



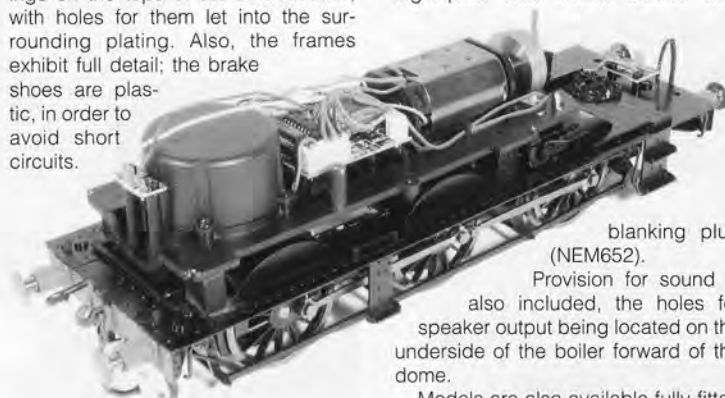
We have been pleased to be able to examine the new Great Western panniers from Lionheart Trains, thanks to a recent visit to our offices by the firm's proprietor Richard Webster. Early samples of the models were seen at Warley last year, and duly reported upon in our February 2009 issue. In terms of features for the prices, they represent excellent value for money.

In all, three versions each of the 64xx and 74xx will be produced, each with accurate details to the prototype (provision or omission of, for example, fireman's side bunker steps, whistle shields, topfeed and so on). Distinguishing features between the classes are also present; the differing cabside cutout curves, and the square cab/bunker intersection on the 74xx, with no roof overhangs.

The ready-to-run models are produced for Lionheart by Sanda Kan, and display the attention to detail and fineness of painting and finishing with which this company is rightly

renowned. The lined green 74xx has very fine spacings between the lining, for example, and the plain black versions have a subtle sheen to them, showing all the detail. The models are mostly of metal construction, with moulded plastic cabs, as are some of the small details. Full cab detail is present – the 64xxs were screw reverse, the 74xxs lever reverse – complete with coal spillage on the floors. Other subtle points are the chimneys' mountings on the tops of the smokeboxes, with holes for them let into the surrounding plating. Also, the frames exhibit full detail; the brake shoes are plastic, in order to avoid short circuits.

These weighty models are driven by a five-pole skew-wound motor, with fly-wheel; drive to the gearbox acting on the trailing coupled axle is via a toothed belt. The leading two axles are equalised, and collect current via live bearings; the trailing wheels collect current via plunger pickups. Performance and pulling power can only be described as excellent. The models are wired for the installation of a decoder if desired, thanks to an eight-pole dual in-line socket and



blanking plug (NEM652).

Provision for sound is also included, the holes for speaker output being located on the underside of the boiler forward of the dome.

Models are also available fully-fitted with a DCC sound decoder. These sounds are very effectively reproduced, with short and long whistle sounds, injectors, ejectors, coal being shovelled, vacuum brake sounds, safety valves and so on. DCC-fitted models will have headlamps, direction-

ally controlled: on the 74xx these are mounted on the lamp irons at the base of the chimney and on the middle of the three irons across the bunker rear, and are illuminated or not according to direction of travel. The 64xx models have just the one at the chimney end, lighted white or red as appropriate; this is to mimic the locomotives' chief role as power for auto trains, where the other head/tail lamp would be at the cab end of the auto coach.

Full instructions on how to dismantle the model for installation of a decoder, if desired, are given.

Samples supplied by

LIONHEART TRAINS,
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Newton, Dorset DT10 9BB.
www.lionhearttrains.com

PRICES

12v DC models – £498.00,
DCC sound models – £621.00.

