



The *Eureka Times*

15th Edition

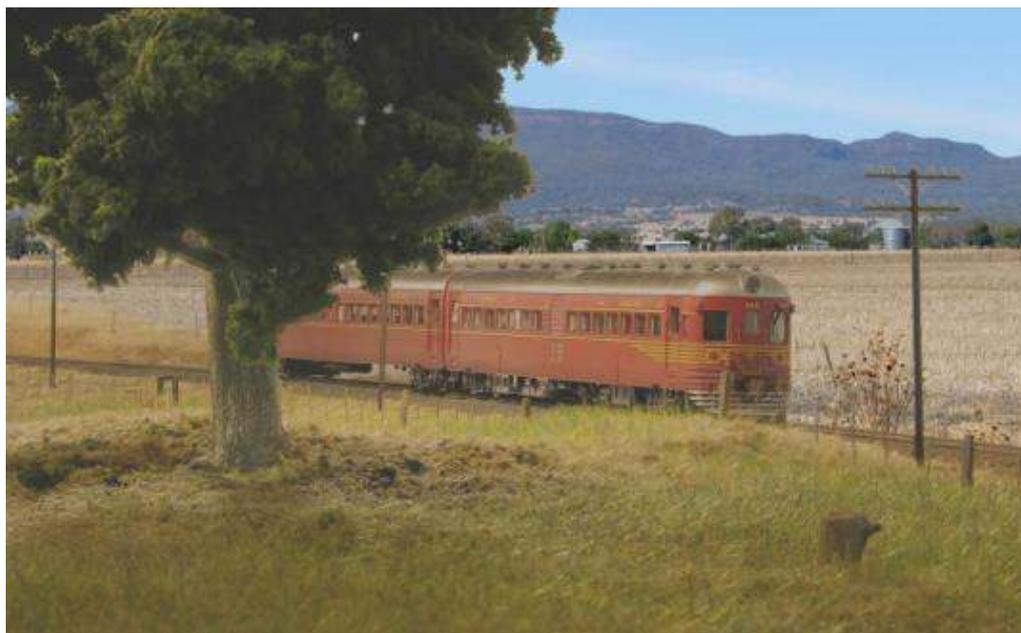
3 May, 2008

Welcome to the fifteenth edition of The Eureka Times.

Well folks, as I write this edition of The Eureka Times I am suffering a bit from jet-lag having arrived this morning from a visit to the factory in China. For a number of reasons this was a most successful visit not the least for the project up-dates received which are covered in this edition.

For those who are interested the factory is located on the Chinese mainland opposite Hong Kong. Access to the factory is usually gained by a 40 minute jet-cat ride up the Pearl River from Hong Kong followed by a one hour drive at break-neck speed along an eight lane expressway.

The main activity in any visit to the factory seems to be eating but clearly the main reason we were there was to discuss the latest developments in relation to Eureka projects, either already underway or in the process of getting started. With four projects already slated to be delivered in 2008 (LCH/CCHs and CHG, CPH/CTH, 38 class and 40 class) and one in 2009 (R class) plus a further six projects underway for possible 2009 delivery (K class, HUB set, DEB set, 59 class and at least two items of rolling-stock including one from left field) we have a fair bit to report on. These projects should keep us more than busy enough for the rest of this year and the next so lets get on with it.



622/722 drifts into Bylong

Photo: Ray Pilgrim

The CPH/CTH NSWGR rail motor set.

All modifications on the CPH/CTH are now complete, art work is at the factory and we are waiting for paint samples after which final assembly will be completed. We expect to have painted samples by the end of May and have been told to expect delivery before September.



CPH and trailer with tongue and groove siding and crown lights approaching Breeza Trestle. Photo: Ray Pilgrim

The art work for the CPH/CTH rail motor sets is show below. The numbers that will be available are as follows:

Tongue and Groove siding cars with crown lights.

Livery	CPH Power Car	CTH Trailer Car
<i>Silver with Blue Lining</i>	5	51
.	17	53
<i>Green and Cream</i>	6	54
<i>Tuscan and Russet</i>	12	53
.	26	53
.	28	53
<i>Indian Red with Cream lining 1st/2nd class</i>	3	51

Masonite Siding

Livery	CPH Power Car	CTH Trailer Car
<i>Indian Red with Yellow Lines</i>	4	52
.	11	53

The above combinations are not exactly the same as those previously advised so if your original choice is not here or if you have not previously advised your preference please let us know now so that we are ready when the models arrive. Some of the liveries are being ordered in small quantities only so if you have a special preference please advise us now.

As with previous models we will contact you before we put your model in the post. Models will as usual be sent registered post and if we cannot contact you we will hold the model until we do so.



CPH and CTH in Indian Red with Yellow Lining on masonite siding.
More livery examples will be uploaded within the coming week.

The LCH/CCH and CHG Trainpaks

This project is nearing completion. The final pilot model for the CHG has been approved and minor corrections to the LCH/CCH pilot models are currently being carried out after which they also will be ready for production. Art-work is now finalised and the factory has advised us to expect delivery before September. In addition to a choice between ten packs of LCHs and CCHs, a mixed pack of five LCHs and five CCHs will be available. At least five sets of numbers will be available for a total of 50 different numbered vehicles.

CHG vans will be available separately at a cost of \$49.95 each plus \$5 postage.

The C38

We have been agonising over a major modification to the fire-box of the 38 for some time and recently we decided to bite the bullet and instructed the factory to carry out the modifications. This dilemma is one often encountered in a project as we are faced with the choice of making modifications which will result in a more accurate model but will add substantial additional costs to the project and push back the delivery date by several months. In the end we here at Eureka inevitably go for accuracy and live with the delays and extra costs.

On this visit to the factory we spent considerable time with the head of the art-work department checking in particular the art-work for the CPH/CTHs and the 38s. Although she spoke no English this lady obviously knew her business and with the help of our project co-ordinator as a translator we were able to clarify even the smallest of details.

All of these means that once the fire-box modification is complete production can be finished. Expected delivery is now October/November.

The 40 Class

The factory informed us this visit that we should expect to receive the first test shots for the 40 class in June. This caught us a little by surprise, as this project at this stage is proceeding on time. We have therefore initiated preparation of the art-work and are arranging for production of the sound files with QSI. If all these activities go according to plan we should see the 40s in late 2008 or early 2009.

Those who have not yet ordered their 40s are reminded that the "early-bird" special price expires on the 30th of June, 2008. Full payment is required by this date.

The R Class

The R class has suffered from more than its fair share of hold-ups but after a major problem at the factory in 2007 tooling on the R class project is again under-way and we expect to see test shots in October/November which always represents a major step in a project. To all those who have placed orders for the R class and are waiting patiently we again apologise for the slowness of the project.

The K class

As previously stated the second locomotive in our VR collection will be the K class, it is intended to starting tooling no later than July this year to provide for a 4th quarter 2009 delivery. It would be preferable if there was a break of around twelve months between the R and K class delivery dates but we do not wish to delay the K class any further and so we will be asking the factory to place the K in the next vacant slot in their tooling program. Order forms for the K will be included in the next issue of The Eureka Times. Work on the next two VR projects has commenced and we are currently examining several other VR rolling-stock projects. More details in the not too distant future.

The AD60

Stocks of our AD60 are starting to get very low particularly sound equipped models due to a continued healthy local demand for the AD60 (Thanks folks). At the same time our overseas sales are expanding due to our growing number of overseas retail outlets and stocks are expected to be exhausted by October.

Work on a second run has commenced and discussions with the factory indicate that a 2009 delivery date is likely. Unfortunately, this will almost certainly mean that for a period of time AD60s will be out of stock but this appears to be un-avoidable. More details of the re-run next issue.

The 620/720 2 Car Diesel.

Stocks of this model are almost exhausted. We have sound equipped units in Tuscan Red only, numbers 623/723 and 624/724 and a few non-sound weathered units left of 623/723.. We also have a small number of un-numbered units in both non-sound and sound equipped models, in Tuscan Red and Indian Red, which we are letting go at \$325 for the non-sound units and \$425 for the sound equipped units.

Work on a re-run has started and this will involve up-dating the model to allow production of the modernized variation. Candy and City Rail Grey (as below) are the only liveries likely to be produced and the early schemes of the first run will probably not be run ever again. Delivery will be sometime in 2009.



Photo: Trent Nicholson

900 class DEB set:

This project was one of the major topics of discussion at our recent visit to the factory and we are looking at a mid to late 2009 delivery. We will announce full details including price shortly.

The HUB sets:

This project was also a major topic of discussion on our last visit to the factory and we are awaiting a final quotation after which full details including prices will be announced. A late 2009 delivery date is also expected.

The 59 class:

The drawings for the NSWGR 59 class are being finalised at the moment with tooling to start in the second half of 2008. We expect to announce full details of this project next issue.

Thanks for clearing that up, Donald.

Former US Secretary of Defence, Donald Rumsfeld when recently asked to comment on delays in the delivery of Eureka Models projects (and in those of our sister organizations who also commission projects with manufacturers in China) offered the following observation:

".....there are things that we know and things that we don't know. Of the things that we don't know there are some-things that we know we don't know and some-things that we don't know that we don't know....."

I think that what Donald was trying to tell us here was that no matter how carefully we plan our projects and no matter how much we try to anticipate and factor in events that may cause delays there are always things lurking out there that we have not even thought of and which arrive to bite us on the you know where. Another way that Donald might have put it is ...SHIT HAPPENS!!

Thanks Donald.

Crystal Ball Department:

This years National Conference of Fortune Tellers is now over and a poll of all those present who make their living predicting the future was taken and the results so far as the future program of Eureka Models is concerned can be summarised as follows:

LCH/CCH + CHG	3 rd qtr 2008
CPH/CTH	3 rd qtr 2008
38 class	4 th qtr 2008
40 class	4 th qtr 2008
AD60 re-run	1 st qtr 2009
620/720 re-run	2 nd qtr 2009
R class	2 nd qtr 2009
Mystery rolling-stock item	2 nd qtr 2009
Oil Trainpak	3 rd qtr 2009
HUB set	4 th qtr 2009
K class	4 th qtr 2009
59 class	4 th qtr 2009

DEB set	4 th qtr 2009
Stock Trainpak	1 st qtr 2010
43 class diesel	1 st qtr 2010
VR Locomotive	3 rd qtr 2010
W44 Trainpak	3 rd qtr 2010
57/58	4 th qtr 2010
Silver City Comet	4 th qtr 2010
VR Locomotive	2011
Milk Trainpak	2011

There are about a dozen other projects on which work has started but which have not yet reached the stage where there is much point talking about them. These will round out the Eureka program and we will progressively add them the above list at the appropriate time.

Ron Cunningham

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