

The *Eureka* Times

7th Edition

30th June 2005

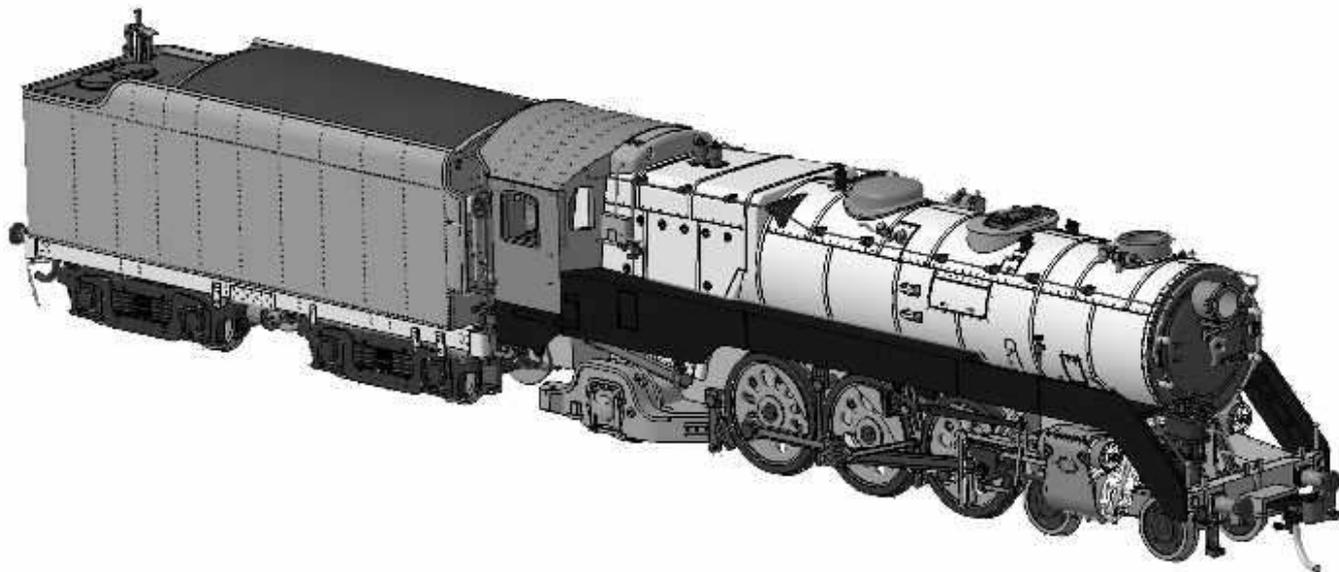
Welcome to the **seventh** edition of **The Eureka Times**.

This edition is a bit later than planned but has been held back to incorporate a few items that we were waiting for. Well, that's partially the excuse. We do have 3D images of the 38s that we were waiting for and which we only received in the past few days (see below)

but the main reason for the delay was that we were overwhelmed by correspondence, emails, phone calls etc. relating to the 31 May cut-off date and we are only now catching up with the paper work. In the process of catching up the preparation of this edition was pushed into the background so if you are one of those whose order or payment we were late in processing and acknowledging my apologies, and to all those who have been waiting patiently for this issue my apologies also. We do have plenty of news to report largely arising from our last visit to China so lets get on with it.

The NSWGR 38 Class

As announced last edition our next locomotive project after the AD60 will be the NSWGR 38 class express passenger engine in both streamlined and non-streamlined versions. Design staff at our manufacturer confirmed this week that the design drawings for the 38 class are nearing completion and we are starting to receive 3D images associated with design matters that need consideration. Once the design process is complete and we have checked and signed off on the drawings the tooling process will follow. Whilst the tooling is being carried out we will have some decisions to make. Apart from the usual decisions on what numbers to run we will have to decide which paint liveries to offer both the streamlined and non-streamlined versions in. When it comes to the various green liveries we will have to decide which is the correct shade of green to use. Expect some pretty lively debates in this area when the time comes.



Manufacturer's rendering of non-streamlined 38 class model

The 38 Class Project Official Launch

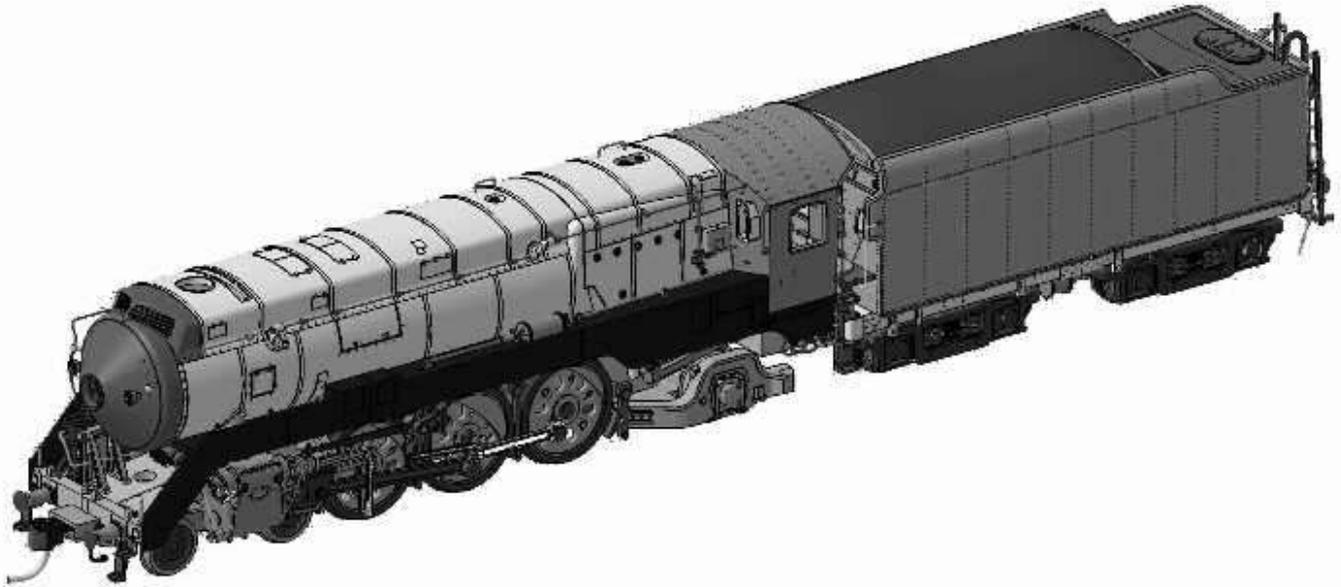
Last edition we also announced that Eureka Models would be hiring 3801 for the day on the 21st of August to re-enact the Newcastle Flyer. It was intended that this would provide a fitting occasion to officially launch our 38 class project and in the process by asking all participants on the day to donate \$30 to 3801 Limited, raise the necessary funds to pay for a currently being undertaken feasibility study into the provision of a spare boiler for 3801.

Usually *Eureka Models* does not announce a project until the design process is complete., which as mentioned above in the case of the 38 class, will not be for another four to six weeks. However, it was decided in this instance to announce the 38 class project early in order to allow about three months which was considered to be sufficient time to fill the train for the Newcastle trip. As it turned out we need not have worried as the train was booked out in five days.

To those who missed out my apologies, we were just overwhelmed by the response. To those who will be joining us on the trip my thanks, I am sure that it will be an enjoyable day and 3801 Limited is expected to benefit to the tune of around 15 to 20,000 dollars as a result.

Numbers and Paint Schemes

Final decisions on numbers and paint liveries for the 38 class are at least six months away. However, we will be offering the following numbers: 3801, 3803, 3805, 3813, 3820, 3827 and 3830 as well as at least three other numbers. We are considering offering a number of paint liveries including two shades of green to represent the “in service” shade and a “preserved” shade of green. We haven’t had any discussions on what shade of black to use yet but I half expect some argument on that score before too long. Any petitions in favour of a particular number will be considered and we may print the best arguments supporting particular numbers in a future newsletter. We will offer reasons why we have chosen the above numbers at some stage although some numbers are obvious choices.



The accompanying 3D images are generated as part of the design process. There will no doubt be issues still to be resolved when we receive the full set of design drawings in the next few weeks

CURRENT STATUS of our other PROJECTS



Eureka 620 set painted in original Tuscan running on Werris Creek

Photo by Ian Dunn

THE 620/720 2 car Diesels: We now have completed sets of the 620/720s which include all details and are in full running order. These units have now been extensively tested having spent three days at the Epping Exhibition in service on “*Gunning*”. They have proved to be excellent performers and are whisper quiet which will be good for those who chose the sound option. Other test units have been painted in the five liveries to be offered and have been returned to the manufacturer for the preparation of paint

masks. The sound files are now complete and are in the hands of the manufacturer for testing. I hope to be able to put these up on our web site shortly for everyone to check out. The required pcbs for the rail motors are currently being manufactured and when all these activities come together production of the units will be carried out. One delaying factor has been the need to get the light housing shape correct. This has involved some re-tooling and this is now being finalised. (Next issue we might show a little bit more about just what is involved in such a process). We expect to have a firm production date within two weeks but we suspect that September delivery date is now likely.

A [history of the prototype 620/720 class](#) 2 car Diesel trains has been prepared by Ian Dunn and can be found on the 620 page..

We have more or less decided on the numbers and colour schemes in which the 620s will be available:



Photo by Ian Dunn

Scheme 1	Tuscan Red Early Period	1961 - c1965	621/721
Scheme 2	Tuscan Red Late Period	1965 - c1975	623/723 624/724
Scheme 3	Indian Red	c1975 - c1982	622/722
Scheme 4	Reverse	1980 - c1985	625/725
Scheme 5	Candy	1982 - c1995	626/726

We are about to confirm production numbers with the manufacturer. All persons with 620/720 rail motors on order are invited to advise their final preferences for colour scheme and number (where applicable) to be certain of receiving your livery of choice.

THE AD60: The factory confirmed this week that they have test shots for some of the cavities (sprues) for the AD60. They are waiting for a few more and will then send them to us. They expect to do this within a week.

Announcement of additional numbers for the AD60 has been held over to the next newsletter. There will be four numbers in addition to the four of the preserved engines already announced

A Note About Weathering

Weathering, particularly when associated with a heavy freight engine such as the AD60 is very much an "in the eye of the beholder" affair. My mental image of a Garratt is one of an all over rust brown engine. Others may think of a western engine with heavy white salt stains. Whichever image you conjure up it will almost certainly be different from mine. As a result any attempt to supply heavily weathered models will be unlikely to please most modellers so our approach to weathering will be to apply a light dusting only to give an impression that the locomotive or rail motor has been in service just long

enough to collect a coating of dust. Rail motors were washed regularly and would not have become badly weathered in any case unlike the goods engines.

When we receive factory painted samples we will produce a weathered sample for the factory and will put photos up on the web site.

Shanghai and the Model Concession Area



Whilst looking for the Bachmann offices in Shanghai, a city not known for its English language friendliness, myself and John Eassie, the proprietor of Austrains were considerably aided in our search by the accompanying street sign.

The history of Shanghai involves what were known as "concession areas". Maybe the modern incantation of this will be areas devoted to particular activities such as model building in this case

ROLLING STOCK DEVELOPMENTS

For over twelve months now we here at *Eureka* have been searching for ways of bringing to the Australian modeller quality rolling stock at an affordable price. The challenge has been to over-come the small production runs that arise from the small size of the hobby in this country. This search has led us to the doors of a new manufacturer located in India. This manufacturer has a background in the production of museum models and is seeking to expand into the RTR injection moulded plastic field. To test the capabilities of this manufacturer *Eureka* has been working on the production of a NSWGR "D" wagon.



Test shot of proposed *Eureka* NSWGR D wagon

This is very much a test project which if successful could lead to the production of further models. The Indian manufacturers have set themselves very high standards and at this stage it has to be said that they have come a long way with the latest production samples exhibiting a very high level of detail and accuracy.

There are still issues to be resolved but the project is getting close to the point where a decision on whether or not to proceed to commercial production is possible. The next newsletter should contain further details.

Next Issue

The next edition is planned for an early August release.
Amongst other things it may or may not contain the following:

Numbers for the AD60
Test Shots for the AD60
More on sound.
More on the India Connection

Email Addresses

If you have receive a paper copy of this issue but would prefer to receive an email copy or just read it on the web site please email Ron at: eureka.m@bigpond.net.au so that we can put you on our email notification system. You'll get the latest *Eureka Times* faster and we can use the money saved on printing and paper to produce more models!

Postage and delivery

We have finalized postage and delivery arrangements with Australia Post which will allow us to offer postage, receipted delivery and insurance anywhere in Australia for a flat \$10-
Pick-up facilities will be available.
More details when the delivery dates are nearer.

Feedback

We are getting plenty of feedback and comments mostly by email which we appreciate very much. I try to answer all emails as quickly as possible but inevitable some replies are delayed. My apologies for this but there are only so many hours in each day so hang on and you will get an answer.

Ron Cunningham

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HOME