

The *Eureka* Times

23rd Edition

25 November, 2011

Welcome to the twenty-third edition of The Eureka Times.

Well, here we are with the third edition of The Eureka Times for 2011 and Christmas is approaching fast. This will be the last edition before the end of 2011 with the next issue being tentatively planned for publication in late January, 2012. This date virtually picks itself as several Eureka staff are already committed to kicking 2012 off with a meeting at the factory to review all current and future Eureka projects.

2012 promises to be very busy delivery-wise with the likelihood that between eight and ten projects will arrive during the year. The crystal ball suggests that the following year (2013) will see six projects delivered but from 2014 things should settle down to a steady four or five project deliveries per year until the full proposed program of forty projects is completed. (Maybe not in the next edition but probably in one of the 2012 editions it is possible that the full Eureka planned program will be laid out as seventeen projects, or nearly half of the proposed program are actually underway at the factory with data packages for the remainder being progressively worked on.)

The hump in deliveries in 2012 is largely due to the change of factories and the delay experienced in retrieving the tooling from the old factory. This is now being finalised and the transfer of all tooling is expected to be completed by the end of 2011. Five projects involving tooling from the old factory are expected to be delivered in 2012. These are the first run of the 40 class and the RSH and re-runs of the LCH/CCH, 38 class and 620/720.

Retrieving the tooling has proved to be almost as painful as having teeth pulled. The last minor use of any of the tools was in February with the re-run of the AD60 and no end of trouble and nearly ten months delay has been experienced before transfer will finally be achieved.

Fortunately, much else has been happening at the new factory during that period so let's have a look at what 2012 and beyond should bring.



4523 drifts down-grade with a short mixed goods in tow. Two BCWs are marshaled against the engine, one in freshly painted blue and another having seen considerable service is heavily weathered. Photo Ray Pilgrim.

The R Class

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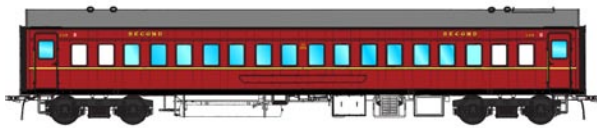


As this edition is being prepared the R class engineering samples are at QSI in the U.S. The sound boards have been designed and fitted and the sound files are being prepared and installed. By the end of November this process should be complete and the “with sound” samples available for testing.

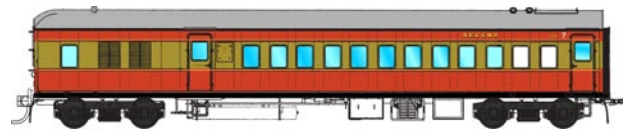
Art-work is currently being prepared and final assembly is expected to commence in December. By the next edition the factory should be able to supply an accurate delivery date which is expected to be Feb/March, 2012.

The HUB Sets.

The art-work for this project is complete (see below) and is at the factory. No further work has to be done and it is now in the hands of the factory to complete assembly. No final delivery date is yet available but Feb/March, 2012 is likely.



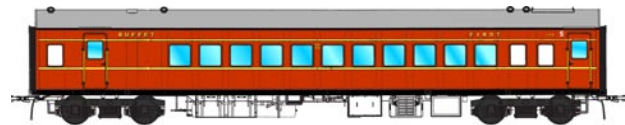
FH in Dark Indian Red – Single Belt Line



PFH in Tuscan and Russet



HFH in Candy



RBH in Light Indian Red – Two Belt Lines

Two sets will be available in each colour scheme with the set compositions being as follows:

Tuscan and Russet: All bogies 2AN except terminal end of PFH which has 2BM.

Pack 1: Set 116

HFH2212, RFH2232, BH2220, RBH2236 and PFH2216. Additional Cars, BH2221 and FH2228

Pack 2: Set 119

HFH2215, RFH2235, BH2226, RBH2239, and PFH2219. Additional Cars, BH2227 and FH2231

Light Indian Red with two Belt Lines: All bogies 2AN except terminal end of PFH which has 2BM.

Pack 3: Set 117

HFH2213, RFH2233, BH2222, RBH2237 and PFH2217. Additional Cars, BH2223 and FH2229

Pack 4: Set 118

HFH2214, RFH2234, BH2224, RBH2238 and PFH2218. Additional Cars, BH2225 and FH2230

Dark Indian Red with one Belt Line: All bogies 2AN except for terminal end of FPH which is 2BS

Pack 5: Set 116

HFH2212, RFH2232, BH2220, RBH2236 and PFH2219. Additional Cars, BH2221, FH2228

Pack 6: Set 119

HFH2215, RFH2235, BH2226, RBH2239 and PFH2219. Additional Cars, BH2227 and FH2231

Candy: All bogies 2BS. All cars include etched window frames and additional piping for user to add.

Note: No RBH and only one RFH survived into the Candy scheme, so the packs have additional non-buffet cars to compensate for this lack.

Pack 7: No set number. HFH2213, RFH2234, BH2223, FH2229 and PFH2217. Additional Cars FH2230 and FH2231.

Pack 8: No set number. HFH2214, RFH2234, BH2224, FH2230 and PFH2218. Additional Cars BH2223 and FH2231.

Those with HUB sets on order who have a preference for a particular set number should advise Eureka.

After many requests it has been decided to make available additional sets of the bogies being supplied with the HUB sets. A lot of work was put into the design of these bogies and there is no doubt that they have set a new standard for bogie design in Australian prototype RTR. Their running qualities are superb and the method of electrical pick-up is a new approach. The design is already being used on other items of Australian RTR carriages produced at the same factory, a fact that we here at Eureka are more than happy with. The bogies will of course be equipped with wheel-sets featuring the standard Eureka wheel profile (RP25-90) which is also becoming a standard for wheel-sets on items produced by our factory. The bogies available will be 2BM, 2AN and 2BS. Price will be \$16.50 per set.

VR/SAR Bogie Open/Flat/Oil Tank wagons.

Art-work has been finalised and after some delays assembly has commenced. A January delivery to beat Chinese New Year is hoped for.



The NSW Bogie Tank Wagon

Art-work has been finalised and assembly has commenced. As with the VR E Wagon project a January delivery to beat Chinese New Year is hoped for.

The K Class.

Tooling on the K class has commenced. It was our intention to have test shots available for inspection around June of 2012 which would allow for a late 2012/early 2013 delivery.

However, as with just about all of the projects undertaken by the new factory to date, their delivery schedule continues to confound our forward planning and the factory is saying that we should expect test shots just after Chinese New Year in February. Whilst we will be pleased to receive the test shots this early it is still our aim to deliver the model in late 2012 to give all concerned a chance to digest the R class.

The special offer to those who have an R class on order proved to be very popular and our thanks here at Eureka go to those who availed themselves of the offer. It just provides that little bit of confidence in the ultimate viability of the project.

The 40 Class.



The 40 class has been ready for final assembly for some time with a completed "with sound" model running around on *Werris Creek* for the last twelve months. The problem has been the retrieval of the tooling from the old factory. This has finally been resolved and this project will be given top priority at the new factory. A mid- 2012 delivery date is anticipated.

59 Class:

The 59 class project has been slowed by the number of other projects being worked on at the factory for 2012 delivery. Progress is still being made and we will have more to say about this project in the next edition.

RSH /LCH/CCH:

As with the 40 class the production of the RSH and the re-run of the LCH/CCH have been held up pending the retrieval of the tooling from the old factory. Production in May, 2012 is anticipated.



620/720 2 Car Diesel and 38 Class Re-runs.

These two projects have also been held up pending the retrieval of the tooling from the old factory. Work has commenced on the 620/720s with the motors and circuit boards having been completed. No definite delivery date is yet available but delivery in the 2nd or 3rd quarters of 2012 is likely.

The Bogie Cattle Wagon – BCW and Bogie Sheep Van – BSV.

In 1959/60 the NSWGR took delivery of 100 bogie cattle wagons and 250 bogie sheep vans which employed a common underframe. For fifteen years the sheep vans were employed in their original role, but the movement of sheep by rail was discontinued about 1975. In 1974/5 a program was commenced to utilize the large number of surplus BSV components on hand to construct a further batch of 100 BCW. The result was an almost identical vehicle to the BSV, apart from the sides, end and interior. The new BCW was noticeably higher than the 1959 BCW.

The BSV had buffers fitted from the outset but the BCW was constructed without buffers although, utilizing as it did the underframe of the old BSV, the holes for the fitting of buffers appear on the headstocks.

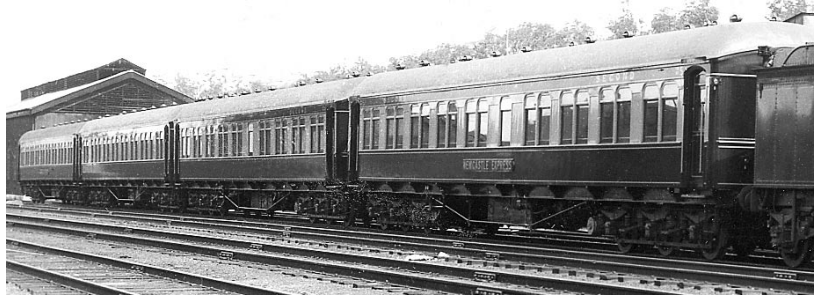
Eureka's stock project was intended to build on this commonality of components and to a large extent this has happened. However, whilst the main aim was to produce the BSV, the challenge involved in reproducing the bars to scale meant that the Cattle Wagon was completed quickly whilst the engineering design of the Sheep Wagon took a bit longer than anticipated. This turned out not to be a major problem and the detail and quality of the BCW is quite stunning. Art-work is complete and assembly has started with delivery of the BCW expected in January. At the same time as the BCW was moving rapidly to conclusion the engineering challenges of the BSV were being addressed. The result has been a revolutionary approach to constructing the sides which will allow the incorporation of scale diameter metal bars in the sides. The result promises to be very impressive. One problem that has arisen from the delay due to the engineering challenges has been us jumping the gun a bit in our advertising in AMRM. Here we stated that the price of the BSV would be the same as that of the BCW. With the complexity of the assembly involved in the BSV the factory has had to charge a higher unit price and as a result we reluctantly have had to increase the price of the BSV slightly over that advertised in AMRM. We will still honour the "early bird" price of \$145 per pack of three wagons but the price after Will be \$180 per pack of three not \$165 as advertised in AMRM. Our apologies for this but the alternative was to cancel the Sheep Van altogether which would have been a shame given its promise. Order forms are attached. Delivery of the BSVs is scheduled for the second quarter of 2012.



Pilot Model



The Twelve Wheeler Project – The NCR Set



In the last edition reference was made to Eureka's next carriage project after the HUB sets and we are now able to announce a major, new long term project. The signature car of NSW mainline trains was the 72'6", twelve-wheeler car which came in sleeping, first and second class sitting, composite and dining versions, as well as a number of special cars. There was a lot of commonality in the designs, but, of course, a great deal of variation. Utilising the same dies but with changes as required to the appropriate slides it is our intention, over a number of years, should demand warrant it, to produce at least a dozen different types of car, and in several variations. Interested readers can see the great variety of types in Volume 1 of *'Passenger Rolling Stock of the NSW Railways'* (Eveleigh Press) – the 'Bible' on NSW passenger cars!

The first stage of the project will be the distinctive NCR set 77. These cars were introduced in 1939 for the Newcastle expresses, and were the acme of luxury in the pre-air conditioned era, featuring at-seat refreshments and moveable lounge chairs in first class. They were distinctive among 72'6" cars in having the entrance doors at the four corners, rather than in the centre and right-hand corner of each side, as was the most common arrangement. Our models of Set 77 will feature full under-frame detail, correct 3AF bogies, four-truss under-frames, crown lights, interior fittings and correct roof vents, as well as interior lighting and reversible marker lights. They will be available only as a four car set (HFV, RFV, BV, HCV) and there will be three liveries: bright Red and Cream (as introduced), Tuscan Red and Russet (late 1940s-1950s) and Indian Red with two cream bands (late 1950s-early 1960s). At this stage, the later version without crown lights will not be available, as it involves significant tooling changes; likewise, the companion set 78 will not be available at the moment, as it has significantly different under-frames. The later version may be made available when the modern under-frame is produced for use with other cars. (See table below.)

It is our intention to follow the NCR set with a pack of three cars without crown lights for the more modern era: the MAL sleeping car, the ACS branch line composite car and AB91/92 dining car. Other three-car packs will follow at approximately twelve-month intervals. A VERY tentative programme is as follows:

2012	NCR 4 car set	With Crown Lights
2013	ACS, MAL, AB	No Crown Lights
2014	TBC, TFX, RFX	With Crown Lights
2015	CS, TAM, MFE, MBE	No Crown Lights
2016	KAM, MAM, TAM	With Crown Lights
2017	NCR 4 car set	With Crown Lights
2018	MFE, MBE TAM	With Crown Lights
2019	Commissioner's Train	With Crown Lights
2020	Supplementary Interurbans	

We are excited about this major initiative, and we hope our customers will share our enthusiasm. A Tuscan and Russet NCR 77 will make a fine sight behind a green Eureka 38 class. Comments on the programme are welcome.

Order forms and pricing details next edition.

Dusting the Crystal Ball off again.

	2012				2013		
	1st Qtr	2 nd Qtr	3 rd Qtr	4th Qtr	1st Half	2nd Half	
<i>E Wagon & derivatives</i>	<i>Delivery</i>						
<i>HUB Sets</i>	<i>Delivery</i>						
<i>NTAF Tankers</i>	<i>Delivery</i>						
<i>40 Class</i>		<i>Delivery</i>					
<i>R Class</i>	<i>Delivery</i>						
<i>BCW Trainpak</i>	<i>Delivery</i>						
<i>BSV Trainpak</i>		<i>Delivery</i>					
<i>620/720 re-run</i>			<i>Delivery</i>				
<i>38 Class re-run</i>			<i>Delivery</i>				
<i>K Class</i>		<i>Test Shots</i>			<i>Delivery</i>		
<i>59 Class</i>		<i>Tooling</i>			<i>Delivery</i>		
<i>LCH/CCH re-run</i>		<i>Delivery</i>					
<i>RSH</i>		<i>Delivery</i>					
<i>NCR Pack</i>		<i>Tooling</i>			<i>Delivery</i>		
<i>BMT Milk Trainpak</i>			<i>Tooling</i>		<i>Delivery</i>		
<i>DEB Sets</i>	<i>Drawings</i>		<i>Tooling</i>		<i>Test Shots</i>	<i>Delivery</i>	
<i>VR Steam NN</i>			<i>Drawings</i>		<i>Tooling</i>	<i>Test Shots</i>	
<i>VR Sheep & Cattle vans</i>	<i>Drawings</i>	<i>Tooling</i>		<i>Test Shots</i>	<i>Delivery</i>		
<i>Silver City Comet</i>			<i>Drawings</i>		<i>Tooling</i>	<i>Test Shots</i>	
<i>W44 Trainpak</i>		<i>Drawings</i>		<i>Tooling</i>	<i>Delivery</i>		
<i>VR Rail Motor DERM or Walkers</i>			<i>Drawings</i>	<i>Tooling</i>	<i>Test Shots</i>	<i>Delivery</i>	
<i>VR Steam</i>					<i>Drawings</i>	<i>Tooling</i>	
<i>NSW Steam</i>					<i>Drawings</i>	<i>Tooling</i>	

IN STOCK

AD60s: 6001, 6002, 6018 - red lining - plain and weathered, with or without sound.
 6015 black plain and weathered, with or without sound.
 6020 in Centenary Colours with sound or without sound.

CPH/CTHS: All liveries with or without sound.

38s: 3801, 3813 and 3830 without sound only.

CHGs: Plenty in stock.

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