

The *Eureka* Times

38th Edition

1 June, 2022

Welcome to the thirty-eighth edition of The Eureka Times.

“They’ll be back!”

What one Eureka Models’ supporter was heard to say when he found out that a second re-run of the Garratt was underway.

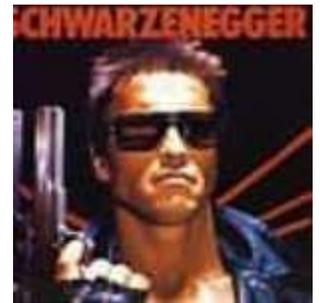


Photo Ray Pilgrim.

“Traditionally, in the first issue of the Eureka Times each year we summarize project deliveries in the past year and outline progress in projects currently under construction. This will not take up much space here as there have been no deliveries in this past twelve months and projects currently under development are essentially the same ones on the agenda at the same time last year.” *(ET 37 March, 2021)*

At the first editorial meeting held here at the Eureka Times’ offices in 2022, the assembled staff considered whether to repeat the above opening paragraph from ET 37 which appeared in March last year. Many of the Eureka staff had sheepish looks on their faces as most of them had not actually done any work in the past twelve months.

With no exhibitions, no travel to China and almost no production at the factories in China, there had been very little to do as Covid worked its way through the populations of both Aus and China.

However, as we head into June, 2022 circumstances do appear to be changing for the better, both here at home as well as in the Middle Kingdom. At home the exhibition circuit is back in action with the four shows held to date indicating through both attendance and retail sales that the hobby is as healthy as ever. In China, whilst covid lockdowns continue to ravage industrial production, there are indications that project deliveries might return to something like normal over the next twelve to eighteen months. Component supplies are still going to be the challenge, but both of Eureka’s main manufacturers are working on a continuous schedule of Eureka Models’ projects and with the K class due for delivery later this year in conjunction with Phoenix we should see more items on the shelves.

An important development in the list of projects underway in China is the commencement of work on a third run of Eureka Model’s AD60 class Garratt locomotive. Add re-runs of the 38s, R class, 40 class, 620/720s, HUB sets and CPH/CTHs together with G wagons, BCW, BSV and NSW NTAf bogie tank wagons plus more 12 wheelers, the Commissioner’s Train and the Royal Train, all of which will keep Eureka’s manufacturers busy for several years.

Ok! Let’s have a closer look at what we hope we can achieve in the coming 12 months or so.

A Major Development - A Re-run of a World-Wide Favourite – The Eureka Models AD60 Class Beyer-Garratt



6002 at Emu Plains on its trial run, 21 Nov 1952, showing why the second batch were delivered without red lining.

A re-run of our popular AD60 class Garratt had largely been ruled out. However, we here at the Eureka Offices are almost continuously being petitioned to produce more AD60s. So much so that talks were recently held with our manufacturers and consequently the decision was made to commission a third run of this popular model. At this early stage, production involving eight engine numbers is envisaged. Four numbers feature engines with short bunkers and red lining and four numbers feature long bunker engines in plain black. Engine numbers will include more Centenary engine 6020 and preserved engine 6029. See the included order form for a full list. Currently the first step involving checking of the tooling is being undertaken. The practicality of including working marker lights is also being examined. More details in the next Eureka Times.

BUT WAIT, THERE'S MORE.

Following agreement with our manufacturer located in Southern China to proceed with the 620/720, 600/700, DEB project and, more recently, the above mentioned AD60 re-run, it was suggested that this manufacturer could produce re-runs of all the existing Eureka projects for which the tooling was now in the hands of this manufacturer. There is considerable logic in this suggestion. For a start, the proprietor of this manufacturer originally worked for Sanda Kan and has the drawings for all of the Eureka projects originally produced by Sanda Kan. As well, he is currently holding the tooling for these Sanda Kan projects on behalf of Eureka Models. These include the R class, the LCHs, BSVs and BCHs, G wagons and NTAfs. In such a case the NTAf tankers will be the first project to go ahead. More details as discussions progress.

The K Class

As previously advised, the K class project is being manufactured in conjunction with Phoenix Reproductions. Delivery is expected in late 2022/early 2023. Existing orders on the books with Eureka Models will be supplied and supported by Eureka Models in the usual manner. If you have an order with Eureka Models please ensure that you have advised your required engine number(s) Retail orders will be available through both Phoenix and Eureka Models for a short period after delivery, after which Eureka Models will be responsible for the distribution of the K class. More details including numbers and artwork are available on the Phoenix website.

The 38 Class re-run – due late 2022.

Work on the 38 class re-run has recommenced after Chinese New Year at our principal manufacturer located outside Nanjing. Progress is very slow due to Covid, with delivery now scheduled for late 2022.

As previously advised the re-run will include the following engine numbers.

Streamlined:

3801 Green/Black/Grey, 3802 Special Green 1946-1953, 3803# Special Green 1946-1953
3804 Black late 1950s, 3805# Black late 1950s

Non-Streamlined:

3806 Special Green with Black Smoke Box, 3807 Royal Pilot Train Black, 3809# Black
3815 Black, 3818 Special Green with Black Smoke Box,
3820# Black 3822 Special Green with Black Smoke Box,
3827# Special Green, 3830 Special Green with Black Smoke Box

Due largely to a number of special requests in addition to the above numbers it has been decided to produce a further five engine numbers. These additional five numbers will be announced in the next Eureka Times and will be produced in small quantities only.

The numbers marked with a hash (#) are being produced in very limited numbers and are intended to be basically "to order" only. From experience in the first run, only 3801 and 3830 will likely be available in retail outlets. All other engine numbers, especially those engine numbers being produced in small numbers will be available, initially at least, only direct from Eureka Models.

620/720, 600/700 two car diesel sets, 900 class DEB sets.

This project was another on which there was very little progress over the past year. However, as reported above, our second manufacturer whose factory is located on the Chinese mainland opposite Hong Kong is now again making progress on this project with delivery expected to commence in late 2022. Whilst from the outset the project was treated as one, the project was subsequently broken up into three stages. The first, involving a re-run of 620/720 sets, is the easy part. This will be followed by a run of 600/700 sets utilizing new tooling being prepared for the sides and roof and the 900s will follow. More details next edition.

HUB sets:

A re-run of Eureka's very popular HUB sets is underway. The re-run sets will not have interior lighting, which will allow the wheelsets to be changed to those currently fitted to the 12-wheelers. The re-run will include more of the two additional cars which sold out so quickly in the first run and all four liveries will again be available.

An order form is included. Pre-orders particularly for the additional cars are recommended.

12 Wheelers:

As previously announced, the next in the Eureka Models 12-wheeler series will be a TAM sleeper and an MCE sitting car in their "as built" configuration, that is with crown lights and matchboard siding. Both cars will be available in Varnished Timber, Tuscan & Russet and Indian Red liveries. Due to other carriage projects being promoted up the production schedule delivery in late 2022/early 2023 is anticipated.

Following this in the Eureka Models 12-wheeler series will be *The Commissioner's Train* comprised of three carriages AAH7, AAH8 and AAH9. This will be followed by *The Royal Train* made up of both PAM11, GG, AAH9 and HB and PFH from a HUB set. Due to the TAM/MCE production the Commissioner's Train is now due for delivery in 2023.

The 40 Class:

Stocks of the first run of the Eureka Models 40 class are just about exhausted and a re-run is currently being prepared at the factory. All three liveries will be reproduced, but the main feature of the re-run will be a Robe River Iron Ore variation. Minor variations that were carried out when the 40 class locomotive was transferred to the Pilbara are currently being worked on and will be a feature of the Eureka model. Delivery is expected in late 2022. An order form is included.

The 59 class:

Last in the previously announced projects to get underway will be the 59 class. This is a project which requires new tooling and therefore a substantial commitment of time and funds. Discussions currently suggest that tooling will commence after the K class for a 2023 delivery.

Sound Developments

Eureka Models pioneered the provision of factory fitted sound in Australian model locomotives when it commenced operation back in 2003. The Eureka Models 620/720 was the first Australian model to be delivered with factory fitted sound. It utilised a DCC sound decoder supplied by US company QSI who through an associate organisation BLI was the early pioneer of sound in model locomotives.

Half a dozen subsequent projects utilising QSI decoders followed in a very successful association between QSI and Eureka Models over a decade and a half. However, QSI is retiring from the locomotive sound field and we here at Eureka have been examining alternative sound decoder suppliers. After much testing a decision has been made to in future use sound decoders supplied by the Austrian manufacturer, Zimo and it is expected that all future Eureka projects will feature decoders sourced from this manufacturer.

More details later.

Office Hours 10.00 am to 6.00 pm, Monday to Friday

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