



## The *Eureka Times*

19th Edition

10 April, 2010

Welcome to the nineteenth edition of *The Eureka Times*.

Another year has come and gone and we here at Eureka would like to belatedly pass on to all our friends and supporters our best wishes for 2010. 2009 was a busy year with delivery of the non-sound CPH-CTH taking place in the first half of the year followed by the arrival of the 38s in October.



3827 on the Mid-West Express  
Photo: Ray Pilgrim

The 38 experience proved to be quite overwhelming both in terms of the logistics involved in the filling of existing orders (largely through the post) and in the response to the model and the sheer volume of new orders that were received. The delivery process is now largely complete and life around the Eureka office is returning to normal (as far as things at Eureka could ever be

regarded as normal). Eureka is run as a part-time business with its activities having to fit in around the requirements of another employer and another business and so, even in quiet times things sometimes get a little bit stressed around the office.

The arrival of the 38s added enormously to the demands on the resources of Eureka, especially time and so I would like to say thanks to the friends and supporters of Eureka, thank you for the patience and understanding shown by all but a handful of persons, firstly, in the four plus years taken to bring the project to fruition and secondly, in the time (same as with the AD60) that elapsed whilst delivery was completed. To Anyone with whom I may have got a little bit sharp, I apologise but with the return to normal operations, the Eureka office should return to its happy self.

2010 is showing plenty of promise so let's have a look at what the year might bring.

### **The First 38 class Re-run**

When the size of the production run for the first run of the 38s was being decided the intention was to order a quantity sufficient to last about 18 months. The quantity decided on proved to be woefully inadequate and so an immediate second run has been commissioned with the factory and this is now underway.

The policy on re-runs had been thought out in rather vague terms before the first run and the intention was that each re-run would consist of a new streamlined number or colour variation plus one new number in black and one new one in green in the non-streamlined version. This would eventually see all thirty numbers being produced in one scheme or another. Once a particular number/colour variation had been produced it would not be run again with the exception of 3801 and 3830.

Although the first re-run is happening a lot sooner than was anticipated this policy is being followed and the first re-run will consist of 3804 in black, 3806 in green and 3807 in Royal Train black livery. The quantity of each number is already fixed as the production process is underway. Once these units are gone they will not be run again.

3803, 3805, 3809, 3820 and 3827 from the first run were not produced in sufficient quantities to meet even basic demand and so as part of the second run, a limited number of these five numbers will be produced in quantities to meet on-hand orders only.

The re-run will take place in two parts. the non-streamlined version will be delivered first and will be largely identical to the first run. The streamlined version will followed and will include a new nose cone which will incorporate modifications to the cut-out section for the air compressor.

Order forms for the re-run are available now. Prices are expected to remain the same as the first run.

### **The R class and the K**

The R class is being given top priority at the factory and we expect to see test shots in the second half of 2010. We have asked the factory to ensure that the R class is the next new model to be delivered to us. We are currently sourcing sound for the R class so that QSI will have the sound files ready in the third quarter of this year. We will also be deciding which locomotive numbers will be produced and we have already received a number of suggestions on numbers so if anyone has any particular preference now is the time to make a suggestion. As

previously advised, the use of cast iron number plates by the VR will make it possible for us to supply individual number to anyone who does not like the numbers that we supply.

Progress on the K class is inextricably bound to progress on the R class.

Although we would like to commence tooling on the K now which would allow a mid-2011 target delivery date, authority to commence tooling will not be given until the test shots on the R are on hand. This would suggest a target delivery date of late 2011 for the K class.

To date we have not encouraged the placement of orders for the K class although we are already holding over thirty orders for models. It is anticipated that order forms for the K class will be made generally available with the next edition of the Eureka Times which should be out around July, 2010.

However, as a small way of thanking those who have placed orders for the R class and have been waiting patiently for so long a special discount offer on the K class will be made. Details of the offer will be included in a separate letter being sent to all on our R class order list.

### **In Store in 2010:**

#### **Sound equipped CPH/CTH:**

The delay in the delivery of the sound-equipped CPH/CTHs has baffled us here at Eureka for some-time. The non-sound sets were delivered over a year ago and the assembly of the sound-equipped units was completed at the same time apart from the installation of the electronics boards. Changes in the personnel at the factory created some confusion over what was the reason for the delay but it finally emerged that delays were related to our requirement for a second chip to be installed in the trailer car to control the lighting features of the trailer car and eliminate the need for wires between each car. This proved to be more complex than originally envisaged with the second chip needing to act as a slave to the chip on the motor car and mirror some of its functions. The upshot of this is that the chip needs 12 functions to give full control of all features in the model which is fine if you have a system that supports 2 functions.

The result of all this is, as usual, delays. We think that we have a solution now and we are awaiting advice from the factory on a likely delivery date. Watch the blog for further information as it comes to hand.

#### **The 40 class:**

Assembly of the 40 class has commenced but we were not comfortable with the sound files of the locotmovie and have requested some changes including the horn. This is being carried out at the moment and once we are satisfied with the sound the factory will be able to provide us with an expected delivery date.

#### **The 620/720 re-run:**





623/723 City Rail grey

631/731 in Heritage Red Photo: Brad

Coulter

Work on the re-run of the 620/720 2 car diesel is continuing. The re-run will involve making changes to the existing tooling so as to incorporate the minor changes made to the prototype in the latter stages of their life. These changes involve mainly the addition of reinforced glass on the driver's windows (the bugs eyes) and ditch lights.

The modernized version will be available in Candy, City Rail Heritage Red and City Rail Grey liveries. Before making the changes we are planning to squirt a small number of 620/720 bodies and will be making available a limited number of original sets in early Tuscan Red and Reverse liveries.

A late 2010/early 2011 delivery is anticipated.

#### **The AD60 Class Garratt re-run:**

All production issues have been finalised and some minor art-work issues are currently being dealt with. We should be ready to proceed to production in April but there may be issues with the supply of sound chips as the ones that we had reserved for the AD60 are being used in the 38 class re-run (This also happened on the first run of the 38s and some models used in the 38s have an AD60 sticker on the chip).

We have less than 20 unit from the first run without sound and weathered only.

#### **The NSWGR HUB car Set:**



Drawings for the HUB set are finished and approval has been given for tooling to commence. Six separate cars are being produced (HFH, BH, RFH, FH, PFH and RBH) which will allow five and seven set combinations on such name trains as the Central West Express, South Coast Daylight Express and of course, The Newcastle Flyer. Sets will be available in Tuscan and Russet, Light Indian Red, Dark Indian Red and Candy liveries and will have interior lighting and details including passengers.

Test shots should be available around August.

A late 2010/early 2011 delivery is expected.

#### **To Look Forward to in 2011:**

### The 59 Class locomotive:

Permission to commence tooling has been given and we are waiting for advice from the factory that tooling has commenced. The way in which the factory advises that tooling is underway is straight forward, they just send an invoice for what in the case of a steam engine is a substantial amount of money.

A late 2011 delivery is anticipated.



5911 at Thirroul Loco. Photo: Bob Wilson

### The DEB 900 Class Diesel Rail Car sets:



Three car DEB set in Candy at Curlewis

All technical issues have now been resolved (particularly the issue of how to reproduce the flush windows) and we have thought that the drawing stage would now quickly be completed. However, we are currently engaged in some serious discussions regarding underbody detail on the intermediate cars and no matter how we try to explain what is on the underbody we keep getting request for more information and points for clarification from the factory. The upshot of all this is that we will probably make a trip to Cowra to collect more information and whilst a trip to Cowra is always enjoyable a simple problem like this can add months to the drawing stage of a project.

Once these matters are settled quotations can be finalized, drawings completed and tooling commenced. This project therefore now has a late 2011 target delivery date.

### Other Projects

We currently have a number of other project at various stages of development. These are discussed whenever we visit the factory and steady progress is the norm. The aim is to bring the projects to the completed drawing stage over time so that each project is then ready to be slotted into our schedule and tooling commenced.

### Jumping the gun or, things you learn along the way:

With the 38 Eureka has now delivered 5 projects. One of the main lessons that has been learnt is not to announce projects early. The 38 and the R were each announced at least two years too early. This was largely due to the excitement associated with being new in the business. Experience has taught that projects should not be announced until tooling is about to commence. In the case of the 38 and the R this would have cut two years from the publically announced length of both projects (but nothing from the actual length which obviously remains the same). This would reduce substantially the time that some patient supporters have had their money committed to a project. Whilst we here at Eureka greatly appreciate this patient commitment we do not want it to happen in the future and so we will not be accepting orders in new projects until we are about to start tooling. Both the K and the 59 class are good examples of this where both project have seen the drawing phase completed after about two years of work.

Thank you again to those supporters who have waited patiently for the 38 and the R. When the R finally arrives I am determined that the holding of orders both fully and partly paid for in some cases five years will never happen again.

#### **Factory, here we come:**

We will be travelling north to China in the middle two weeks in April and will be visiting the Hong Kong office of our OEM. We will not be visiting the factory on the mainline this time as we have other commitment in northern China but as usual we will be reviewing all projects and will pass on updates in the net edition of the Eureka Times. The office telephone whilst we are away will be answered most of the time but sometimes will go to message bank. I expect to return about the 24th.

#### **In Stock as at 31/03/10**

**LCH 4 wheel hoppers and CHG guards vans**

**AD60 weathered, non-sound**

**38s - 3801, 3813 and 3830 all in green with or without sound.**

**CPH/CTH rail motor sets - non-sound**

**Ron Cunningham**

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