



The *Eureka Times*

31st Edition

26 July, 2016

Welcome to the thirty first edition of The Eureka Times.



Approaching Ardglan - Saturated 50s are rarely photographed this far up the Hunter Valley.

It has been a long time (too long in fact) since the last edition of this newsletter but the past twelve months have been a tumultuous time for Eureka Models due to some dramatic changes in the relationships with our manufacturers in China.

The intention of using a three-strand approach to our manufacturing as outlined in the last issue of *The Eureka Times* has been abandoned and it is now likely that all of Eureka's future projects will again be produced by one manufacturer.

To say that the events of the past year have been quite traumatic for Eureka would be an understatement and the transfer of tooling from our two former manufacturers as with most things involved in dealings with China is proving to be quite a challenge.

However, progress is being made and transfer of the tooling for both the 40 class and the 38 class to our new factory has been completed. This factory is the one that has already delivered the CG wagons and the NCR carriage sets for Eureka both of which were exceptionally high quality models plus a number of other projects for other Australian customers.

Work has already commenced on the assembly of the 40 class (see below) and this project has been assigned absolute priority. Following on the 40 class resources will be

devoted to projects for which the tooling has already been completed. This will be the VR K class and the 38 class re-run as major projects and the VR "S" Bogie flat and VR/SAR "O" bogie open wagons, the NSWGR Bogie Oil tanker, the Private Owner four wheel coal hoppers which the factory refers to as 'minor' or 'fill in' projects. These projects only involve about four to six weeks assembly time each and will be slotted into the production schedule as assembly time becomes available.

The completion of all these projects would allow us here at the Eureka office to claim for the first time in a long time that we are up to date. Not sure how we would handle that feeling if it was to happen.

In terms of new projects, that is, projects which involve substantial new tooling, preparation is centered around the 620/720 - DEB set projects, the 59 class and the second group of 12 wheelers.

2015 was a most difficult year for us here at Eureka but we still managed to deliver the 50 class, CG wagons and in early 2016 the NCR sets. There are still challenges to face with respect to the transfer of our remaining tooling but with the 40 class to come in 2016 and with at least six further projects already backed up ready to follow, the continuous flow of quality models from Eureka's manufacturer can be looked forward to with confidence. Come along with us for the ride.

The 40 Class:

The tooling for the 40 class is now safely located at the injection factory to whom the injection process is sub-contracted. All tooling for both plastic and zinc alloy parts have been tested and found to be in perfect condition and fit for purpose. The accompanying photograph shows the batch of test samples that were recently received from the factory. Purchase of out-sourced components such as motor, wheels and electrical items has commenced.

Once all injection work is complete and all out-sourced components have been received, the painting and assembly processes will be carried out at our main factory which is located outside of Nanjing.

From the accompanying photographs it can be seen that apart from the painting process (a major and highly skilled step involving some very sophisticated equipment especially the pad printing machines) the assembly process is just like putting a big plastic kit together. It is so easy in fact that it can be done with one hand. (See the girl at the right hand end of the photo.)

The factory is not putting a definite date on delivery at this stage but is saying that it will be before Christmas.

It has been a long time since full details of the 40 class offering so all details including artwork will be outlined in the next couple of issues of *The Eureka Times*.



Photo 1 - The 40 class injection samples.



Photo 2. - This assembly caper is so simple it can be done one handed.

The 38 Class re-run:

The 38 class re-run is about to get underway with the tooling now at the new factory. Similar testing of the tooling as was done with the 40 class will be carried out at the injection factory when time on the injection machines is available. The tooling includes the changes that were made to the cut-out in the nose of the stream-lined version. Some improvements to the manufacture of the side rods and mechanism are planned but tooling-wise the re-run will be the same as the first run. The re-run will include the following engine numbers.

Streamlined: 3801	Green and Black	Non-Streamlined	3806	Green
3803#	Black		3807	Royal Train Black
3804	Black		3809#	Black
3805#	Green		3820#	Black
			3827#	Green
			3830	Green

The numbers marked with a hash (#) are being produced in very limited numbers only and are intended to be basically "to order" only. Artwork is being prepared and will appear on our web-site when ready.

The K Class:

The K class is the third major project for which the tooling has been completed. Once the tooling has been moved to our new factory as with the 40 and 38 class projects the tooling will be tested and assembly commenced.

Thought is currently being given to K class engine numbers and liveries. At this stage the following combinations are being proposed:

Wheels	Windows	Livery	Engine Numbers
Spoked	Double	VR black	K150, K155, K160, K166, K172
Spoked	Double	Mornington Green.	K163
Spoked	Double	Steam Rail Blue	K183
Box Pok	Single	VR Black	K187
Box Pok	Single	Maroon	K190
Box Pok	Single	VR Black	K192
Spoked	Single	Steam Rail Black and Red	K184

Artwork will be published in a future issue of *The Eureka Times*.

The NSWGR 12 Wheelers - The second batch - MAL, ACS and AB91

The next release in Eureka's 72'6" car programme will be a MAL sleeping car, an ACS composite sleeping car and the AB91 Dining car. Drawings for the three cars have been completed and signed off and tooling will commence when time at the tooling manufacturer is available. This is expected to be in October which would see tooling completed and the associated test samples available in early 2017. Painting and Assembly would follow with delivery by mid-2017.

These cars will be sold individually as will be the case with future releases in the Eureka 12 wheeler program. (With production of this second group of 12 wheelers underway the composition of the next group is currently under consideration. More details in future editions.)

Along with the release of the NCR sets spare sets of 12 wheeler bogies were made available. All 500 sets sold out very quickly but another batch will be produced in conjunction with the second batch of cars.

An order form for the 12 wheeler carriages which includes more details is attached.

6029 in ARHS ACT Division livery.

In response to many requests Eureka Models is preparing a limited number of 6029 in ARHS ACT Division livery. Utilising the highly regarded Eureka Garratt, the model will feature a new range of specially prepared decals including the ACT logo on the tender.

The model will be available in both sound and non-sound variations. The run is strictly limited and will be available to pre-orders only.

Stock Levels:

In the past year Eureka's popular CHG four wheel Guards Van and BSV Bogie Sheep wagon have joined those other Eureka projects displaying the "sold out" sign.

Stocks of R class models are getting very low. Details of available engine numbers can be obtained from the Eureka office.

50 class are still available in reasonable numbers but stocks of non-sound models in particular are getting low and some engine numbers are now sold out.

A few weathered HUB sets are still available and reasonable stocks of NCR sets are available.

CPH/CTH stocks are getting low. Non-sound units are sold out. Stocks of sound equipped units are reasonable except for Tuscan Red units on Tongue and Groove siding which are sold out.

As well as clearing the backlog of new projects the whole question of re-runs will need to be addressed in the very near future.

Office Hours:

We here at the Eureka Offices can often be found working late at night and as a consequence are well known for being late risers. One consequence of this is that the Eureka offices are rarely staffed before 10.00 am in the morning but can generally be found with lights on until after 6.00 pm.

Recognising these circumstances the official Eureka office hours have been set as:

10.00 am to 6.00 pm, Monday to Friday.

The office telephone may be answered outside these hours but this will be the exception rather than the rule.

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