



The *Eureka* Times

18th Edition

10 September, 2009

Welcome to the eighteenth edition of The Eureka Times.

It has been over six months since the last edition of The Eureka Times which is longer than we here at Head Officer would prefer. There are a couple of reasons why the gap between editions can blow out. Firstly, the amount of time involved in preparing and distributing an edition is significant. (It takes about two full weeks of effort to complete this process.) Secondly, it helps if there is something new to go in a newsletter. Contrary to what appears to be popular belief, we are not in daily contact with the factory and although a week would rarely go by where we do not make contact, it is often the case that several months (sometimes six months) will elapse without a particular project being discussed.

This is obviously dependant upon what is happening at the factory with a project but it does mean that when we are asked 'What is the latest with such and such a project' the answer given is often "Nothing". This is not us being facetious, rather it is just a statement of the true picture.

With the setting up of our blog (<http://eurekmodels.blogspot.com>) it is our intention to put any news onto the blog quickly. If there have been no updates on the blog it is because there is no news worth reporting.

Well, there has been some news and not everyone has access to the internet so let's get on with it.



In a sign of what will become a more common event, 59s crossing at Ardglen Photo: Ray Pilgrim

The 38s



3827 fresh from shops. Photo: Ian Dunn

The factory has advised that the 38s, both sound and non-sound, will be ready for dispatch from the factory on the 20th of September. Allowing for a few days loading at Shenzhen and two weeks sailing time they should arrive at Port Botany around the 10th of October which would see distribution commence around the 15th of October

All those who have models on order will be contacted before their model is posted to them. Attempts at contact will be made in order in which orders were received. Fully paid orders will be dealt with first. For those who wish to avail themselves of the pre-delivery price of \$550, full payment must be received by the 30th of September. We will not process any balance owing to credit cards without directions from the card holder to do so.

If distribution of the AD60 was any guide it will take at least two months to complete distribution of the 38s.



3820 fresh from shops. Photo: Ray Pilgrim.

The 59 Class:

With the 38 project nearing conclusion at long last it is time to move the 59 class project along. The drawings for the 59 have been complete for sometime and the factory has now been asked to commence tooling.

6-8 months should see tooling completed so test shots can reasonable be expected about the middle of next year which would suggest a final delivery date in the first half of 2011.

Both oil and coal burning versions will be available/ Order forms for those wishing to take advantage of the early-bird prices are soon to be posted on the website.

5917 at Hanbury Junction



The CPH/CTH

As previously advised, the non-sound CPH/CTH's are in stock with reasonable stocks of each livery on hand with the exception of Indian Red on original tongue and groove siding which has sold out.

The "with sound" version has not yet been received from the factory. However the factory has indicated that we can expect a late October delivery.

The 40 Class

Paint Sample have been received from the factory. These were checked and have been returned to the factory for adjustments to colour used on the green and indian red versions. New paint samples will now be produced and returned to us for further checking. Once this is sorted out production will proceed all of which suggests an early 2010 delivery date.

The R and K classes:

Very slow progress is being made on the R class and we have therefore decided to commence tooling on the K class. This presents the possibility that the K could arrive before the R class. To deal with this possibility special offering is being made to all those who have an R class on order. This offer is contained in a separate letter. Order forms for the K class will be made available shortly and distributed with the next edition of Eureka Times.

The HUB set:

Final minor corrections to the drawings have been made and tooling is expected to commence shortly which means that the project is on track for a late 2010 delivery.

The AD60

All required tooling changes are complete and painted samples have been supplied to the factory. We are waiting for painted samples and advice from the factory as to when assembly time will be available. Delivery is not anticipated until early 2010.

The 620/720

Work on the re-run of the 620/720 2 car diesel is continuing. Full details and order forms will be circulated with the next edition. An early 2010 delivery is being worked towards.

In Stock:

LCH Trainpaks (LCHs only) and CHG vans: Price is \$350 including a CHG van or \$300 without. CHG vans are also available seperately at \$50 each.

AD60s:	With sound (only a few left)	..	\$935
	Without sound	\$845
	Without sound and weathered	..	\$870

CPH/CTH: Without sound in Silver and Blue, Cream and Green, Tuscan and Russet on original tongue and groove siding and Indian red on Masonite siding. \$440

As for the rest of the projects

LCH/CCH re-run along with the RSH variation, DEB set, oil tankers, BSV, BCW and 43 class diesel to name just a few are progressing slowly. A visit to the factory is scheduled for the 24th and 25th of September and so updates can be expected.

Another edition of the Eureka Times might even be on the cards depending on how we here at Eureka handle the tsunami which is about to hit us in the form of a container full of 38s.



The Eureka Blog:

We now have a blog up and running at <http://eurekmodels.blogspot.com>. We are using the blog to provide more regular information on goings-on at Eureka. Posting to a blog is a lot easier than making changes to a web-site and updates to the blog are already happening on a more frequent basis. Postings are intended to be informal and newsy. The blog is not designed to replace the Eureka web-site but rather to complement it. Comments are welcome although those posting comments will need to identify themselves. Anonymous postings will be deleted.

The blog will have the latest information available in a project so there should be no need for anyone with access to the blog to ask "What is the latest on such and such a project?" Whatever is on the blog will e the latest news available.

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