

The *Eureka* Times

13th Edition

21st July 2007

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

All of us who work here at Eureka Models are abnormally superstitious and non-one has wanted to start work on the 13th edition of this newsletter but through a combination of the promise of rewards and the threatened use of the IR laws we have finally motivated our journalistic staff enough to get started.

And it is high time that we did as there is plenty of news regarding existing projects, some news regarding new ones and some speculation on the future plus what we think is some pretty exciting news concerning the application of technology to the CPHs which places Australian models at the fore-front of international practice. Lets get on with it.



6037 drifts into Bylong as 622/722 awaits the Signal Photo: Ray Pilgrim

The NSWGR 40 Class A1A-A1A Diesel

The next model in our NSWGR series will be the 40 class A1A-A1A diesel. This will be the first and probably only diesel that Eureka Models will produce. It will be available in three liveries, these being the original green livery, royal blue and tuscan red schemes. The model will be available with QSI sound. We are also looking at making available the Robe River variation perhaps at a later date and this will be reported on as the project progresses. Drawings for the 40 class project are complete and tooling has commenced. Our estimated delivery date is late 2008. More details later.



4002 in Royal Blue



4008 in Green



4002 in Tuscan Red



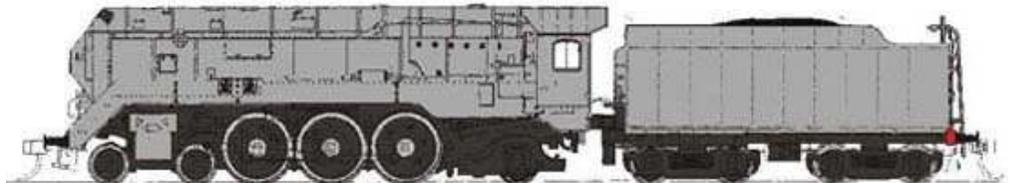
4002 as modified and in Robe River Colours

The C38

The factory has advised that production has started on the long lead time items (circuit boards, wheels etc.) of the 38s. Preparation of sound files at QSI is being finalised and artwork (see below) for the ten liveries being offered is already at the factory. Our best guess is for an October delivery (but see our comments regarding delivery dates below).



3801 in Lined Black



3801 in Wartime Grey



3801 in Green



3805 in Service Green



3809 in Lined Black



3813 in Lined Green w/Ext. Smokebox



3827 in Lined Green



3830 in Preservation Green

The R Class

Progress on the R class project has been painfully slow but after a bit of a shake up on the last visit to the factory we were given to expect a pilot model in October/November which always represents a major step in a project. To all those who have placed orders for the R class and are waiting patiently we apologise for the slowness of the project. Unfortunately we cannot provide an explanation for the delay but we are confident that we will see some real progress in the second half of this year.

The K class

The second locomotive in our VR collection will be the K class. Drawings are complete and the factory is pressuring us to give permission to start the tooling. The problem is that if tooling is started now the K class could arrive not long after the R class. It would be preferable if there was a break of around twelve months between the two models and so we intend holding up permission for the start of tooling on the K class until we receive a pilot model of the R class towards the end of the year. We normally now start accepting orders on a model once tooling has commenced and this would suggest that we will probably commence taking orders for the K class in November/December this year.

The CPH/CTH

This project continues to progress smoothly with few hold-ups. We have just received (20 July) our second and final pilot model for the masonite sided

version and it looks superb. The improvements that we requested be made to the first pilot have been added these being the support for the headlights which are now angle iron as on the prototype and see-through radiators which are now etched brass rather than a solid casting.

We are also doing something totally different for the electrical connections between the motor car and trailer car in that we are not having any. The wiring looms used on the 620/720 were less than ideal and given the open space between the CPH and CTH the original proposal to use wiring looms the same as on the 620/720s produced an ugly set of wires between the two cars on the pilot model. To overcome this we have decided to adopt an approach that will be a first for Australian models and places us at the forefront in the application of technology to models anywhere in the world.

What we intend doing is placing a limited function decoder in the CTH for use with all sound equipped CPHs. This limited function decoder will allow full independent control of the lighting functions in the CTH trailer car. Thus when operating under DCC the headlights on the CTH can be turned on/off according to direction of travel. When operating under DC the headlights will respond according to track polarity as on the non-sound equipped version. (See below for further comments.)

Both the motor car and trailer have working marker lights.

The physical connection between the two cars is a bar with clips at both ends that clip around a round fitting under the floor of each car. This coupler bar is shaped to look like the chain-link connections used on the prototype. This bar connector will be common on all future projects in the CPH series so that marshalling a number of vehicles into a lash-up will not be a problem either physically or electrically.

Tooling of the tongue and groove siding version with crown lights is almost complete and a search for appropriate sound is currently underway.

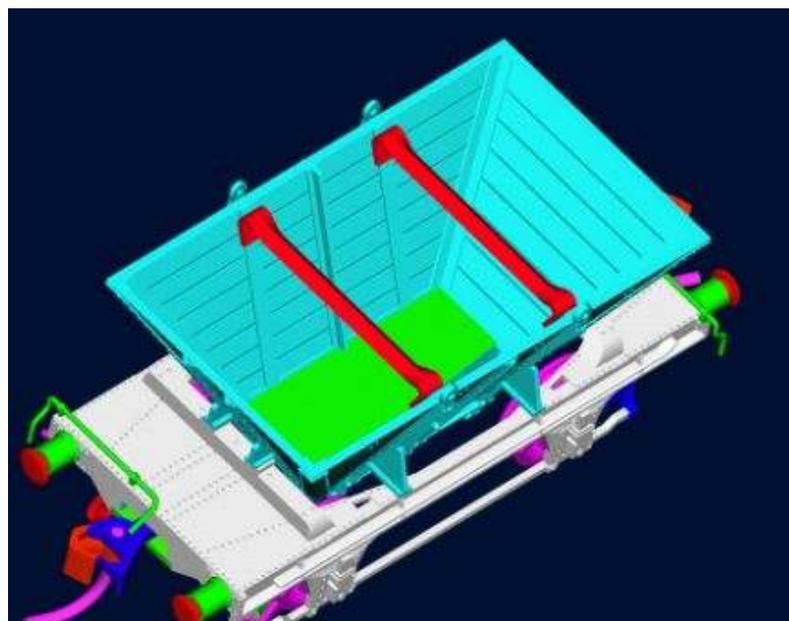
Paint samples and associated artwork are currently being prepared and at the completion of this process numbers will be chosen and made public in a future edition of this newsletter.

The way this project is progressing it is possible that the CPH/CTHs could be ready around the same time as the 38s so we have informed the factory that we would like delivery of the CPH/CTHs to be delayed until about three months after the 38s. We probably could not handle the delivery of two projects at once and our bank manager would probably have a stroke if we asked him to pay for

two projects at once.

The LCH/CCH and CHG Trainpaks

These two projects are progressing quickly as well. Tooling on both the LCH/CCHs and the CHG have been underway for some time and we hope to have test shots by October. In addition to a choice between ten packs of LCHs and CCHs, a mixed pack of five LCHs and five CCHs will be available. At least five sets of numbers will be available for a total of 50 different numbered vehicles. Estimated delivery time is early 2008.



The AD60

As the above photo by Ray Pilgrim shows there are a lot of AD60s now in every day revenue earning service. We are still are holding around 30 models against orders so if you have not yet received yours please contact us to arrange delivery.

We still have garratts in stock although holes are starting to appear in the available numbers. With sound models are no longer available in 6039 and 6042.

The 900 class DEB set:

The drawings for this project have commenced and we are looking an

early 2009 delivery. We will announce full details including price when the drawings are completed towards the end of this year.

Crystal Ball Department:

Remembering that last years National Conference of Fortune Tellers had to be cancelled at the last minute due to unforeseen circumstances here is our best attempt at predicting the future so far as the Eureka Models program is concerned.

38 class	4th Quarter 2007
CPH/CTH	1st Quarter 2008
LCH/CCH + CHG	1st Quarter 2008
R class	2nd Quarter 2008
Oil TrainPak	3rd Quarter 2008
40 class	4th Quarter 2008
K class	2nd Quarter 2009
HUB set	2nd Quarter 2009
Stock TrainPak	3rd Quarter 2009
VR locomotive	4th Quarter 2009
DEB set	2009
59 Class	2009
Silver City Comet	2010
57/58	2010
VR locomotive	2010

The above list contains only items on which work has commenced. There are other projects in the pipeline which have not yet reached the stage where there is much point talking about them. One thing that is certain though is that the above program will inevitably be subject to change.

CPH/CTH and a technological first.

Eureka Models from its outset has attempted to incorporate the very latest in technology in its models. This has been done in order to make available to the modeler the most advanced features which enhance the experience of owning/operating a Eureka Model and in the process expand the enjoyment of

participating in the hobby. Controllable interior lighting, QSI sound and installed DCC are examples of these features at the cutting edge of model railway technology.

The problem of the electrical connections between the CPH motor car and its CTH trailer provided both the challenge of doing away with the unsightly wiring looms between the units and an opportunity to adopt a solution which utilises the latest in digital decoder technology. Basically what is being done is one of the worlds leaders in digital decoder technology is designing a basic decoder specifically for Eureka Models which will reside in the CPH trailer and will control all lighting functions in that car. When operated under DCC all lighting functions including headlights and interior lighting will be controllable by the operator.

Although this decoder comes at a cost the future applications may turn out to be considerable. Coming projects such as the DEB sets, the Silver City Comet sets and other planned self propelled sets as well as passenger sets such as the HUB set may all find the decoder useful. Car by car independent control of lights, marker lights and headlights all without wiring between units. How does controllable electrical generator sound in the HUB sets sound (pun intended, sorry). These are just a few thoughts on what might be possible with only our imagination being the limit.

Distribution:

In line with Eureka's policy of making its products available through selected retail outlets at an appropriate time the following retailers now carry Eureka products.

Christmas Every Day - Labrador QLD.

Hobbyco - Sydney NSW.

Model Railroad Craftsman - Blacktown NSW.

Railway House - Echuca VIC.

Toms Hobbies - West Ryde NSW.

Vic Barnes Cycle and Model Train Centre - New Lambton NSW.

and from the following retailers on the exhibition circuit:

Gwydir Valley Models

Antons Trains

Other retail outlets are progressively being appointed.

Rant Corner:

Rant No.1 - The most common question we get asked is .."what is the delivery date on such and such a project?"

Unfortunately, the real and most accurate answer to this question is "We don't know". The factory never gives a delivery date for a project for the simple reason that they do not know either. There is so much that can happen in a project that results in a delay. The factory quotes a standard fifteen months delivery on all projects but with the benefit of hind sight from two completed projects and one nearly completed we now work on 30 months at least per major project and even this can be wrong so when we give an expected delivery date is just our best guess on the likely delivery date given the stage which the particular project is currently at. To those who persist in asking for the "real" delivery date on a project as if there is some secret program I hate to disappoint you but there isn't. We here at Eureka can only just keep plugging away until each project eventually reaches completion and there is not much that anyone can do that isn't already being done that will change this situation.

Rant No.2 - We currently receive between 100 and 150 emails per week. If each one takes about five minutes to answer that is between ten and fifteen hours time per week. As Eureka Models is operated on a part-time basis and is fit in around a my other employment even with the help of volunteers and our hard-working part-time assistant (Charlotte) it is almost impossible to answer immediately all emails that we receive. We therefore adopt the following approach. All emails are quickly scanned each day as they are received and assigned a priority. Some are answered immediately whilst others take a bit longer and some most likely will never be answered. Any that are abusive tend to be pushed down the list and those that are in the "What is the latest on such and such a project" category tend to also be pushed down the list as AMRM, this newsletter and our web site provide this sort of information. We don't mind answering most emails but time spent in this endeavor is time that is not spent on newsletters, projects etc.

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