

40TH  
ANNIVERSARY  
2022

£1.00



**G64 (Gauge 3)**

*2021 v.2*

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# Locomotive Kits

## 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 By 1944 only three had been withdrawn and by the start of BR 120 were still in service. 2069 was the last to be withdrawn in April 1958.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.



### 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)**

**NEW KIT CURRENTLY IN PREPARATION - COMING SHORTLY**

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.



**LMS Locomotives**

**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.



## Southern Railway Locomotives

### Stroudley Terrier A1X Class 0-6-0T



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 A1X class 0-6-0T Loco Kit.

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

### **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**

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





# Passenger Coaching Stock Kits

## 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 under-frame, 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. Whitmetal 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

## Non Passenger Coaching Stock Kits

### 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 whitmetal with insulated Slater's 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 DI796

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 whitmetal 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.

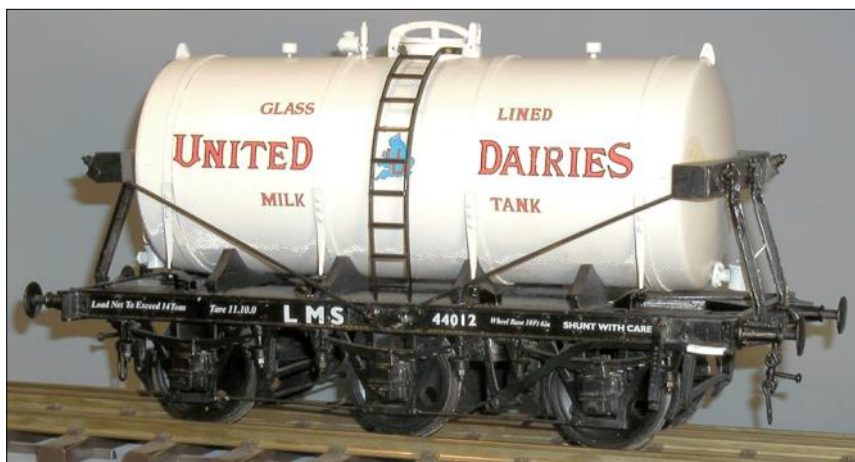
Length 460mm, Width 117mm, Height 176mm.



**CMDI625** Corridor Full  
Brake Stove-R DI796 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 sight 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

## **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 and vacuum pipes 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.



# **RTR Coaching Stock**

## **Collett Coaches - Ready to Run**

**GWR CORRIDOR COACHES** – Large window 'Sunshine' types introduced in the 1930's by C. B. Collett. As they were 8' 11" wide 'Yellow Disc' they could work widely across the country and lasted well into the B.R. period. Great care has been taken with design and manufacture of these coaches in the UK, with particular reference to the ease of building, to keep the labour costs low.

<b>Third Class Corridor</b>	DIAG C77 1938, 1940. 60' 11 ¼"
<b>Brake Composite Corridor</b>	DIAG EI59 1938, 1941. 60' 11 ¼"
<b>Corridor Composite</b>	DIAG EI58 1938, 1940. 59' 10"



## **CONSTRUCTION**

Body is Laser cut aluminium, chromate primed, Roof is aluminium extrusion with channel profile for side location. The floor and Sole Bars are machined from Aluminium. Interior comprises of interlocking bulk-heads and 2.00mm plastic glazing. The underframe comprises brass angle trussing with cast battery boxes, vacuum cylinders and dynamo. Bogies are made from laser cut steel with white metal side frame castings and are complete with Slaters Wheels.

Available in GWR Chocolate & Cream (totem and post-war available) and BR early period. The coaches weigh in at 4Kg and length is 872mm for the Brake and Third and 858mm for the Composite.



3rd Corridor (8 Comp.) Dia. C77



Corridor Composite (7 Comp.) Dia. EI58



Brake Composite (6 Comp.) Dia. EI59



# Freight Rolling Stock Kits

## 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 whitmetal 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 +



**CMDI884 + SB517A**



**CMDI885**

**CMDI886** BR ex LNER BRAKE VAN KIT 20T +

**CMDI887** GWR Toad Brake Van 20ton, Diag.AA2I + \*



**CMDI886**



**CMDI887**

**CMDI888** RCH 7-Plank Open Wagon 9' W/B \* +

**CMDI889** GWR Lorient M, Machinery Wagon, 21' W/B Diag G14 +



**CMDI888**



**CMDI889**

**CMDI891** LMS Cattle Wagon, 12ton, 11' W/B

**CMDI893** GWR Loco Coal Wagon, 10ton, 9' W/B, Diag N20 + \*

**CMDI895** SR (Ex LSWR) Brake Van, 20/24ton, Diag 1543, 13' W/B \*

**CMDI896** Oil Tank Wagon, 14ton, 10' W/B, (1939) \* +



**CMD1891**



**CMD1893**



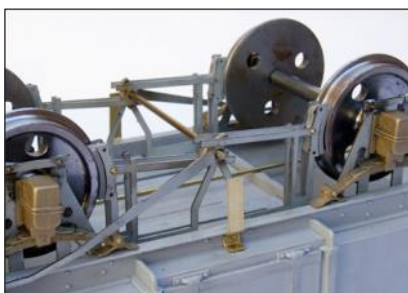
**CMD1895**



**CMD1896**

## GS100

16 Ton Steel Mineral Wagon + \*  
'Easy Build' with one piece moulded resin body, including steel wheels



**GS100**

## Plastic/Whitemetal Kits

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

**DG1808** LNER 13ton 10'6" Steel Open Wagon, 8 shoe clasp brakes

**DG1809** GWR Conflat Wagon, 10' W/B, Etch detailing

**DG1811** LNER/SR 1 Plank Lowfit Wagon, 10' W/B, Diag 109 (LNER)

**DG1812** LMS 3 Plank Wagon, 12ton, 10' W/B, Diag D1927

**DG1814** GWR Macaw H Bogie Flat Wagon \*

**DG1856** LMS Box Van 12ton, planked or plain, ventilated.





**DGI808**



**DGI809 + CM201 + SB304**



**DGI811 + CM201 + SB382**



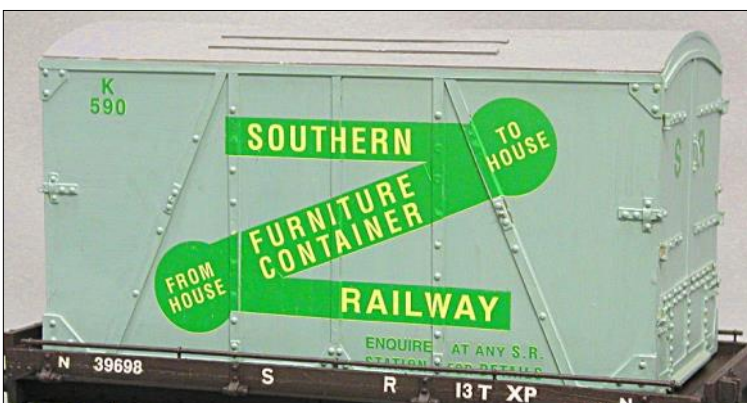
**DGI812**



**DGI814**



**DGI856**



**CM201 + SB384**



**CM206 + SB319**

## 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.

SB001	GWR Roundel Crest	SB315	GWR 10t Loco Coal Wagon
SB002	GWR Shield Crest	SB316	GWR Gas Tank Wagon
SB003	BR Lion (late Crest)	SB317	GWR Lorient M / BR Lowmac WE
SB004	BR Lion (early Crest)	SB319	GWR AF Container
SB005	LMS Post WWII Crest	SB350	LMS 5 Plank Wagon
SB008	Great Eastern Crest	SB351	3 Plank Wagon
SB105	SR Terrier Locomotive	SB355	LMS 12t Box Van (Planked)
SB112	N5 Locomotive - BR	SB356	LMS 12t Box Van (Ply)
SB113YR	LMS 2F Loco (Yellow Shaded Red)	SB357	BR (ex LMS) 16t Mineral
SB116	SR 'O2' Class Locomotive	SB358	LMS Cattle Wagon
SB117	BR 'O2' Locomotive	SB360	LMS 20t Brake Van
SB120	GWR Loco Set	SB361	LMS AF Container
SB121	LMS Loco Set	SB377	BR AF Container
SB122	BR Loco Set	SB379	BR 21 Ton Mineral Wagon
SB123	BR DMU Set	SB381	BR (ex LNER) Standard Brake Van
SB201	GWR Siphon G Set	SB382	LNER Container 'Z' White Lettering
SB203	NE Horsebox	SB383	LNER 12 Ton Lowfit (1 Plank)
SB204	BR B Set (Brass Line)	SB384	SR Container 'Z' design
SB205	SR (ex LSWR) Tri-Arc Coaches	SB385	SR Brake Van 20/24 Ton
SB206	Wisbech & Upwell Coach	SB387	SR 4 wheel Pass Luggage/Parcels Van CCT
SB207	LMS Stove 6 wheel NPC	SB388	NE Ventilated Refrigerator Van
SB208	LNER Teak Coach Set	SB389	SR Vans (Generic)
SB300	N E Tube Wagon	SB390	SR Conflat
SB301	N E Ventilated Van	SB510	Independent Milk Supplies
SB303	GWR Container (Brown)	SB511	Chance & Hunt Salt Wagon
SB304	GWR Container (Choc/Cream)	SB512	Saxa Salt Wagon
SB305	GWR Toad Brake Van	SB515	Palethorpes Sausages (NYA)
SB306	GWR Shunters Truck	SB517A	Shell BP Class A Tanker
SB309	GWR Mica B Refrig Van	SB517B	Shell BP Class B Tanker
SB310	GWR Mica A V 23 Van	SB518A	Esso Class A Tanker
SB314	GWR Fruit D 18' WB - diag Y11	SB518B	Esso Class B Tanker (Large Letters)





# 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
<b>G3836SW</b>	3'-0" 9 Spoke Bogie Wheel	<b>SLB30</b>		
<b>G3838</b>	3'-2" 10 Spoke Bogie Wheel (GWR)	<b>SLB32</b>		
<b>G3842</b>	3'-6" 10 Spoke Bogie Wheel	<b>SLB36</b>		
<b>G3844</b>	3'-8" 10 Spoke Bogie Wheel	<b>SLB38</b>		
<b>G3845</b>	3'-9" 10 Spoke Bogie Wheel			
<b>G3845D</b>	3'-9" Disc Tender/Diesel Power Bogie Wheel	<b>SLT39D</b>		
<b>G3849</b>	4'-1" 12 Spoke Tender Wheel (GWR)	<b>SLT415</b>		
<b>G3849GW</b>	4'-1" 12 Spoke Driving Wheel	<b>SLD415</b>	<b>10"</b>	<b>IL</b>
<b>G3851</b>	4'-3" 12 Spoke Tender Wheel	<b>SLT43</b>		
<b>G3851I</b>	4'-3" 14 spk Austerity/J94	<b>SLD43</b>	<b>11½"</b>	<b>PB</b>
<b>G3854LY</b>	4'-6" 13 Spoke Driving Wheel (L&Y 500; LNWR Chopper tank)	<b>SLD46B</b>	<b>10"</b>	<b>PB</b>
<b>G3855WP</b>	4'-7" 14 Spoke Driving Wheel (GWR 57xx)	<b>SLD47</b>	<b>10"</b>	<b>PB</b>
<b>G3861E</b>	5'-1" 15 Spoke Driving Wheel	<b>SLD50</b>	<b>11"</b>	<b>PB</b>
<b>G3862</b>	5'-2" 16 Spoke Driving Wheel	<b>SLD52I</b>	<b>10½"</b>	<b>IL</b>
<b>G3862GW</b>	5'-2" 16 Spoke Driving Wheel	<b>SLD52B</b>	<b>10"</b>	<b>PB</b>
<b>G3866</b>	5'-6" 17 Spoke Driving Wheel (SR)	<b>SLD56B</b>	<b>14"</b>	<b>PB</b>
<b>G3868W</b>	5'-8" 18 Spoke Driving Wheel (GWR Mogul, Grange etc.)	<b>SLD58B</b>	<b>15"</b>	<b>IL</b>
<b>G3872LY</b>	6'-0" 20 Spoke Driving Wheel (L&YR Barton Wright)		<b>13"</b>	<b>PB</b>
<b>G3872ST</b>	6'-0" 19 Spoke Driving Wheel (LMS Class 5)		<b>14"</b>	<b>PB</b>
<b>G3874G</b>	6'-2" 18 Spoke Driving Wheel		<b>13"</b>	<b>PB</b>
	<b>Available to special order</b>			
<b>G3830R</b>	2'-6" 4 Hole Disc Diesel Wheel (Ruston & Hornsby)			
<b>G3836ST</b>	3'-0" 9 Spoke Bogie Wheel (Stanier)			
<b>G3838I</b>	3'-2" 11 Spoke Driving Wheel (Kerr Stuart)		<b>10"</b>	<b>IL</b>
<b>G3838MW</b>	3'-2" 10 Spoke Driving Wheel (Manning Wardle)		<b>9"</b>	<b>PB</b>
<b>G3842/02</b>	3'-6" 10 Spoke Driving Wheel (BR Diesel Class 02)		<b>10"</b>	<b>PB</b>
<b>G3845ST</b>	3'-9" 11 Spoke Bogie Wheel (Stanier)			
<b>G3851ST</b>	4'-3" 12 Spoke Tender Wheel (Stanier)			
<b>G3854/08</b>	4'-6" 14 Spoke O/C Driving Wheel (inc. cranks) (Class 08)	<b>SLD46</b>		
<b>G3872GWH</b>	6'-0" 20 Spoke Driving Wheel (GWR Hall)		<b>15"</b>	<b>PB</b>
<b>G3881ST</b>	6'-9" 21 Spoke Driving Wheel (LMS Stanier Princess Coronation)		<b>14"</b>	<b>PB</b>

## Wagon and Coach Wheels

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

or equivalent GRS PG700

## Driving Wheel Accessories

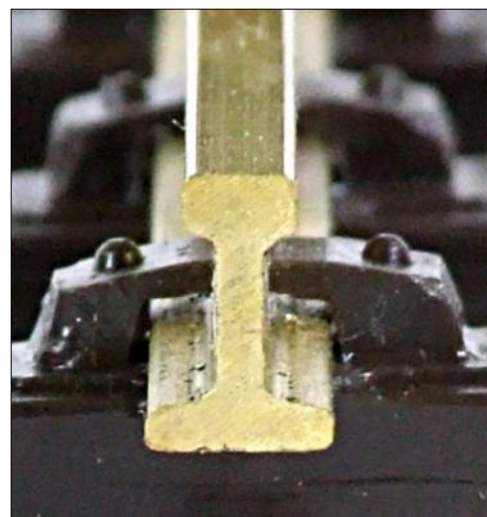
<b>X98001</b>	Allen Key for Gauge 1 and 3 (1/4" Dia.) Driving Wheels (2mm A/F)	<b>SLG112</b>
<b>G3317</b>	Countersunk Allen Screw (for 1/4" axles) with extension journal, 4mm dia. (Set 6) (requires X98001 Allen Key)	
<b>G3802</b>	Crankpin Set. 4 short, 2 long; includes bushes and nuts	
<b>G3805</b>	Crankpin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

## 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.

- SGI400** G-64 Sleeper packs to make 5 yards of track with 10 brass fishplates
- SGI401** G-64/45 Dual Gauge Sleeper packs to make 5 yards with 15 brass fishplates
- SGI402** Code 330 Brass Rail 1.5m length
- SGI403** Fishplates (10)
- SGI404** Rail Built Buffer Stop. Built with code 330 rail

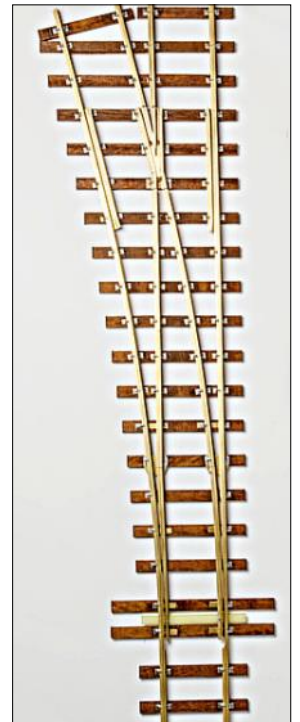




## Pointwork

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

- IGI406L** 8ft Radius 12 degree angle, Left Hand
- IGI406R** 8ft Radius 12 degree angle, Right Hand
- IGI408L** 10ft Radius 10 degree angle, Left Hand
- IGI408R** 10ft Radius 10 degree angle, Right Hand
- IGI4010L** 12ft Radius, Left Hand
- IGI4010LR** 12ft Radius, Right Hand
- IGI23** Point Lever Brass/Stainless Steel
- TIEI23** 8mm Throw Point Lever Brass/Stainless Steel
- TIE001** Lever Frame Kit
- TIE004** 8mm Throw Point Lever Kit



IGI23



TIEI23



TIE001



TIE004

## 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.

## GRS/Slaters Electric Motor & Gearbox

### SLGBG3

Motor & Gearbox for 1/4" axle 1:30 ratio



### SLGB-50U

Motor & Gearbox for 1/4" axle 1:50 ratio



Please see [grsuk.com](http://grsuk.com) or ring GRS on 01844-345158 for the latest prices and availability on all GRS stock. Our website also shows a comprehensive list of accessories and RTR locos and rolling stock items when available.

The items covered by this Catalogue have the following price ranges as of February 2021:

Loco kits £625.00 - £1895.00, Rolling Stock kits £95.00 - £379.50