



The *Eureka* Times

6th Edition

9th April 2005

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

We are running a little bit behind our intended publication date but there are a lot of things happening at the moment and this edition has been held back a little to incorporate some of these developments. The most exciting issue for many readers I suspect will be the announcement of our next project after the AD60 which is the NSWGR express passenger engine the C38 class in both streamlined and non streamlined versions. We also have updates on the 620/720 rail motors and the AD60. Sound will be a new experience for many modellers and so we are sharing some of the learning experiences that we are going through as we sample this new frontier in modelling. Plenty to talk about then so lets get on with it.



Photo by Roy Marshall

The NSWGR 38 Class

Our next project after the AD60 will be the NSWGR 38 class in both streamlined and non streamlined versions. Design work has been underway for some time now and is almost complete and we expect to see drawings shortly. This suggests that the likely delivery date for the model will be **May/June, 2006**.

The 38 Class Project Official Launch

To launch our 38 class project in a style befitting this iconic locomotive class, Eureka Models has hired 3801 for the day and will be re-enacting the Newcastle Flyer on Sunday the 21st of August. All those interested in what is probably Australia's most widely recognized heritage locomotive are invited by Eureka Models to participate in this event which will leave Sydney Terminal around 9.00 am and return around 5.00 pm (Full details later). There will be no charge by Eureka Models for travel on this trip to Newcastle however all intending passengers will be asked to donate \$30 per passenger to the Boiler Restoration Fund of 3801 Limited when they reserve seats for the trip.

Tickets can be obtained by ringing 3801 Limited on **02 9699 2737**. Tickets are obviously limited and will be allocated on a first come first served basis. With closure of the line past Broadmeadow into Newcastle station already announced this may be one of the last chances to travel behind steam re-enacting what was once one of the premier passenger runs in Australia.



Photo by George Panoussis

CURRENT STATUS of our PROJECTS

THE AD60: Tooling is on schedule and we expect to see test shots in July

THE 620/720s: Latest word from the manufacturer is that we will see the test shots for the rail motors in about two weeks time (3rd week of April). We are looking forward

to having something "in our hands" at long last and will get some photographs up on the web site as soon as we can. Allowing two-three weeks for painting the models should be back with the manufacturer in mid-May. Assuming that no modifications are required mid-June should see production for a **mid-July delivery**

SOUND

As previously announced QSI sound will be available in both the 620/720 rail motors and the AD60 and of course sound will be a feature of the 38 class. Sound will probably be a new experience for most Australian prototype modellers. We here at Eureka Models are no exception so we have obtained for testing the most recent steam offering from Broadway Limited Imports which has the latest QSI sound system installed. This is the same type of system that will be used in the 38s, 620/720 rail motors and the AD60, though of course, our versions will have authentic sound appropriate to our prototypes. With support from QSI we have been on a very steep learning curve and each newsletter we intend sharing some of our experiences with you and answering any questions that you might have on the QSI sound system. (keep those questions coming in folks) The QSI system allows for the operation of sound in both conventional DC and DCC mode. The chip senses what current is present on the track and responds accordingly.

DCC: Sound equipped locos are already fitted with a DCC chip and can be used on DCC systems without further modification. DCC users get the added bonus of full control of all sound functions.

Analog: Conventional 12v DC power packs with a standard reversing switch will be sufficient for analog operation. The QSI sound chip requires a minimum amount of voltage to operate the electronics. Under analog operation therefore when the power pack is at full off in a block then the locomotive and sound system will not function. To activate the sound system the throttle is turned up slowly until locomotive functions such as air compressors, engine idling etc can be heard. The locomotive will not move because the motor is under the control of the QSI chip and the response to the throttle is slower and more like a prototype locomotive. More throttle will see the sound of the engine (chuff or diesel rumble) increase as the locomotive slowly moves off.

Under both modes of control the sound of the locomotive is linked to the back EMF of the motor. This provides synchronisation of the sound to the work that the engine is performing. The sound of our BLI Niagara labouring up a grade is quite spectacular. There is a full range of other sound features available all of which are controllable and adjustable.

Next edition we will have a look at some of these but one feature that should be mentioned to finish up this edition's look at the QSI sound system is the **Magnetic Wand**. A magnetic reed switch located in the locomotive body can be used to change the volume of the sound system or to reset the engine to factory defaults under both analog and DCC modes. The supplied Magnetic Wand is literally waved over the reed switch hidden in the locomotive to change the volume up or down on the locomotive. A most useful feature.

An added bonus for analog (standard 12v DC) users is that, since the DCC chip is part of the sound system, you can run your sound equipped locos on a mate's DCC system. A value for money way of trying out DCC if you are thinking of converting.

Numbers

The updated list of proposed numbers for the 620/720 rail motors

Colour Scheme Set Numbers

Tuscan Red	622/722, 624/724, 626/726, 627/727, 628/728
Indian Red	621/721, 622/722
Reverse	623/723, 624/724
Candy	625/725, 626/726

We will be producing a limited number of un-numbered rail motors.
(There will be no extra charge for un-numbering sets ;-)

Numbers for the AD60 will be announced in the next newsletter. There will be four numbers in addition to the four of the preserved engines already announced.

“I think that we can all agree that the past is over”

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If the annual Australian Indoor Tautology Pennant was still being contested this statement would have to be up there with the leading contenders for the pennant although Alex Buzo may have ruled this entrant ineligible due to the fact that it was uttered by a non Australian. Who said it??? Well, it would be nice to announce that the neatest correct entry will win a magnificent prize but the answer is so obvious that we have had to declare it a no-contest. Speaking of the past, the early editions of “The Eureka Times” can now be found in our archive. Thanks to those who were able to furnish us with electronic copies of past issues.

Next Issue

The next edition is planned for a mid-May release.

It may or may not contain the following:

- Photos of the test shots of the 620/720 rail motors.
- Numbers for the AD60.
- More on sound.

“But wait, there's more”

More announcements that is, but you will have to wait until the next edition.....

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 date is 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

EUREKA MODELS

PO Box 407

SANS SOUCI NSW 2219

Phone: (02) 9529 2235

Fax: (02) 9583 1570

mob: 0418 431 459

Email: eureka.m@bigpond.net.au

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