

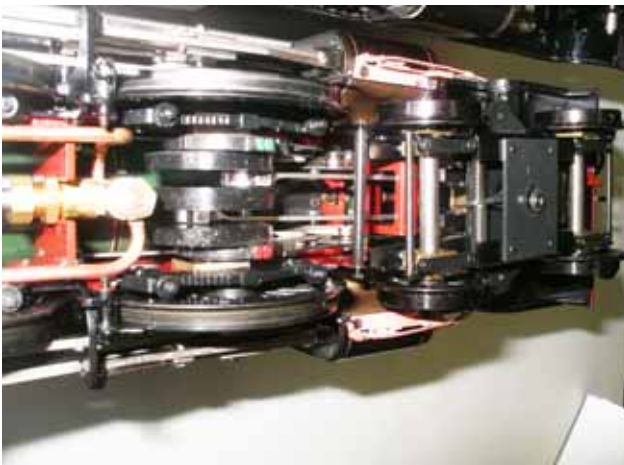
The differences between GWR Castle and GWR King George V

At least the following ten places have been innovated from the GWR King George V

On the overall length the Castle Class were shorter than the King George



As the result, all the working parts both of the inside and out-side of the engine have been more precisely processed.



GWR Castle

GWR King George

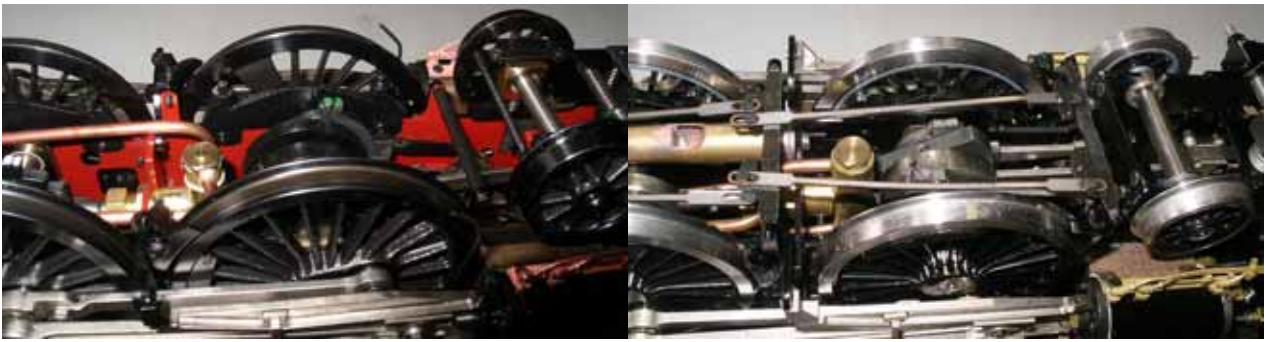


Castle



King George V

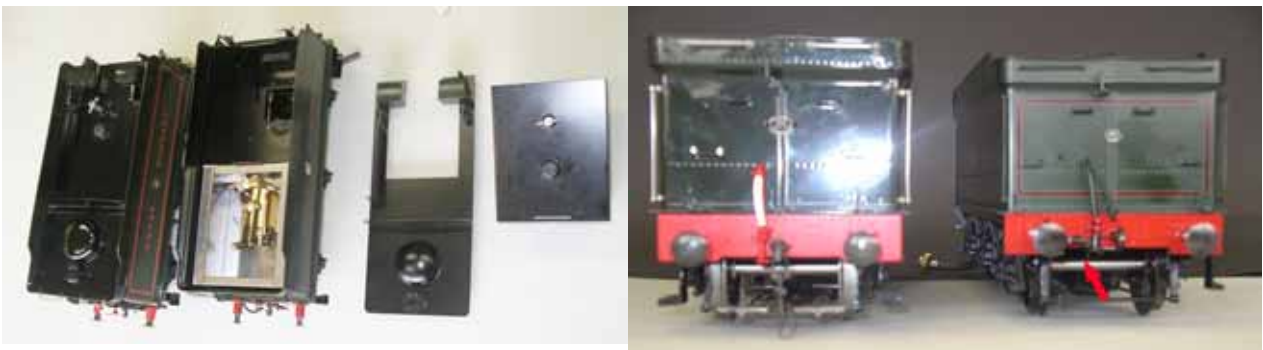
The shape of the steam pipes criticised in the King George V have been made more faithful to the prototype.



The improved are the driving wheels.

The driving wheels of the King George V had the stainless steel tires fitted over the casted wheels to insulate them for electrical drive, and accordingly the tires tended to be removed from the wheels due to spiled alcohol firing. What's worse, the stainless wheel tires were slippery. The driving wheels of the Castle class are made by the iron casting. The balance weights, which were well received in the Duchess wheels, are fitted on the Castle class wheels the same way as the full sized ones.

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The basic sizes of the tender are the same as those of the King George V. The removable fuel tank is used in compliance with your request, maintaining the details, and the British type hook couplers (swinging side ways) are applied and can swing side ways (note the red arrow which shows the coupler swung maximum to the side way in the picture).



Take note of the lookings of the cab and the Belpaire boiler. The washout plugs are realized prototypical. And side lacings made of brass of the boiler outer casing can be polished.



Feed water pipe and exhaust pipe joints and by-pass valve are located within the model in an invisible way and arranged nicely for ease of operation.

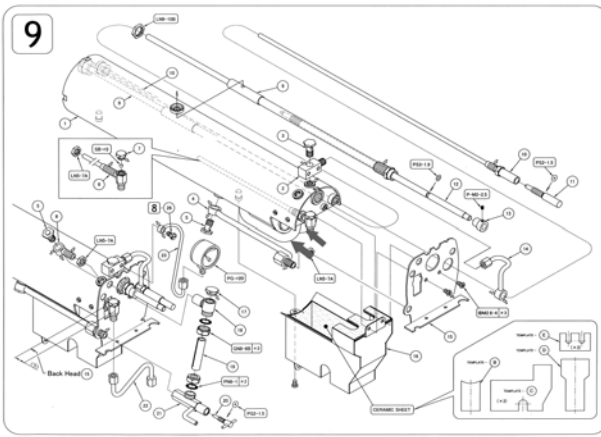
For ease of operation the shape of the by-pass valve handle is modified and located on the cab rear beam and the oil tank valve is arranged under the rear beam, while they were located under the cab foot plate on the King George V.



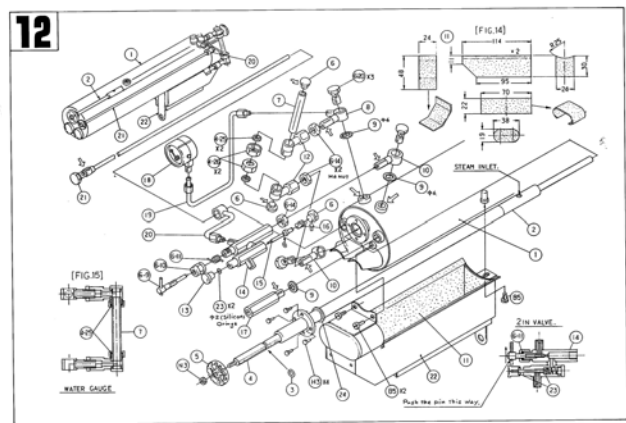
The details of the engine front may look the same between the Castle and the King George V, but good care is taken on the Castle so that no screw heads will be visible, while the lubricator is located in the cab on the Castle and the King George V had it located inside the smokebox which may work more effectively.



The basic structure of the pilot truck look the same between the two models, but each individual rod and machined parts are more precisely processed, and the inside rods of the main frame are painted red, which was particular point of the British locomotives.



Castle



King

Two water tubes added under the C type boiler of the Castle are allowing water to have the same capacity as that of the King's boiler, though the boiler length is shorter than the King's. The iron casted wheels are less slippery on the rails than the King's. The Castle's C type boiler is more expensive than the King's, and the operation of the handles will be easier than those of the King's.



As you'll see the same kinds of the parts are arranged within the narrow space between the main frame plates the same way as the full sized Castle, having the rods and cranks processed more precisely than the other models.

The inside cylinders are narrower than those of the King's, and the processing of the related parts are more accurately made. For the purpose of cost down we could not ask the process of these inside parts on the Chinese suppliers. The assembly would be expected to be done by the bit more experienced customers having understood its mechanisms.