| HARD MAPLE PREP TOPS \& PARTS WORKTABLES |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CROSSBRACED <br> GTRSX SERIES |  |  | WITH UNDERSHELF <br> GTS SERIES |  |  | BACK SPLASH \& SIDE SPLASHES <br> GTRS SERIES |  |  | BACK SPLASH \& SIDE SPLASHES <br> GTSX SERIES |  |  |
| MODEL N0. | $\begin{aligned} & \text { NET } \\ & \text { WT. } \end{aligned}$ | \$ LIST PRICE | MODEL N0. | $\begin{gathered} \text { NET } \\ \text { WT. } \end{gathered}$ | \$ LIST PRICE | MODEL NO. | $\begin{array}{\|l\|l} \text { NET } \\ \text { WT. } \end{array}$ | \$ LIST PRICE | MODEL N0. | $\begin{array}{\|l\|l} \text { NET } \\ \text { WT. } \end{array}$ | \$ LIST PRICE |
| $\begin{array}{\|l\|} \hline \text { 2GTRSX - } 24 \\ \text { 2GTRSX- } 30 \\ \text { 2GTRSX - } 36 \end{array}$ | $\begin{aligned} & 45 \# \\ & 49 \# \\ & 53 \# \end{aligned}$ | $\begin{aligned} & 631 \\ & 697 \\ & 729 \end{aligned}$ | $\begin{aligned} & \hline \text { 2GTS - } 24 \\ & \text { 2GTS - } 30 \\ & \text { 2GTS - } 36 \\ & \hline \end{aligned}$ | $\begin{aligned} & 52 \# \\ & 60 \# \\ & 67 \# \end{aligned}$ | $\begin{aligned} & 711 \\ & 753 \\ & 798 \end{aligned}$ | $\begin{aligned} & \text { 2GTRS - } 24 \\ & \text { 2GTRS - } 30 \\ & \text { 2GTRS - } 36 \end{aligned}$ | $\begin{aligned} & \hline 46 \# \\ & 50 \text { \# } \\ & 53 \text { \# } \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 804 \\ & 837 \\ & 873 \end{aligned}$ | $\begin{aligned} & \text { 2GTSX - } 24 \\ & \text { 2GTSX - } 30 \\ & \text { 2GTSX - } 36 \end{aligned}$ | $\begin{aligned} & 53 \# \\ & 61 \text { \# } \\ & 68 \text { \# } \end{aligned}$ | $\begin{aligned} & 849 \\ & 894 \\ & 938 \end{aligned}$ |
| 3GTRSX - 24 3GTRSX 30 3GTRSX - 36 | $\begin{aligned} & 53 \# \\ & 60 \# \\ & 66 \# \end{aligned}$ | $\begin{aligned} & \hline 757 \\ & 803 \\ & 849 \end{aligned}$ | $\begin{aligned} & \text { 3GTS - } 24 \\ & \text { 3GTS - } 30 \\ & \text { 3GTS - } 36 \end{aligned}$ | $\begin{aligned} & 67 \# \\ & 78 \# \\ & 88 \# \end{aligned}$ | $\begin{aligned} & \hline 802 \\ & 871 \\ & 936 \end{aligned}$ | 3GTRS - 24 3GTRS - 30 3GTRS - 36 | $\begin{aligned} & 55 \# \\ & 61 \# \\ & 67 \text { \# } \end{aligned}$ | $\begin{aligned} & \hline 903 \\ & 951 \\ & 995 \end{aligned}$ | $\begin{aligned} & \hline \text { 3GTSX - } 24 \\ & \text { 3GTSX - } 30 \\ & \text { 3GTSX - } 36 \end{aligned}$ | $\begin{aligned} & 69 \# \\ & 80 \# \\ & 90 \text { \# } \end{aligned}$ | $\begin{array}{r} 948 \\ 1017 \\ 1082 \end{array}$ |
| $\begin{aligned} & \text { 4GTRSX - } 24 \\ & \text { 4GTRSX - } 30 \\ & \text { 4GTRSX - } 36 \end{aligned}$ | $\begin{aligned} & 61 \# \\ & 70 \# \\ & 78 \# \end{aligned}$ | $\begin{aligned} & \hline 852 \\ & 912 \\ & 968 \end{aligned}$ | $\begin{aligned} & \hline \text { 4GTS - } 24 \\ & \text { 4GTS - } 30 \\ & \text { 4GTS - } 36 \\ & \hline \end{aligned}$ | $\begin{array}{r} 82 \# \\ 95 \# \\ 108 \# \end{array}$ | $\begin{array}{r} 897 \\ 983 \\ 1073 \end{array}$ | $\begin{aligned} & \text { 4GTRS - } 24 \\ & \text { 4GTRS - } 30 \\ & \text { 4GTRS - } 36 \end{aligned}$ | $\begin{aligned} & \hline 64 \# \\ & 73 \# \\ & 81 \# \end{aligned}$ | $\begin{aligned} & \hline 1005 \\ & 1061 \\ & 1121 \end{aligned}$ | $\begin{aligned} & \text { 4GTSX - } 24 \\ & \text { 4GTSX - } 30 \\ & \text { 4GTSX - } 36 \end{aligned}$ | $\begin{array}{r} 85 \# \\ 98 \# \\ 111 \text { \# } \end{array}$ | $\begin{aligned} & \hline 1047 \\ & 1136 \\ & 1211 \end{aligned}$ |
| 5GTRSX - 24 <br> 5GTRSX 30 <br> 5GTRSX - 36 <br> 6GTRSX | $\begin{aligned} & 72 \# \\ & 82 \# \\ & 92 \# \end{aligned}$ | $\begin{array}{r} 888 \\ 957 \\ 1026 \end{array}$ | $\begin{aligned} & \text { 5GTS - } 24 \\ & 5 \mathrm{GTS}-30 \\ & 5 \mathrm{GTS}-36 \end{aligned}$ | $\begin{array}{r} 98 \# \\ 116 \# \\ 133 \text { \# } \end{array}$ | 995 1103 1211 | 5GTRS - 24 <br> 5GTRS - 30 <br> 5GTRS - 36 | $\begin{aligned} & \hline 76 \# \\ & 86 \# \\ & 95 \# \end{aligned}$ | $\begin{aligned} & \hline 1043 \\ & 1112 \\ & 1181 \end{aligned}$ | $\begin{aligned} & \text { 5GTSX - } 24 \\ & \text { 5GTSX - } 30 \\ & \text { 5GTSX - } 36 \end{aligned}$ | $\begin{aligned} & 101 \# \\ & 118 \# \\ & 134 \# \end{aligned}$ | $\begin{aligned} & 1148 \\ & 1259 \\ & 1366 \end{aligned}$ |
| $\begin{aligned} & \text { 6GTRSX - } 24 \\ & \text { 6GTRSX - } 30 \\ & \text { 6GTRSX - } 36 \end{aligned}$ | $\begin{array}{r} 83 \# \\ 95 \# \\ 106 \# \end{array}$ | $\begin{array}{r} 921 \\ 1002 \\ 1082 \end{array}$ | $\begin{aligned} & \hline 6 \mathrm{GTS}-24 \\ & 6 \mathrm{GTS}-30 \\ & 6 \mathrm{GTS}-36 \end{aligned}$ | $\begin{aligned} & 113 \# \\ & 133 \# \\ & 153 \# \end{aligned}$ | $\begin{aligned} & \hline 1091 \\ & 1220 \\ & 1349 \end{aligned}$ | 6GTRS - 24 6GTRS - 30 6GTRS - 36 | $\begin{array}{r} 87 \# \\ 98 \# \\ 109 \# \end{array}$ | $\begin{aligned} & \hline 1080 \\ & 1160 \\ & 1241 \end{aligned}$ | $\begin{aligned} & \text { 6GTSX - } 24 \\ & \text { 6GTSX - } 30 \\ & \text { 6GTSX - } 36 \end{aligned}$ | $\begin{aligned} & 117 \# \\ & 137 \# \\ & 156 \# \end{aligned}$ | $\begin{aligned} & \hline 1250 \\ & 1379 \\ & 1498 \end{aligned}$ |
| $\begin{aligned} & \text { 7GTRSX - } 24 \\ & \text { 7GTRSX - } 30 \\ & \text { 7GTRSX - } 36 \end{aligned}$ | $\begin{aligned} & 103 \# \\ & 117 \# \\ & 131 \# \end{aligned}$ | $\begin{aligned} & 1205 \\ & 1304 \\ & 1400 \end{aligned}$ | $\begin{aligned} & \hline 7 \text { 7GTS - } 24 \\ & \text { 7GTS - } 30 \\ & \text { 7GTS - } 36 \end{aligned}$ | $\begin{aligned} & \hline 138 \# \\ & 161 \# \\ & 184 \# \end{aligned}$ | $\begin{aligned} & \hline 1394 \\ & 1546 \\ & 1699 \end{aligned}$ | $\begin{aligned} & \hline 7 \text { GTRS - } 24 \\ & \text { 7GTRS - } 30 \\ & \text { 7GTRS - } 36 \end{aligned}$ | $\begin{aligned} & \hline 107 \# \\ & 119 \# \\ & 131 \# \end{aligned}$ | $\begin{aligned} & \hline 1370 \\ & 1465 \\ & 1561 \end{aligned}$ | $\begin{aligned} & \text { 7GTSX - } 24 \\ & \text { 7GTSX - } 30 \\ & \text { 7GTSX - } 36 \end{aligned}$ | $\begin{aligned} & 142 \# \\ & 165 \# \\ & 188 \# \end{aligned}$ | $\begin{aligned} & \hline 1558 \\ & 1708 \\ & 1857 \end{aligned}$ |
| $\begin{array}{\|l\|} \hline \text { 8GTRSX - } 24 \\ \text { 8GTRSX - } 30 \\ \text { 8GTRSX - } 36 \end{array}$ | $\begin{aligned} & 114 \# \\ & 130 \# \\ & 146 \# \end{aligned}$ | $\begin{aligned} & 1274 \\ & 1381 \\ & 1489 \end{aligned}$ | $\begin{aligned} & \hline 8 \mathrm{GTS}-24 \\ & 8 \mathrm{GTS}-30 \\ & 8 \mathrm{GTS}-36 \end{aligned}$ | $\begin{aligned} & \hline 155 \# \\ & 181 \# \\ & 207 \# \end{aligned}$ | $\begin{aligned} & 1492 \\ & 1665 \\ & 1835 \end{aligned}$ | $\begin{aligned} & \hline \text { 8GTRS - } 24 \\ & \text { 8GTRS - } 30 \\ & \text { 8GTRS - } 36 \end{aligned}$ | $\begin{array}{\|l\|} \hline 118 \# \\ 133 \# \\ 147 \# \end{array}$ | $\begin{aligned} & 1441 \\ & 1549 \\ & 1656 \end{aligned}$ | $\begin{aligned} & \text { 8GTSX - } 24 \\ & \text { 8GTSX - } 30 \\ & \text { 8GTSX - } 36 \end{aligned}$ | $\begin{aligned} & 158 \# \\ & 185 \# \\ & 211 \# \end{aligned}$ | $\begin{aligned} & \hline 1659 \\ & 1830 \\ & 2003 \end{aligned}$ |
| 9GTRSX - 24 9GTRSX-30 9GTRSX-36 | $\begin{aligned} & 125 \# \\ & 133 \# \\ & 140 \# \end{aligned}$ | $\begin{aligned} & 1342 \\ & 1462 \\ & 1581 \end{aligned}$ | $\begin{aligned} & \hline 9 \text { GTS - } 24 \\ & \text { 9GTS - } 30 \\ & \text { 9GTS - } 36 \end{aligned}$ | $\begin{aligned} & 170 \# \\ & 200 \# \\ & 230 \# \end{aligned}$ | $\begin{aligned} & \hline 1590 \\ & 1783 \\ & 1992 \end{aligned}$ | $\begin{aligned} & \hline \text { 9GTRS - } 24 \\ & \text { 9GTRS - } 30 \\ & \text { 9GTRS - } 36 \end{aligned}$ | $\begin{aligned} & \hline 130 \# \\ & 147 \# \\ & 163 \# \\ & \hline \end{aligned}$ | 1513 1633 1749 | $\begin{aligned} & \text { 9GTSX - } 24 \\ & \text { 9GTSX } 30 \\ & \text { 9GTSX - } 36 \end{aligned}$ | $\begin{aligned} & 175 \# \\ & 205 \text { \# } \\ & 234 \text { \# } \end{aligned}$ | $\begin{aligned} & \hline 1761 \\ & 1953 \\ & 2147 \end{aligned}$ |
| 10GTRSX - 24 <br> 10GTRSX 30 <br> 10GTRSX - 36 | $\begin{aligned} & 135 \# \\ & 155 \# \\ & 175 \text { \# } \\ & \hline \end{aligned}$ | $\begin{aligned} & 1487 \\ & 1540 \\ & 1671 \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { 10GTS - } 24 \\ & \text { 10GTS - } 30 \\ & \text { 10GTS - } 36 \end{aligned}$ | $\begin{aligned} & 187 \# \\ & 220 \# \\ & 252 \# \\ & \hline \end{aligned}$ | $\begin{aligned} & 1689 \\ & 1902 \\ & 2114 \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { 10GTRS - } 24 \\ & \text { 10GTRS - } 30 \\ & \text { 10GTRS - } 36 \\ & \hline \end{aligned}$ | $\begin{array}{\|l\|} \hline 141 \# \\ 161 \# \\ 180 \# \\ \hline \end{array}$ | $\begin{aligned} & 1585 \\ & 1599 \\ & 1845 \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { 10GTSX - } 24 \\ & \text { 10GTSX - } 30 \\ & \text { 10GTSX - } 36 \\ & \hline \end{aligned}$ | $\begin{aligned} & 193 \text { \# } \\ & 225 \text { \# } \\ & 257 \text { \# } \end{aligned}$ | $\begin{aligned} & 1863 \\ & 2076 \\ & 2287 \\ & \hline \end{aligned}$ |
| 11GTRSX - 24 11GTRSX - 30 11GTRSX - 36 | $\begin{aligned} & 143 \# \\ & 164 \# \\ & 185 \# \end{aligned}$ | 1553 1695 1839 | $\begin{aligned} & \hline \text { 11GTS - } 24 \\ & \text { 11GTS - } 30 \\ & 11 \text { GTS - } 36 \end{aligned}$ | $\begin{aligned} & \hline 199 \# \\ & 271 \# \\ & 290 \# \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 1860 \\ & 2093 \\ & 2326 \end{aligned}$ | 11GTRS - 24 11GTRS - 30 11GTRS - 36 | $\begin{aligned} & \hline 149 \# \\ & 170 \# \\ & 191 \# \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 1743 \\ & 1887 \\ & 2027 \end{aligned}$ | $\begin{aligned} & \hline 11 \text { GTSX - } 24 \\ & \text { 11GTSX - } 30 \\ & \text { 11GTSX - } 36 \end{aligned}$ | $\begin{aligned} & 206 \# \\ & 241 \# \\ & 275 \# \end{aligned}$ | $\begin{aligned} & 2048 \\ & 2284 \\ & 2517 \\ & \hline \end{aligned}$ |
| $\begin{aligned} & \text { 12GTRSX - } 24 \\ & \text { 12GTRSX - } 30 \\ & \text { 12GTRSX - } 36 \end{aligned}$ | $\begin{aligned} & 150 \# \\ & 173 \# \\ & 195 \# \end{aligned}$ | $\begin{aligned} & \hline 1693 \\ & 1848 \\ & 2003 \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { 12GTS - } 24 \\ & \text { 12GTS - } 30 \\ & \text { 12GTS - } 36 \end{aligned}$ | $\begin{array}{\|l\|} \hline 211 \# \\ 269 \# \\ 327 \# \\ \hline \end{array}$ | $\begin{aligned} & \hline 2027 \\ & 2282 \\ & 2538 \\ & \hline \end{aligned}$ | $\begin{array}{\|l\|} \hline 12 G T R S ~-~ \end{array} 4$ | $\begin{array}{\|l\|} \hline 157 \# \\ 179 \# \\ 201 \text { \# } \\ \hline \end{array}$ | $\begin{aligned} & \hline 1902 \\ & 2057 \\ & 2213 \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 12 G T S X-24 \\ & \text { 12GTSX - } 30 \\ & \text { 12GTSX - } 36 \end{aligned}$ | $\begin{aligned} & 218 \text { \# } \\ & 255 \text { \# } \\ & 292 \text { \# } \end{aligned}$ | $\begin{aligned} & 2237 \\ & 2490 \\ & 2745 \\ & \hline \end{aligned}$ |
| OPTIONS |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { \$ } 380.00 \\ & \text { \$ } 480.00 \\ & \text { \$ } 438.00 \\ & \text { \$ } 212.00 \end{aligned}$ |  | 5-P, $15 \times$ RING DR <br> 5-S, $15 \times$ RING DR <br> 17, 17 x <br> BASKET <br> C3, SET | 20 S/S ROLLER AWER W/ PLAS 20 S/S ROLLER AWER S/S LIN 17 WELDED IN DRAIN \& 2 FAU OF 4 CASTERS | B, ET HO | ES | $\begin{array}{lll} 68.00 & \square & \# 6 \\ 86.00 & \square & \# 4 \\ 96.00 & \square & \# 4 \\ 06.00 & \square & \# 4 \\ 30 \% & \square & \text { AL } \end{array}$ | $\begin{aligned} & \text { SC3, S } \\ & \text { ES } 24^{\prime \prime} \\ & \text { ES } 30^{\prime \prime} \\ & \text { ES } 36^{\prime \prime} \\ & \text { DITION } \end{aligned}$ | T OF 6 <br> ND SPL <br> ND SPL <br> ND SPL <br> L S/S | ASTERS <br> ASH <br> ASH <br> ASH <br> NDERSHELF |  | $\begin{aligned} & C \\ & l \end{aligned}$ |



| MODEL NO. | NET |
| :---: | :---: |
| L (ft.) D | WT. |
| 2GTRS - 24 | 46 \# |
| 2GTRS - 30 | 50 \# |
| 2GTRS - 36 | 53 \# |
| 3GTRS - 24 | 55 \# |
| 3GTRS - 30 | 61 \# |
| 3GTRS - 36 | 67 \# |
| 4GTRS - 24 | 64 \# |
| 4GTRS - 30 | 73 \# |
| 4GTRS - 36 | 81 \# |
| 5GTRS - 24 | 76 \# |
| 5GTRS - 30 | 86 \# |
| 5GTRS - 36 | 95 \# |
| 6GTRS - 24 | 87 \# |
| 6GTRS - 30 | 98 \# |
| 6GTRS - 36 | 109 \# |
| 7GTRS - 24 | 107 \# |
| 7GTRS - 30 | 119 \# |
| 7GTRS - 36 | 131 \# |
| 8GTRS - 24 | 118 \# |
| 8GTRS - 30 | 133 \# |
| 8GTRS - 36 | 147 \# |
| 9GTRS - 24 | 130 \# |
| 9GTRS - 30 | 147 \# |
| 9GTRS - 36 | 163 \# |
| 10GTRS - 24 | 141 \# |
| 10GTRS - 30 | 161 \# |
| 10GTRS - 36 | 180 \# |
| 11GTRS - 24 | 149 \# |
| 11GTRS - 30 | 170 \# |
| 11GTRS-36 | 191 \# |
| 12GTRS-24 | 157 \# |
| 12GTRS - 30 | 179 \# |
| 12GTRS - 36 | 201 \# |

## USE FOR ARCHITECT / ENGINEER / CONTRACTOR APPROVAL

JOB NAME $\qquad$ DATE $\qquad$
MODEL No. $\qquad$ QTY $\qquad$
CUSTOMER $\qquad$
$\qquad$
$\qquad$

BUTCHER BLOCK PREP WORKTABLES


| MODEL NO. <br> L (ft.) D | $\begin{aligned} & \text { NET } \\ & \text { WT. } \end{aligned}$ |
| :---: | :---: |
| 2GTRSX-24 | 45 \# |
| 2GTRSX - 30 | 49 \# |
| 2GTRSX-36 | 53 \# |
| 3GTRSX-24 | 53 \# |
| 3GTRSX - 30 | 60 \# |
| 3GTRSX - 36 | 66 \# |
| 4GTRSX - 24 | 61 \# |
| 4GTRSX - 30 | 70 \# |
| 4GTRSX - 36 | 78 \# |
| 5GTRSX-24 | 72 \# |
| 5GTRSX - 30 | 82 \# |
| 5GTRSX-36 | 92 \# |
| 6GTRSX - 24 | 83 \# |
| 6GTRSX - 30 | 95 \# |
| 6GTRSX - 36 | 106 \# |
| 7GTRSX - 24 | 103 \# |
| 7GTRSX - 30 | 117 \# |
| 7GTRSX-36 | 131 \# |
| 8GTRSX-24 | 114 \# |
| 8GTRSX - 30 | 130 \# |
| 8GTRSX - 36 | 146 \# |
| 9GTRSX-24 | 125 \# |
| 9GTRSX - 30 | 133 \# |
| 9GTRSX - 36 | 140 \# |
| 10GTRSX-24 | 135 \# |
| 10GTRSX - 30 | 155 \# |
| 10GTRSX - 36 | 175 \# |
| 11GTRSX - 24 | 143 \# |
| 11GTRSX - 30 | 164 \# |
| 11GTRSX - 36 | 185 \# |
| 12GTRSX - 24 | 150 \# |
| 12GTRSX - 30 | 173 \# |
| 12GTRSX-36 | 195 \# |

## USE FOR ARCHITECT / ENGINEER / CONTRACTOR APPROVAL

JOB NAME $\qquad$ DATE $\qquad$
MODEL No. $\qquad$ QTY $\qquad$
CUSTOMER $\qquad$
$\qquad$
$\qquad$

## BUTCHER BLOCK PREP WORKTABLES



## USE FOR ARCHITECT / ENGINEER / CONTRACTOR APPROVAL

JOB NAME $\qquad$ DATE $\qquad$
MODEL No. $\qquad$ QTY $\qquad$
CUSTOMER $\qquad$
$\qquad$
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