting service is available for



those clients who require a finished model. Length 815mm, Width 120mm, Height 173mm.

RCI606 GWR Single 'B Set' Coach **RCI606ST** GWR Pair 'B Set' Coaches

SR Coaches



LSWR 51ft Kits

The LSWR produced blocks sets of non-corridor coaches from 1902-1912. By the early twenties the sets started to be broken up, often into pairs. The coaches were designed mainly to a 51ft length underframe, but the composite was only 49ft. The kits are produced with First and Third injection moulded modules, enabling a composite to be produced. Fully sprung brass etch bogies with Mansell wheels by Slater's. Whitemetal underframe castings with sprung steel/brass buffers. Full interior detail plus waterslide transfers and build instructions. Length 720mm, Width 118mm, Height 168mm.

SGI640 LSWR 51ft First/Third Composite Coach Kit

SGI641 LSWR 51ft Brake/Third Coach Kit

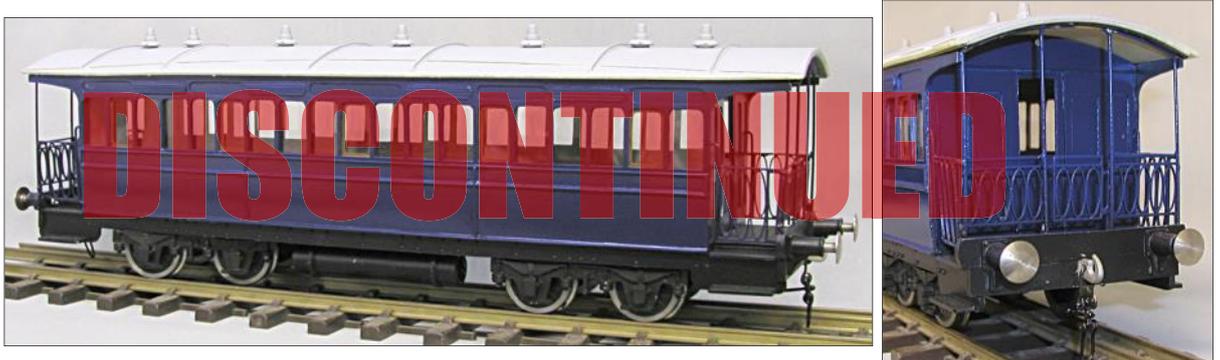
LNER Coaches

Wisbech & Upwell Tramway Coach

These coaches ran with the Y6 Tram Locos on the Wisbech Tramway and we have therefore produced a kit to compliment our model Y6 Tram Loco. The kit comprise resin body parts for the main body structure and is very easy to assemble. The bogies and small detail parts are cast in whitemetal, whilst the balcony railings are brass wire and whitemetal castings. The kit includes 37mm Mansell disc wheels for the bogies. The rather unusual sprung buffers are fully working, and are manufactured in whitemetal and steel. Screw couplings and full instructions complete the kit. Length 460mm, Width 110mm, Height 145mm.

CMA1600

Wisbech &
Upwell
Tramway
Coach



Gresley Suburban Coaches

A wide variety of teak suburban coaches were produced under Gresley's tenure. The coaches showed a remarkable degree of standardisation, which allows the production of a model from resin side and end modules. This gives the modeller a considerable amount of scope when choosing which type of coach to build. These parts do not necessarily form a kit as such, although one all third variety is available. With a bit of imagination and a little bit of splicing of the modules, it is even possible to produce various full brake luggage vans.

8 Compartment Third Class Coach Kit

The kit includes all the body parts together with roof and floor packs. Castings include working brass buffers, whitemetal vacuum cylinders a dynamo, roof vents, door handles and brass etched battery boxes. Plastic seats and sheet plastic for partitions are also included. The bogies are laser cut steel and whitemetal.

Length 750mm, Width 120mm,
Height 170mm.

CM1645 LNER Third Class
Coach with Bogies & Wheels.



'Skeleton' Coach Kit for Brakes and Composites

This kit is similar to **CM1645** but has no side or end modules or interior parts. The choice of modules and ends by the builder allows a number of different types of brake and composites coaches to be built.

CM1647 LNER 'Skeleton' Coach Kit with Bogies & Wheels

Two examples of Gresley suburban coach models built from the modular parts.



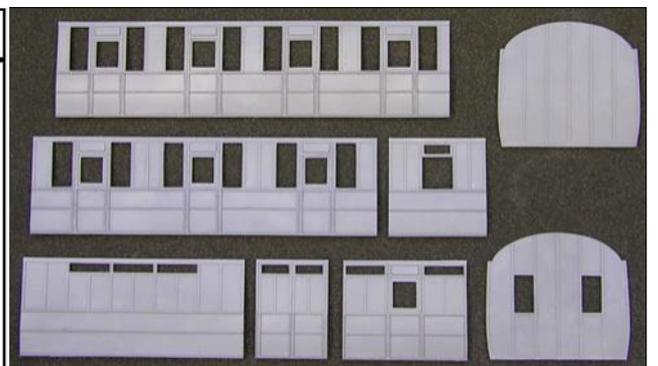
Toilet Composite



Brake Third

Gresley Suburban Coach Modules

Cat. No.	Description	Quantity
CM1650	Third Class 4 compt. side module	Set of two
CM1651	First Class 3 compt. side module	Set of two
CM1652	Plain Coach ends	Set of two
CM1653	Luggage van end	Each
CM1654	Toilet Window side module	Set of two
CM1655	Luggage van side module	Set of two
CM1656	Luggage van double door module	Set of two
CM1657	Guards door module	Set of two



A Full list of LNER coach parts can be found under the coach part section.

Non Passenger Coaching Stock

GWR

GWR Siphon G Inside Framed Milk Van Diag 033

LIMITED AVAILABILITY. BODY ONLY KIT

These 50ft long bogie vehicles were built by the GWR for milk

traffic in four lots between 1929 and 1945. The kit features resin sides and ends, plastic floor and roof, whitemetal underframe. The trussing is brass angle with whitemetal castings for Dynamo and Battery Boxes. Screw couplings and transfers complete this very easy to assemble kit.

Length 675mm, Width 110mm, Height 145mm.

CMI615 GWR Siphon G Inside Framed Milk Van Kit

GWR Sausage 6 Wheel Van Diag. 047

Two vans were built at Swindon in 1936 to an existing LMS design but with GW details, specifically for the West Midlands to Cardiff traffic. The kit

comprises of resin sides and end panels, plastic roof and floor, etched brass chassis with Cleminson 3 point suspension system, Slaters wheels and Whitemetal detailing pack. Full instructions and waterslide transfers are included. **CMD1897G** Palethorpes Sausage 6 Wheel Van Kit

GWR Twin 1500 Gallon Tank 6 – Wheel Milk Tanker diag 041/9 (13ft wheel base)

Built to bring high quality Milk products to the Capital from the West Country at Express speeds. They were unique in that the GWR owned the Chassis, but the Dairy was responsible for the Tanks. Largely made from resin components the kit builds into an impressive model that can be run in passenger formations.

CMD1898 GW London Co-op Twin Milk Tank Kit

Cordon Gas Wagon diag DD5 8'6 wheel base

Built to transport town gas to remote locations for the servicing of older gas-lit coaches and isolated stations and other railway buildings. A whitemetal chassis and largely resin tank parts make into an interesting and unusual prototype.

CMD1894 Cordon Gas Wagon



SR

SR (Ex SECR) PLV/GUV 4-Wheel Van

Large numbers of these 32ft 'Utility' vans were built from 1921 onwards lasting well into the BR era. Our kit represents a batch built by the SR in 1933. The body with solebar and buffer beams, is moulded in resin with a plastic floor and roof. Glazing simply slots in place. Underframe running gear is cast in whitemetal with insulated Slaters wheels. Waterslide transfers and instructions are included.



Length 485mm, Width 118mm, Height 170mm.

CMDI630 SR PLV/GUV 4-Wheel Van Kit

LMS

Corridor Full Brake Stove-R D1796

This six wheel LMS Full Brake was first produced in 1932 by William Stanier. Our kit is from the second batch in 1938 and most lasted well into the BR era. The model utilises a one piece cast resin body shell with integral roof and full surface detail. Two fold-up brass etches form the underframe and running gear together with whitemetal castings and Slater's coach wheels. The chassis is fully sprung and a Clemenson suspension system. The kit is supplied with working buffers and fully detailed rubber/metal corridor connections. Waterslide transfers and full instructions included. Length 460mm, Width 117mm, Height 176mm.

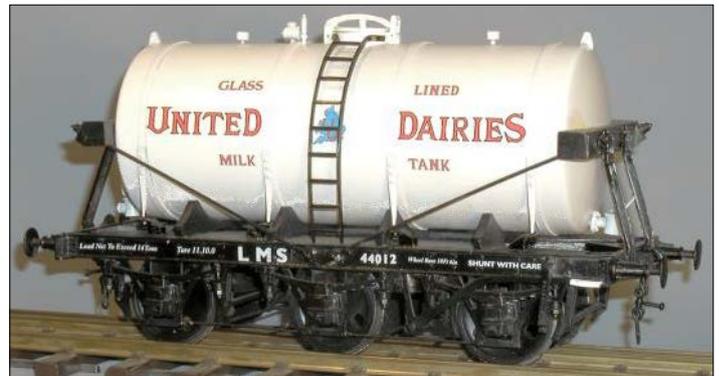


Length 460mm, Width 117mm, Height 176mm.

CMDI625 Corridor Full Brake Stove-R D1796 Kit

LMS 6 Wheel Milk Tanker diag 1994 13' W/B

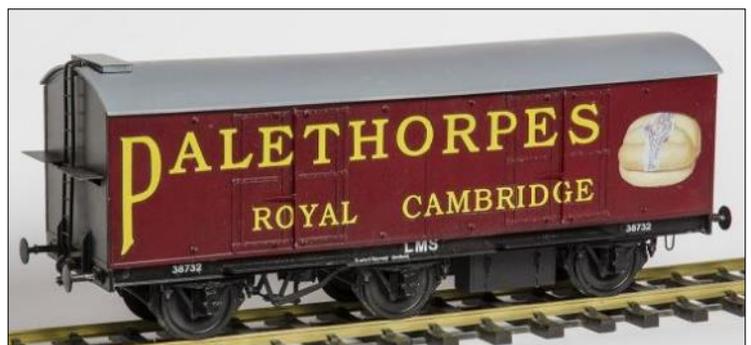
Introduced in 1931 after initial experiments with 4 wheelers had shown the need for greater stability, these 3000 gallon tankers were a common site on all regions of the UK well into the 1960's. The chassis is constructed in whitemetal with steel wheels and has a brass etch inside bearing centre axle unit to allow the axle to 'float'. The body is made using an injection moulded plastic tank with plenty of whitemetal details. The tank rests on hardwood chocks preformed and cut to size.



DGI861 6 Wheel Milk Tanker

LMS Sausage Van D1955

The kit comprises of resin sides and end panels, plastic roof and floor, etched brass chassis with Clemenson 3 point suspension system, Slaters wheels and Whitemetal detailing pack. Full instructions and waterslide transfers are included.



CM I897L Palethorpes Sausage 6 – Wheel Van Diag 1955 1936 Wolverton

LNER

LNER Horse Box diag 5, code 8005 14' W/B 1938 York

Derived from a Great Eastern design principally for the carriage of race horses, this then formed the basis for the later BR vans. The kit features moulded resin sides and ends, including the solebars, internal partitions, plastic floor and roof. Whitemetal castings are used to build the underframe detail. The axle boxes, brake gear are whitemetal with spring buffers. A small brass etch is provided to make the battery box and steps for this wagon. Screw couplings, vacuum pipes and transfers complete this very easy to assemble kit. Coach wheels, 49 mm diameter, are included in this kit.



CMDI892 LNER Horse Box Kit 14' W/B with wheels.

SPECIAL FEATURE

Gresley 4 Wheel Full Brake diag 120 19'6" W/B

Introduced in 1928 by the LNER these 5 ton 32' long vans were for use on the GE section. The photo illustrates what can be achieved with the Gresley coach



panels by the 'cut and shut' method. For more details consult the Gresley coach parts section or talk to Michael at GRS.

FREIGHT ROLLING STOCK

Resin Kits

These rolling stock kits with their moulded resin bodies, including solebars and buffer beams, offer a very easy to build solution. The axle boxes and brake gear are whitemetal with sprung buffers. Wheels extra unless specified otherwise.

Transfers included unless marked *. Items marked + have a 1 piece body.

CMDI884 RCH 5-Plank 10' W/B Open Wagon * +

CMDI885 LMS 20T BRAKE VAN +

- CMD1886** BR ex LNER BRAKE VAN KIT 20T +
- CMD1887** GWR Toad Brake Van 20ton, Diag.AA21 + *
- CMD1888** RCH 7-Plank Open Wagon 9' W/B * +
- CMD1889** GWR Loriot M, Machinery Wagon, 21' W/B Diag G14 +
- CMD1890** GWR Bloater, Fitted 12' W/B, RTR, Diag S6
- CMD1891** LMS Cattle Wagon, 12ton, 11' W/B
- CMD1893** GWR Loco Coal Wagon, 10ton, 9' W/B, Diag N20 +
- CMD1895** SR (Ex LSWR) Brake Van, 20/24ton, Diag 1543, 13' W/B
- CMD1896** Oil Tank Wagon, 14ton, 10' W/B, (1939) * +
- CMD18??** 16 Ton Steel Mineral Wagon +



CMD1884 + SB517A



CMD1885



CMD1886



CMD18??



CMD1887



CMD1888 + SB503



CMD1889



CMD1890



CMD1891



CMD1893



CMD1895



CMD1896 + SB518D

Plastic/Whitemetal Kits

Scribed plastic bodies with whitemetal rivet and strapping overlay. Whitemetal chassis with sprung buffers. Wheels extra. Transfers include unless marked *.

- DG1801** BR 21T Steel Mineral Wagon, 12th W/B, Moreton brake gear
- DG1802** RCH 4 Plank PO Wagon, 9' wood chassis, Morton brake gear *

- DGI808** LNER 13ton 10'6" Steel Open Wagon, 8 shoe clasp brakes
- DGI809** GWR Conflat Wagon, 10' W/B, Etch detailing
- DGI811** LNER/SR 1 Plank Lowfit Wagon, 10' W/B, Diag 109 (LNER)
- DGI812** LMS 3 Plank Wagon, 12ton, 10' W/B, Diag D1927
- DGI814** GWR Macaw H Bogie Flat Wagon
- DGI820** GWR Shunters Truck, Diag. 1919
- DGI856** LMS Box Van 12ton, planked or plain, ventilated. Now with resin Chassis!



DGI801



DGI802 + SB513



DGI808



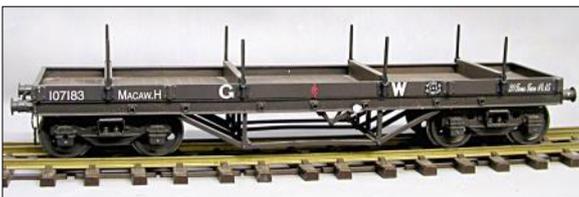
DGI809 + CM201 + SB304



DGI811 + CM201 + SB382



DGI812



DGI814



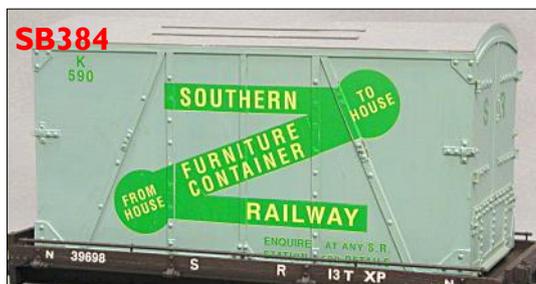
DGI820



DGI856

Etched Brass & Whitemetal Kit - Wheels extra.

- EGI775** GWR Mica B Meat Van, Diags. X7, 8 & 10



SB384



SB319



EGI775

One piece cast resin Containers

- CM201** Furniture Container
- CM206** AF Container – Insulated, 3ton
- CM202** Shackles, Hanger, Chains etc for fixing Furniture Container Conflat
- CM207** Shackles, Hanger, Chains etc for fixing AF Container to Conflat

Waterslide Transfers

Waterside decals made to enhance our range of G64 Locomotives and Rolling stock.

See Freight Rolling Stock for some wagon transfer illustrations.

Accessories

CI203 CARRS Transfix transfer fixative

SB001	GWR Roundel Crest	SB302	GWR Conflat Wagon	SB387BR	BR 4 wheel Pass Luggage/Parcels Van CCT
SB002	GWR Shield Crest	SB303	GWR Container (Brown)	SB388	NE Ventilated Refrigerator Van
SB003	BR Lion (late) Crest	SB304	GWR Container (Choc/Cream)	SB389	SR Vans (Generic)
SB004	BR Lion (early) Crest	SB305	GWR Toad Brake Van	SB390	SR Conflat
SB005	LMS Post WWII Crest	SB306	GWR Shunters Wagon	SB500	E W Nappin P.O.Wagon
SB006	GWR Garter Crest	SB307	GWR Macaw.H Wagon	SB501	John Wright P.O.Wagon
SB007	BR Lion & Wheel Coach Crest	SB308	GWR 5/7 Plank Wagon	SB502	TCD Ltd P.O.Wagon
SB008	Great Eastern Crest	SB309	GWR Mica B Refrig. Van	SB503	Timothy East P.O.Wagon
SB009	Midland Diamond Coach Crest	SB310	GWR Mica A V.23 Van	SB504R	United Dairies Tanker (Red)
SB103	Y6 Tram Locomotive	SB311	GWR Mica A Van (Plywood)	SB504B	United Dairies Tanker (Black)
SB105	SR Terrier Locomotive	SB312	GWR MOGO Van	SB505	Cambrian Coke Co. P.O.Wagon
SB111	N5 Locomotive - LNER	SB313	GWR Mink C 12' WB	SB506	W&LLR Peate P.O.Wagon
SB112	N5 Locomotive - BR	SB314	GWR Fruit D 18' WB - diag. Y11	SB507	C Ball Coke P.O.Wagon
SB113GR	LMS 2F Loco (Gold Shaded Red)	SB315	GWR 10t Loco Coal Wagon	SB508	Express Dairy Tanker
SB113YR	LMS 2F Loco (Yellow Shaded Red)	SB316	GWR Gas Tank Wagon	SB509	Nestles Milk Tanker
SB114	BR Class 08 Diesel Shunter	SB317	GWR Loriot.M / BR Lomac.WE	SB510	Independent Milk Supplies
SB115	British Railways in Swindon Font	SB318	GWR Bloater	SB511	Chance & Hunt Salt Wagon
SB116	SR 'O2' Class Locomotive	SB319	GWR AF container	SB512	Saxa Salt Wagon
SB117	BR 'O2' Class Locomotive	SB350	LMS 5 Plank Wagon	SB513	Clee Hill Granite Co. 4 plank P.O.Wagon
SB118	GWR 87xx Pannier Loco	SB351	LMS 3 Plank Wagon	SB515	Palethorpes Sausages (NYA)
SB120	GWR Loco Set	SB355	LMS 12t Box Van (Planked)	SB516	S.G.Foster P.O.Wagon (5 plank)
SB121	LMS Loco Set	SB356	LMS 12t Box Van (Ply)	SB517A	Shell BP Class A Tanker
SB122	BR Loco Set	SB357	BR (ex LMS) 16t Mineral	SB517B	Shell BP Class B Tanker
SB123	BR DMU Set	SB358	LMS Cattle Wagon	SB518A	Esso Class A Tanker
SB200	GWR Autotrailer A.10	SB360	LMS 20t Brake Van	SB518B	Esso Class B Tanker (Large Letters)
SB201	GWR Siphon G Set	SB361	LMS AF Container	SB518C	Esso Class B Tanker (Ovals)
SB201BR	BR Siphon G Set	SB377	BR AF Container	SB518D	Esso Class A Tanker (Blue lettering)
SB202	GWR B Set (Brass Line)	SB379	BR 21 Ton Mineral Wagon	SB519	LMS Insulated Milk Van (NYA)
SB203	NE Horsebox	SB380	NE 13T Steel Open	SB520	H. Keen 7 Plank P.O.Wagon
SB204	BR B Set (Brass Line)	SB381	BR (ex LNER) Standard Brake Van	SB521	John Swain 7 Plank P.O.Wagon
SB205	SR (ex LSWR) Tri-Arc Coaches	SB382	LNER Container 'Z' (White Lettering)	SB522	Co-Op Twin Tank Wagon
SB206	Wisbech & Upwell Coach	SB383	LNER 12 Ton Lowfit (1 Plank)	SB523	F J Davis 7 Plank P.O. Wagon
SB207	LMS Stove 6 wheel NPC	SB384	SR Container 'Z' design		
SB207BR	BR Stove 6 wheel NPC	SB385	SR Brake Van 20/24 Ton		
SB208	LNER Teak Coach Set	SB386	LSWR Brake Van 20/24 Ton		
SB300	N E Tube Wagon	SB387	SR 4 wheel Pass Luggage/Parcels Van CCT		
SB301	N E Ventilated Van				

MISCELLANEOUS

XB001	Danger Overhead Wires
XB002	Post Box Time Plates
XB003	AA Box Numbers
XB004	Platform Machines
XB005B	0.5mm, 1.0mm & 1.5mm Lines - Black
XB005G	0.5mm, 1.0mm & 1.5mm Lines - Gold
XB005W	0.5mm, 1.0mm & 1.5mm Lines - White
XB005R	0.5mm, 1.0mm & 1.5mm Lines - Red
XB005Y	0.5mm, 1.0mm & 1.5mm Lines - Yellow

XB005O	0.5mm, 1.0mm & 1.5mm Lines - Orange
XB006OBO	0.5mm/1.0mm/0.5mm Lines - Orange/Black/Orange
XB007BG	0.5mm/1.0mm Lines - Black/Gold
XB007BW	0.5mm/1.0mm Lines - Black/White
XB007BR	0.5mm/1.0mm Lines - Black/Red
XB007BY	0.5mm/1.0mm Lines - Black/Yellow
XB007BO	0.5mm/1.0mm Lines - Black/Orange

Available to special order only

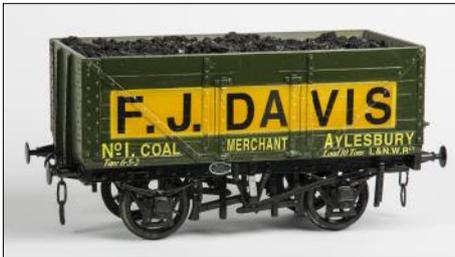
SB102	Midland Region IF Loco Set
SB108	LMS IF Post 1927 Std C13



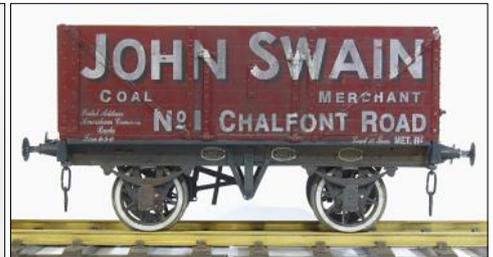
SB355



SB520



SB523



SB521



SB517B



SB508



SB518B



SB507



SB512



SB500

G Scale Standard Gauge Wheelsets

Manufactured by Slaters these wheels use high quality materials. The tyres are turned from stainless steel bar, before being inserted into a die block. The wheel centre boss is a brass turning, and once this is added, the spokes are formed from glass reinforced oil resistant nylon under a high pressure injection moulding process. The finished wheels are quartered and fitted to the 1/4" diameter hardened steel axle by a countersunk machine screw. Supplied complete with Crankpins and Bushes.

Locomotive Wheels

		Previous GRS Code	Prototype Crank Throw	Crank inline or between spokes
G3836SW	3'-0" 9 Spoke Bogie Wheel	SLB30		
G3838	3'-2" 10 Spoke Bogie Wheel (GWR)	SLB32		
G3842	3'-6" 10 Spoke Bogie Wheel	SLB36		
G3844	3'-8" 10 Spoke Bogie Wheel	SLB38		
G3845	3'-9" 10 Spoke Bogie Wheel			
G3845D	3'-9" Disc Tender/Diesel Power Bogie Wheel	SLT39D		
G3849	4'-1" 12 Spoke Tender Wheel (GWR)	SLT415		
G3849GW	4'-1" 12 Spoke Driving Wheel	SLD415	10"	IL
G3851	4'-3" 12 Spoke Tender Wheel	SLT43		
G3851I	4'-3" 14 spk Austerity/J94	SLD43	11½"	PB
G3854LY	4'-6" 13 Spoke Driving Wheel (L&Y 500; LNWR Chopper tank)	SLD46B	10"	PB
G3855WP	4'-7" 14 Spoke Driving Wheel (GWR 57xx)	SLD47	10"	PB
G3861E	5'-1" 15 Spoke Driving Wheel	SLD50	11"	PB
G3862	5'-2" 16 Spoke Driving Wheel	SLD521	10½"	IL
G3862GW	5'-2" 16 Spoke Driving Wheel	SLD52B	10"	PB
G3866	5'-6" 17 Spoke Driving Wheel (SR)	SLD56B	14"	PB
G3868W	5'-8" 18 Spoke Driving Wheel (GWR Mogul, Grange etc.)	SLD58B	15"	IL
G3872LY	6'-0" 20 Spoke Driving Wheel (L&YR Barton Wright)		13"	PB
G3872ST	6'-0" 19 Spoke Driving Wheel (LMS Class 5)		14"	PB
G3874G	6'-2" 18 Spoke Driving Wheel		13"	PB
	Available to special order			
G3830R	2'-6" 4 Hole Disc Diesel Wheel (Ruston & Hornsby)			
G3836ST	3'-0" 9 Spoke Bogie Wheel (Stanier)			
G3838I	3'-2" 11 Spoke Driving Wheel (Kerr Stuart)		10"	IL
G3838MW	3'-2" 10 Spoke Driving Wheel (Manning Wardle)		9"	PB
G3842/02	3'-6" 10 Spoke Driving Wheel (BR Diesel Class 02)		10"	PB
G3845ST	3'-9" 11 Spoke Bogie Wheel (Stanier)			
G3851ST	4'-3" 12 Spoke Tender Wheel (Stanier)			
G3854/08	4'-6" 14 Spoke O/C Driving Wheel (inc. cranks) (Class 08)	SLD46		
G3872GWH	6'-0" 20 Spoke Driving Wheel (GWR Hall)		15"	PB
G3881ST	6'-9" 21 Spoke Driving Wheel (LMS Stanier Princess Coronation)		14"	PB

Wagon and Coach Wheels

G3130M	2'-9" 8 Mansell Disc Coach Wheel	SLG707		
G3120	3'-1" 8 Split Spoke Wagon Wheel	SLG702		
G3121	3'-1" 8 Plain Spoke Wagon Wheel	SLG701		
G3122	3'-1" 3 Hole Disc Wagon Wheel	SLG700		
G3124G	3'-7" Mansell Disc Coach Wheel (GWR/LNWR)	SLG706		
G3125	3'-7" Plain Disc Coach Wheel	SLG705		
	Available to special order			
G3123	3'-7" 8 Split Spoke Coach Wheel			

or equivalent GRS PG700

Driving Wheel Accessories

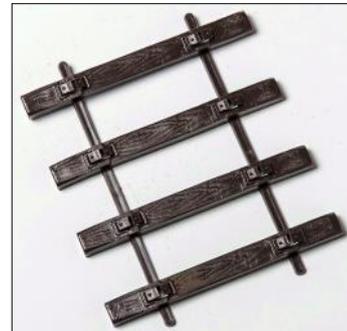
X98001	Allen Key for Gauge 1 and 3 (1/4" Dia.) Driving Wheels (2mm A/F)	SLG112		
G3317	Countersunk Allen Screw (for 1/4" axles) with extension journal, 4mm dia. (Set 6) (requires X98001 Allen Key)			
G3802	Crankpin Set. 4 short, 2 long; includes bushes and nuts			
G3805	Crankpin Conversion Set. 2 'long' crankpins and 2 bushes to replace 'short' Version (in wheel packs) to take second rod			
G3806	Return Crank Set (turned crankpin, cast crank, screws). Pair			
	Gauge 3 standard axle 1/4" Diameter	SLA635		
	Gauge 3 extended crank axle 1/4" Diameter	SLA535X		

Gauge 3 Track

G64 (63.5mm) Gauge Track and G64/45 (63.5mm/45mm) Dual Gauge Track

GRS G64 Track is manufactured in a UV resistant plastic safe for outdoor use and has full chair and bolt detail moulded onto the wood grained sleepers. The brass code 330 rail is of a flat bottom profile and identical to 'Tenmille' G Scale rail. The track will appeal to G Scale enthusiasts who have wanted to have some standard gauge in the garden to complement their narrow gauge models, as most narrow gauge railways in the UK had standard gauge interchange facilities at one time or another; e.g. Welshpool, Barnstaple, Blaeneau, Aberystwyth; whilst the L&M used transporter wagons and interchange buffer stops; all of which are now available in G Scale. The GRS G64 track also gives an easy to lay option to all those enthusiasts who just want to model standard gauge railways in 'Gauge 3', often previously referred to as 2½ inch gauge. GRS G64 track comes in two different versions, 63.5mm gauge and 63.5/45mm dual gauge, both with full wood-grained plastic sleeper base with chair and bolt detail. Both tracks are fully flexible as the sleepers are moulded in sets of four with linking webs, which can be cut for increased flexibility. Track packs contain enough bases to make five yards of track and are complete with rail joiners.

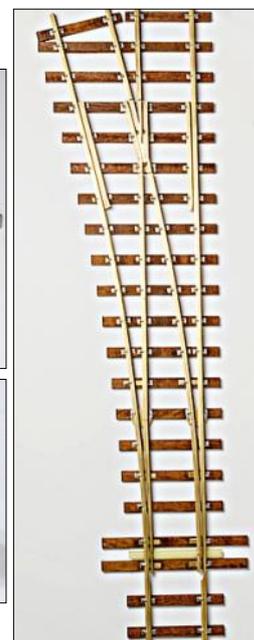
- SGI 400** G-64 Sleeper packs to make 5 yards of track with 10 brass fishplates
- SGI 401** G-64/45 Dual Gauge Sleeper packs to make 5 yards with 15 brass fishplates
- SGI 402** Code 330 Brass Rail 1.5m length
- SGI 403** Fishplates (10)
- SGI 404** Rail Built Buffer Stop. Built with code 330 rail
- SGI 405** Trans-Shipment Buffer Stop for use with transporter wagon



Pointwork

Manufactured in LGB brass rail using hardwood sleepers, soldered staples and brass plates. There is a standard range usually available from stock; -

- IGI 406L** 8ft Radius 12 degree angle, Left Hand
- IGI 406R** 8ft Radius 12 degree angle, Right Hand
- IGI 407** 8ft Radius 'Y' Point
- IGI 408L** 10ft Radius 10 degree angle, Left Hand
- IGI 408R** 10ft Radius 10 degree angle, Right Hand
- IGI 23** Point Lever Brass/Stainless Steel



Custom trackwork

Sometimes the standard items stocked are insufficient for the desired layout and in these circumstances GRS can offer custom trackwork for both G64 and G64/45 (dual gauge). The items are constructed from code 330 rail stapled and soldered to hardwood sleepers and have included 3-way points, double and single slips and crossovers. Due to the many combinations available, quotations are given on an individual basis.

Working Locomotive Lamps

Manufactured in cast brass, these head and tail lamps are completely self-contained, requiring no external power supply. The locomotive lamp body is painted in white enamel and holds LED, batteries and a switch fitted in the lamp-top vent. Lamps are supplied complete with batteries.

- PPG217** BR/LMS/SR Lamp-iron Etched Brass Fret
- PPG218** GWR Lamp-iron Etched Brass Fret
- FG240** BR Locomotive Head Lamp – rear lamp iron fixing
- FG241** BR Locomotive Tail Lamp – rear lamp iron fixing
- FG242** GWR pattern Loco Head Lamp – side lamp iron fixing
- FG243** GWR pattern Loco Tail Lamp – side lamp iron fixing
- FG244** LNER pattern Loco Head Lamp – rear lamp iron fixing
- FG245** LNER pattern Loco Tail Lamp – rear lamp iron fixing

GRS Electric Motor & Gearbox

This Motor/Gearbox combo is as used in the GRS loco kits. The unit consists of a Buhler or Mabuchi motor with flywheel and brass reduction gearbox with bronze gears and steel worm.

- PDG101** Motor & Gearbox for 1/4" axle 1:33 ratio (PDG100 as PDG101 but with 6mm axle, special order only)
- PDG103** Motor & Gearbox for 1/4" axle 1:40 ratio

GRS/Slaters Electric Motor & Gearbox

- SLGBG3** Motor & Gearbox for 1/4" axle 1:30 ratio, featuring steel skew and spur gears, with a choice of Mabuchi or Piko (smaller) motors. (A 1:40 version is in development)



Please see grsuk.com or ring GRS on 01844-345158 for the latest prices on all GRS stock. The items covered by this Catalogue have the following price ranges as of October 2015.

Loco kits £246.03 - £1800.00 Rolling Stock kits £78.58 - £379.50