



# The *Eureka* Times

30th Edition

23 March, 2015

Welcome to the thirtieth edition of The Eureka Times.



5708 at the head of a rake of RUs headed for the mill at Wollar on Ray Pilgrim's Bylong. Photo Ray Pilgrim.

When work started on this edition of the Eureka Times, it was the beginning of 2015 and the usual best wishes from the staff for the coming year headed up this lead item. However, time as always has flow and already the first quarter has almost gone.

Back in January, we here at Eureka were very positive about the outlook for 2015. This optimism was based on some solid groundwork that was carried out during 2014. This involved breaking Eureka's manufacturing efforts into three separate strands. Back in January this was all in the future but now, less than three months later results are beginning to show with the promise of much more to come in 2015.

More will be said about the three strands in future editions of this newsletter, but if even only half of the developments on the drawing board come to fruition, 2015 will be the busiest year in the twelve year history of Eureka Models.

One of Eureka's main objectives in 2015 will be to deliver what are referred to as our legacy projects. These four projects (40 class, VR bogie flat and open wagon and the NSWGR tankers) should be delivered in 2015, along with projects such as the 50 class, NCR sets, CG wagons, private owner hoppers and 620/720 re-run. Progress on other projects such as the DEB sets and K class will also be made with early development work on some projects scheduled for 2016 delivery.

The importance of the three strands will become evident as we discuss the forward program so let's get on with it.

## The CG Wagons - May delivery



Although Eureka has one other potential “freight” project on the wish list, it may turn out that the CG wagon is the last freight vehicle project produced and marketed under the Eureka Models’ banner.

There are a number of reasons for this, the main one being that from its establishment, Eureka has been primarily concerned with the delivery of high quality models of steam engines. Eureka will continue to commission rail-motors and carriage projects but the CG and the other already underway freight projects are likely to be Eureka’s last.

Eureka's steam-era W44 pack features the first dedicated ore carrier, the GC. This was a subclass of the G wagon, introduced in 1951, of which there were 500 vehicles. The G, HGM, NOEF and GC are still currently in stock, although stocks G wagons are getting low.

A few years after the introduction of the GC, 85 new-build ore wagons, coded CGX, were introduced. These were shorter and lower than the GC, but carried the same payload. Soon after introduction, they were recoded CG and the 2CG bogies were modified to XGA/B/C to remove the clasp brakes. The sides were extended up by the addition of “hungry boards”. When four-letter coding was introduced, these wagons became NOEF and have survived until recent times, although heavily rebuilt again in the early 1990s.

Eureka’s version depicts the CG/NOEF as it ran between the early 1970s and the mid-1990s. It can be mixed with the GC to provide variety in an ore concentrate train.

Eureka’s CG wagons will come in packs of three. They will be coded CG or NOEF and will be available in black, blue and red liveries.

This wagon is being produced by a manufacturer who is new to Eureka and who is expected to develop into one of the three manufacturing strands talked about above. The performance of this new factory has been most impressive to date, with the test shots being received in almost record time.

Delivery in May is expected. An order form is enclosed.

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

The RSH and the LCH/CCH re-run were delivered in January, with the re-run of the LCH/CCH being every bit as good as the first run. The coal load is better than the first but just to make sure the factory has included two coal loads to choose from. The second run is selling exceptionally well and a third run may well be on the cards before too long.





### The 50 Class Standard Goods Engine:



The final pre-production samples of both the saturated and the superheated versions have now been received. The extended smoke-box and headlight on the superheated version can be seen in the accompanying photo.

Assembly of the 50 class is underway and advice on a final delivery date is expected shortly from the factory. At visits to the factory scheduled for April/May, discussions on the re-run of the 50 class, otherwise known as the 53 class will be high on the agenda. The tooling for the 50 class was done in such a way that the modifications needed to produce a 53 class will be simple. The major work involved in the 53 class project will be a new 5000 gallon Commonwealth tender. No real delivery dates set yet, but Liverpool in 2016 would be good. More details later this year after the arrival of the 50 class.

### The Private Owner Non-air Four Wheel Hopper:



Tooling for the private owner hoppers is expected to commence in April with a planned delivery date of October, 2015, hopefully in time for the Liverpool exhibition.

Design work for the project has been interesting, especially in respect of couplers. At this stage the intention is to supply the hoppers with hook and chain couplers fitted. Provision will also be made for their replacement with Kadee type couplers by those who wish to. The hoppers will come in packs of ten with two hoppers having a Kadee type coupler fitted at one end so that each rake will have a Kadee type coupler at each end of the rake.

### The NCR sets.

Tooling on the NCR has commenced with test shots expected in May. Delivery is expected in October and the factory is working to deliver the project in time for the Liverpool exhibition. This project is coming from the same factory that is producing the CG wagons.

### The NSWGR 900 Class DEB Sets:

There has been considerable progress in the planning for the DEB set and it is now likely that tooling for the DEB sets will commence immediately after completion of the NCR sets in October. This would suggest a delivery date in February, 2016.

As discussed in the opening comments above future production for Eureka are almost certain to be spread over three manufacturers. Spreading the sources of their product appears to be the way that all companies using Chinese suppliers are heading after the Sanda Kan debacle. Eureka Models expects to use three sources and refers to these as separate strands. In future, reporting on projects will be done under the headings of strand A, B or C.

### **Strand A:**

Discussions have been undertaken with a new manufacturer with a view to this manufacturer taking over the projects formerly undertaken by Sanda Kan: These projects include completion of the 40 class project for which tooling is complete and re-runs of the 38 class, AD60, and CHG van. Tooling for all of these projects is currently held by Sanda Kan and future production depends on obtaining this tooling from Sanda Kan. Sanda Kan is currently returning tooling to former customers (two such customers are currently collecting 10000 tools) and Eureka has been told that it is in the queue. When the tooling is available the four projects will follow each other in quick succession.

### **Strand B:**

This is the most active and productive strand featuring as it does the long standing and very successful relationship that Eureka has with former Sanda Kan project engineer and now independent manufacturer Ivan. Having recently delivered the BCWs, BSVs, HUB sets, GC wagons and the magnificent R class, Ivan is about to deliver the 50 class and the private owner hoppers. Upon completion of the 50 class the K class project for which tooling is complete will be assembled and delivered. Next in the queue will be the 620/720 re-run, the 53 class and the 59 class. If these projects are completed in 2016 projects for 2017 delivery will have to be commenced later this year. These include the A2 and the 57/58 class. More later.

### **Strand C:**

This new manufacturer will deliver the CG project in May. This will be followed by the NCR project in October and then the DEB sets around February 2016. Work on a DERM is also progressing for a 2016 delivery.

### **VR/SAR Bogie Open/Flat/ the NSW Bogie Tank Wagon:**

Further discussions for assembly of these three projects are currently underway and it is likely that all three projects will be delivered around October this year. More next issue.

### **NSWGR Signals:**

A new source of NSWGR signals has become available with an extensive range of items coming from a new supplier. The signal bits are 3D printed and are very nice. The photo on page 1 features one of the finished signals. For full details see <http://bylong.blogspot.com.au>

**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)**