



# The *Eureka* Times

28th Edition

I March, 2014

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



A grimy R 707 awaits its next turn of duty.

Since the last edition of The Eureka Times, 2013 has slipped away and we are already into the third month of 2014. Whilst 2013 saw the delivery of three projects and 2014 will likely see delivery of at least five, 2013 saw two events which are likely to make 2013 a stand-out year so far as Eureka Models is concerned.

The first of these was the delivery of the R class in the second week of November. The Eureka R class is the first plastic, ready-to-run steam locomotive model to be produced for the VR market. The response by the market to date has been excellent and it is clear that this is one of the best models produced by Eureka to date. Equipped with the latest QSI Titan chip, the sound in the model is superb.

The other event that has the potential to impact dramatically on Eureka's future program was the decision by Ivan, our manufacturer to finally take the plunge and establish his own manufacturing operation where, for the first time, he controls the entire process

from design drawings to final assembly. This shift is already producing dividends and once the new production facilities are fully bedded down major benefits will no doubt follow.

OK, let's have a look at what might be in store in 2014.

### **The R Class:**

On Monday the 11th of November 14 cubic metres of R class models were delivered in the pouring rain to the Eureka offices. Distribution started immediately and as at the end of February 95% of orders have been delivered. The remaining 5% of orders are being tracked down but anyone with an R class order still outstanding at the time that this newsletter is released should contact the Eureka office immediately to arrange delivery.

It is Eureka's policy to order enough of each model in the first run to keep stocks available for around two years before a re-run is necessary. This will not be the case with the R class as response to date suggests that stocks will be exhausted sometime in 2014. Stocks of some numbers are getting very low and R 761 with sound is now sold out with other numbers likely to be exhausted in the near future.

### **The New Factory:**

Long term readers of this newsletter will be familiar with our relationship with Ivan who was appointed as our liaison engineer when we first contacted Sandakan way back in December, 2003 to commence the AD60 class and the 620/720s. Over the ensuing years we developed a very good working relationship with Ivan and we were very sorry when he decided to leave the Sandakan organisation. His departure, however, was a sign of things to come as delivery dates and other project matters started to deteriorate at Sandakan, culminating in the major departure of clients from the Sandakan organization in 2010.

After leaving Sandakan Ivan formed a working relationship with the Borka group and having kept in touch with the Eureka organisation, Ivan and the Borka organisation was the logical first stop when Eureka went looking for a new manufacturer. This relationship between Eureka on one hand and Ivan and Borka on the other produced some fine models in the [OT VR tank wagons](#), the [NSWGR BCWs](#) and [BSVs](#), and the [HUB sets](#).

In August/September of 2013 Ivan for a variety of reasons took the momentous step of severing his ties with the Borka group to set up his own manufacturing facility. The result of this would be a facility which would allow Ivan to control the entire process from drawings to final assembly. The first project to come from the assembly line in the new facility was the [R class](#) with the [GC open wagon](#) currently nearing completion. The stunning quality of the R class suggests that the new facility will not only continue Eureka's delivery of high quality items but the experience so far suggests that delivery dates will be considerably advanced.

The Eureka organisation has come a long way in the ten years last December since we first teamed up with Ivan and 2014 promises to be the most prolific year yet in this partnership.

### **The 2014 Programme:**

There are currently eleven projects underway that have scheduled delivery dates in 2014/15 plus four re-runs with expected delivery dates in 2014/15. The re-runs are the [LCH/CCH four wheel coal hoppers](#), the [620/720 two-car diesel sets](#), the [38 class](#) and a [second run of the R class](#). The eleven first run projects are the [40 class](#), the [GC/G wagons](#), the [four-wheel RSH](#), the [VR O bogie open wagon](#), and [S bogie flat wagon](#), the [NT bogie oil tanker](#), the [NCR twelve-wheelers](#), the [50 class](#), the [K class](#), the [59 class](#) and one item of as yet to be announced rolling-stock.

### W44: Now for something to go behind those double Garratts:

The GC wagons are currently being assembled at the factory and they have advised that they expect to ship in late March.



Test shot of the GC in PTC Blue.

### The 50 Class Standard Goods Engine:



Beyer Peacock superheated 5063 drifts through Borambil Creek.

QSI are currently preparing the sound files for the 50 class (and the K class) with approval of the sound scheduled for late March. The ASIC chips have already been manufactured and once the sound files are ready the boards incorporating the sound chips will be manufactured and forwarded to our factory. At the same time that the boards are being manufactured our factory will complete assembly of the engines. The target delivery date is September 2014.

As previously advised the first production run of the 50 class will involve a minimum size run. This will allow a re-run to be commissioned earlier than would normally be expected. This first re-run of the Standard Goods will involve production of the 53 class along with further 50 class units including alternative tenders. (Tenders will be made available separately) The 53 class is expected in 2015 and will be followed by further re-runs as well as the SMR 10 class and the 55 class as variants of the 50 class.

### K Class:

As mentioned above sound for the K class is currently being prepared at QSI in conjunction with the 50 class. The ASIC chips have been manufactured and once the sound has been approved the boards will be manufactured. Assembly of the model will commence immediately after assembly of the 50 class is finished and so delivery of the K class in November/December is likely. This will fit well with Eureka's aim of having a 12 months break between delivery of the R and the K class.

### The NSWGR 900 Class DEB Sets and the 620/720 Re-run.



Sound chips for the re-run of the 620/720 are currently being prepared at QSI. The same files as were used in the first run will be used again but the board has to be changed

to accept the new Titan chip. Whilst this is being done the factory is making necessary minor changes to the original tooling before commencing assembly with a target delivery date of September.

Once the squirting of the 620/720 is complete, the tooling will be modified for the production of the DEB sets. The 900 class will come in four- and three-car sets in four liveries. The target delivery date is not until mid-2015. However, as the investment in a seven car train is considerable, a 15 month lead time is being given for those who wish to use Eureka's regular payment plan. An order form with further details is attached.

### The RSH and the LCH/CCH re-run:



A mock up of the RSH to assist in the preparation of artwork.

The re-run of the LCH/CCH together with the production of the RSH is the next project scheduled after the GC. Allowing 16 weeks for production delivery around August is likely.

### VR/SAR Bogie Open/Flat/ The NSW Bogie Tank Wagon:

Upon completion of the GC bogie open wagons, the factory will move onto the NSW oil tankers and the VR/SAR bogie open/flat wagons. The actual places in the work program at the factory are still being sorted out but the intention is to just roll through all these projects one after the other to clear all outstanding freight rolling-stock this year.

### The 59 Class: The 40 Class: The 38 Class re-run: The NCR sets:

These models are at various stages in their project development and are making steady progress. There is no news since the last edition of ET especially as the factory was closed for three weeks over Chinese New year. The 40 class is a major focus of attention now and Eureka staff will be visiting the old factory in March to expedite the completion and delivery of this project. Watch for updates in future editions of The Eureka Times.

**In The Next Edition:** Watch for the official announcement of our next VR locomotive project and the next rolling-stock item from Eureka for NSW modellers.

**EUREKA MODELS**  
**PO Box 407 SANS SOUCI NSW 2219**  
**Phone: (02) 9529 2235 Fax: (02) 9583 9557**  
**Email: [eureka.m@bigpond.net.au](mailto:eureka.m@bigpond.net.au)**  
**Website: [www.eurekamodels.com.au](http://www.eurekamodels.com.au)**