



The *Eureka* Times

29th Edition

1 October, 2014

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



6026 at the head of W44 consisting of 16 GC Bogie ore wagons.

It is now just over ten years since Eureka Models was established after a trip to China to visit Sanda Kan who was then the premier model railway manufacturer in the world. Since that first trip the normal state of the industry in China can best be described as one of constant flux. The staff here at Eureka could often be heard assuring each other that “things” would soon settle down in China and everything would then run smoothly. After ten years in the industry it is clear that this is not going to be the case and it is likely that constant change will be a feature of the industry into the distant future.

If this is to be the case then it would be wise for manufacturers to put in place some preparations to best deal with any changes that might impact on their activities down the track.

One such precaution that many of the large overseas players are undertaking is to spread their projects over a number of Chinese suppliers so that they do not have all of their eggs in one basket as was generally the case before the Sanda Kan break-up.

And so it was that the most recent trip by the Eureka staff to China had as its main objective the further development of relations with several alternative suppliers with whom Eureka had been in contact in the recent past. The trip was most successful and the next

twelve months should see a number of projects completed as a result of these new relationships. In fact it is likely that the future program of Eureka will almost certainly be altered dramatically by these new relationships as the next twelve months will demonstrate.

The likely impact of these new relationships are probably best appreciated on a project by project basis so let's do just that.

The G Wagons:

On Monday the 22nd of September 6 cubic metres of G wagons arrived at the Eureka Offices. Distribution commenced immediately and anyone who has not received their orders by the 1st of October should contact the Eureka Office.

The following is the break-up of the delivery:

GC wagons in black in packs of 5. (Four different packs available) .	\$275 per pack
G wagons in black in packs of 2. (Two different packs available)	\$110 per pack
HGM wagons in black or blue in packs of 2.	\$110 per pack
NOGX wagons in red in packs of 2.	\$110 per pack

The G wagons were produced by Ivan in his factory and are of his usual high standard. Order forms are enclosed.

The RSH and the LCH/CCH re-run

With the G wagon production completed assembly of the RSH and the LCH/CCH re-run has commenced with delivery expected in November, 2014



RSH pre-production final sample.



LCH pre-production re-run final sample with new coal load.

The 50 Class Standard Goods Engine:

QSI has delivered the sound boards for the 50 class. This has allowed assembly work on the 50 class to commence and the factory has quoted an April, 2015 delivery date.

The K Class:

The K class is tracking the 50 class by about six months. QSI are working on the sound files now and expect to deliver the completed sound boards in December. This would allow for delivery of the K class in time for the Caulfield exhibition in 2015.

Both the 50 class and the K class are being produced by Ivan in his factory.

The 40 Class:

The 40 class is one of the four remaining what I call legacy projects. That is they are a legacy of Eureka's involvement with Sanda Kan. The tooling is still with Sanda Kan and the project is at the artwork stage with painted, running samples (with sound) having been supplied to and approved by Eureka several years ago. Everything has then come to a halt and with all the problems at Sanda Kan no progress on the project has occurred in over a year.

As part of the process discussed above a new manufacturer has been in contact with Eureka and after satisfying ourselves of the capabilities of this manufacturer, it has been decided to move the project from Sanda Kan to this new manufacturer. This process is being organized at the moment and we have a target delivery date of March, 2015. More details as the process progresses.

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

These are the other three legacy projects. To bring these to a speedy conclusion the tooling for these three projects is being transferred to a second new manufacturer who is keen to produce the three wagons in very quick time once the tooling is received. More details after the tooling is transferred

The Private Owner Non-air Four Wheel Hopper:



5268 leaving East Maitland with a load of private owner non-air four wheel coal hoppers with a CHG guards van at the rear. Photo by Peter Attenborough from the excellent Train Hobby publication, "Coals to Newcastle".

To accompany the release of our 50 class locomotive Eureka Models has commissioned the production of a Private Owner non-air, four wheel coal hopper which for over 50 years were a feature of the coal fields of the Hunter Valley region in NSW. Eureka's model will feature a timber underframe wagon with size L timber hopper.

The wagons will come in packs of ten and will feature hook and chain couplers with knuckle couplers at the outer ends of each set of ten wagons.

The hoppers will be available in mixed packs for five private collieries. The Private Owner hoppers will be produced by Ivan at his factory.

Order forms are enclosed.

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



There has been little change with these projects since the last edition. QSI is finalising the sound boards for the re-run of the 620/720s. Whilst this is being done the factory is making necessary minor changes to the original tooling before commencing the assembly process. One interesting development is that consideration is being given to the use of 3D printing to produce the chassis for the two cars. With the production run limited to 800 two car sets it may be more economic to produce the chassis using 3D printing. This will be a most interesting experience if it comes to pass.

Once the squirting for the 620/720s is complete the tooling will be modified for the DEB set.

The 38 Class re-run:

The 38 class re-run is under negotiation and is likely to be moved from Sanda Kan to another manufacturer. More details shortly.

The NCR sets.

This project is also at a critical stage with tooling about to start but is also subject to negotiations from competing manufacturers. More details shortly.

The 59 class:

With the 50 class project nearing completion work will resume in earnest on the 59 class shortly with a target delivery date of early 2016.

Future Projects:

In our last edition it was stated that Eureka's next VR locomotive would be announced in this edition. It is common knowledge now that this will be the A2. The target date for delivery is the Caulfield exhibition in 2016 and so the preparation of drawings will commence early in 2015.

As part of the building of relationships with new manufacturers a very attractive opportunity to produce a VR DERM has arisen. Eureka has had a data package for the DERM for some time and the manufacturer has provided quotations to produce either a motor car by itself or a motor car and trailer. Eureka is currently examining this project with the most difficult decision being whether to produce the "with trailer" version or just the motor car.

Eureka has canvassed a number of supporters for their opinions and any further recommendations would be welcome.

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