

The *Eureka* Times

8th Edition

10th October 2005

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

Plenty of news in this issue but the highlight must be, especially if you are a modeller of the VR, the announcement that our next project will be the Victorian Railway's "R" class 4-6-4 express passenger engine. This will be the first in our Victorian collection and will be produced by the same manufacturer in China that is producing our other projects. The level of detail and overall quality already demonstrated in the 620/720 and the AD60 promise that this will be a fine model of a magnificent prototype engine. With one of the class currently being converted to standard gauge amid rumours that it will be based in NSW it may not be long before it is regularly seen on NSW metals.

Most of the other news in this issue involves updates on our other projects. In addition, as late running appears to be an experience common to all projects undertaken by the four main producers of ready to run models in Australia, this issue has an outline of one example which contributed to delays to one of our projects. I am sure that all of the producers would like their projects to come in on time but there are inevitably glitches that result in delays in the production process. We here at Eureka Models have taken the attitude that if a way of improving a models appearance and/or performance becomes evident during the production process then we will proceed with that change even if it will result in delays to the project. I think that most modellers would agree that it is better to hold up a project if the result is a better model and I have no doubt that the other producers of Australian outline RTR would hold the same view.

Well, lets get on with it.

Photo: Eureka collection



The VR "R" Class

Our next locomotive project after the NSWGR 38 class will be the Victorian Railways 4-6-4 express passenger engine in both coal and oil burning variations. This will be the first locomotive in our Victorian collection. Design staff at our manufacturer confirmed this week that the design drawings for the R class are nearing completion and we are starting to receive 3D images associated with design matters that need consideration. (More on this next issue.) Once the design process is complete and the drawings have been checked and signed off the tooling process will follow. The tooling process usually takes about 6 months and this is followed by a period of two months for engineering debug and preparation of paint masks. After this comes actual production and so allowing for all of this and adding a bit for the inevitable delays the "R" class should be with us towards the end of 2006.

As part of the design process we are looking at producing a variation incorporating the modifications carried out on the WCR owned locomotive and other preserved members of the class and of course we will be producing both the coal and oil burning variations. A number of paint schemes will be produced and these along with numbers etc. will be announced in future issues of this newsletter. As with all our models QSI sound will be available as an option which means that the locomotive will be operable on both DC and DCC if the sound option is taken.

Feedback from modellers on any of these issues is most welcome.

We here at Eureka are looking forward to bringing the outstanding quality and performance which is the hallmark of our Chinese manufacturer to the modeller of the Victorian Railways.

CURRENT STATUS of our other PROJECTS

THE 620/720 2 car Diesels: On a visit to the factory in the second week of September we were able to see 620/720s complete except for their printed circuit boards which are awaiting the supply of some electronic components. These are expected at the factory within two weeks and so we have been told that we will see the finished models in the

middle of November.

When they do arrive it will be the culmination of a process which began in March 2004 and a November delivery would represent a late arrival of about five months. There are a number of contributing factors to this late arrival but the following account of one occurrence which contributed to this delay might help to explain why such delays are almost inevitable.

After the completion of the tooling process, a major step in the production process is the receipt of the first test shots of a model. Although the drawings on which the tooling is based are checked and re-checked the arrival of the test shots are the first real opportunity to see how the model actually looks. In the case of the 620/720s the shape of the body had been captured precisely however the headlight housing did not look quite right. Inspection of the photographic record proved inconclusive but in the end it was decided to have the headlight housing tooling modified. The following series of four images show the process that ensued. They are four of about a dozen that went back and forwards between here and the factory before a modified test shot with the "correct" shape was arrived at. This process took four weeks but the delay is just something that we and the factory are prepared to accept in order to achieve the best possible model.



Original drawing showing a rather peculiar "flat" on the top of the headlight

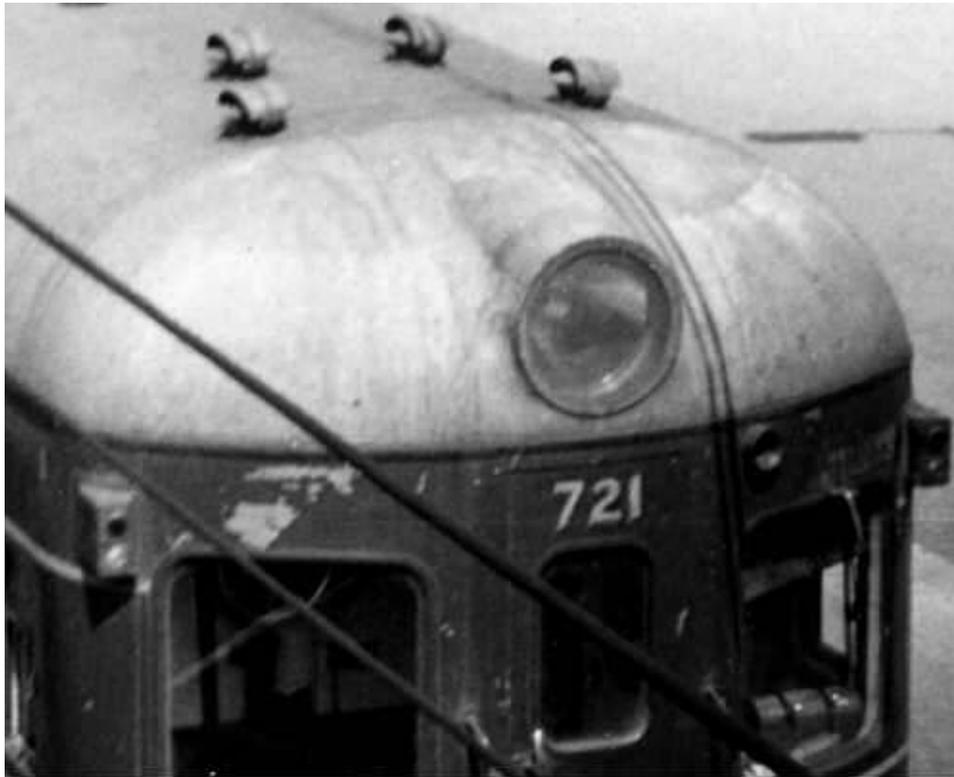
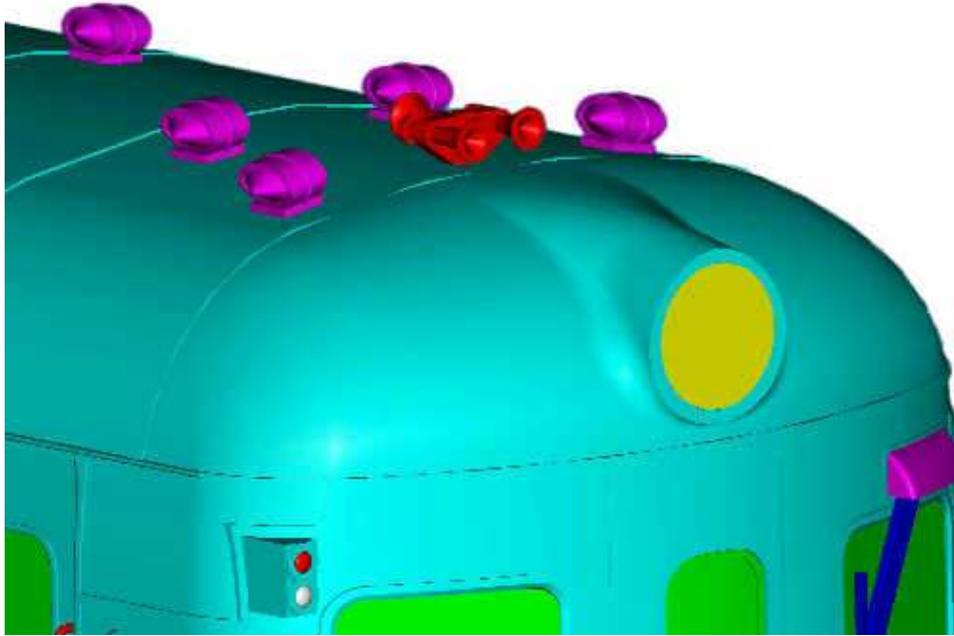


Photo from the Eureka collection sent to China showing the necessary modifications to the headlight housing



Modified test shot to show the factory what was required

Photo: Eureka Models



The approved re-worked drawings

The final set numbers that will be available are as follows:

			Sound	No Sound
Scheme 1	Tuscan Red Early Period	1961 - c1965	621/721 622/722	621/721 622/722
Scheme 2	Tuscan Red Late Period	1965 - c1975	623/723 624/724	623/723 624/724
Scheme 3	Indian Red	c1975 - c1982	622/722 624/724	622/722 624/724
Scheme 4	Reverse	1980 - c1985	625/725 626/726	623/723 625/725
Scheme 5	Candy	1982 - c1995	623/723 626/726	621/721 626/726

There will also be un-numbered sets available in each colour scheme.



Photo: K Mager collection courtesy BCA

We briefly considered this variation to 621/721 but decided that those who would want it it could probably manage it themselves.....



And for those who are having trouble making up their minds as to what colour scheme they prefer this photo from Bob Winch may help.....



Photo: Eureka Models

THE AD60: We have received a working engineering sample of the AD60, seen here on *Werris Creek* being given a thorough workout as part of the "debugging" process. We have identified a few minor issues and these are currently being rectified at the factory. Once the debugging process is finished production will commence. At this stage the factory anticipates December production, though there are often unforeseen circumstances that could affect the delivery schedule, such as the one we experienced recently when a model was sent to the sound supplier, QSI, for testing. Their response was that they had designed the sound installation with only one speaker but now that they have seen the actual model they realize that they can fit two speakers in which will significantly improve the sound! However, this will require the design of a new chassis the factory now has underway. How much this will delay delivery is not known at this time but it is one of a number of changes that occur which may delay production but which ultimately result in a better model.

As a further example of what happens in the debugging period consider the following photo of the pre-production model



Photo: Ray Pilgrim

It shows a clear gap above the cylinders which somehow did not look correct to those entrusted with checking the model against the prototype.

An examination of the prototype showed that this gap is filled with piping making it almost impossible to see through the engine at this point. This piping turned out to be exhaust pipes from the cylinders and fortunately the following good photo was located and handed over to the factory for examination.

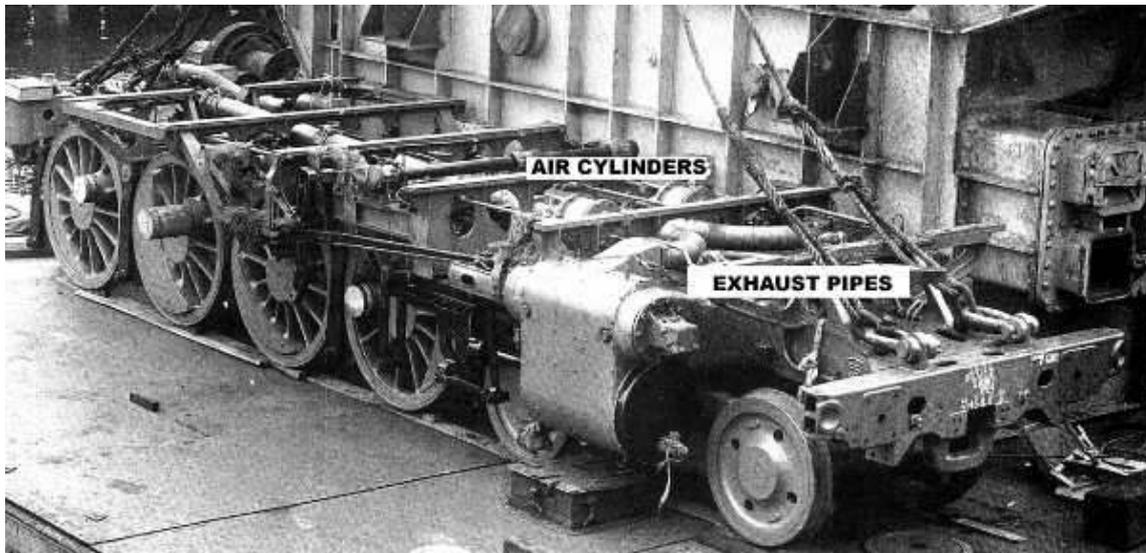
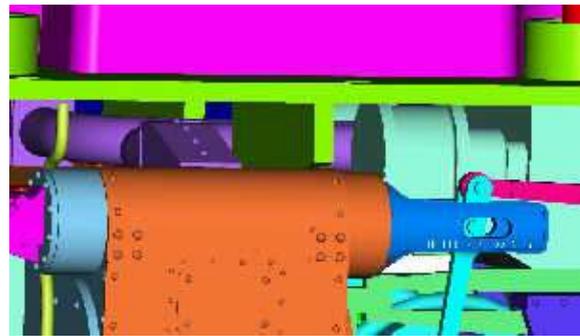
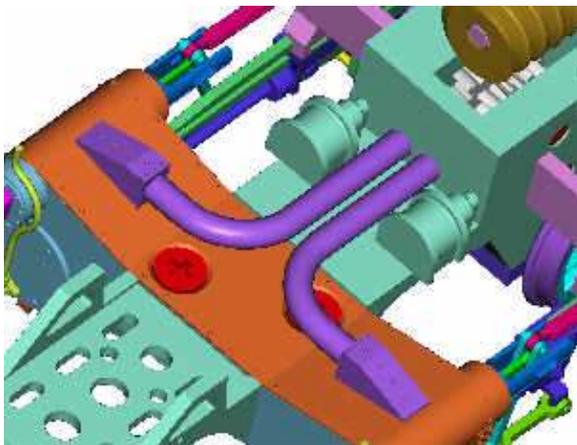


Photo: SRA photo from Eureka collection

In fact, the photos were hand delivered on a Monday during a regular visit to the factory in China. On the following Thursday we arrived back in Aus to be greeted with the following images of the proposed modifications waiting for approval!



AD 60 NUMBERS

we are proposing the following

6021	6023	6026*
6029*	6030	6031*
6033	6039*	6040
	6042*	

*Dual control

If you have already ordered a "to be advised" number, please let us know which of these you want or if you would prefer an un-numbered one. Otherwise it'll be our choice!



The 38 Class: The amended design drawings for the 38 have been received and are currently being checked. The Factory has indicated that they will commence tooling in late October which is on schedule. To whet the appetite of those who have more than just a fondness for this locomotive the above photo is provided. This is one of the 15 colour schemes that are being considered for our model.

The D Wagon: New buffers have been prepared for the D wagon and it is now ready to proceed to production. Delivery is expected before Christmas.

Email Addresses

If you 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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