

THE POWERLINE UPDATE

The Official Newsletter for Powerline Direct and all the latest news concerning Powerline Models Pty Ltd
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Welcome to the first issue of the Powerline Update for 2007. Already 2007 is shaping as an interesting year for Powerline Models Pty Ltd and for the model train hobby in Australia in general. The winner will be you the customer and generally the model train hobby in Australia. There are now more Australian manufacturers of ready to run plastic Australian HO outline locomotives and rolling stock than ever before and more proposed products to come than I can ever recall before. The issue for the customer now is not what might be produced but when it is going to be produced and the choice of what to buy has never been greater. All in all a positive outlook for the HO Australian market.

The Powerline T Class

After a few delays and shifting production slots the T Class by Powerline Models Pty Ltd has finally started to arrive. Unfortunately this has not occurred in one delivery as planned but in three separate deliveries.

All V/Line liveries arrived 25th January 2007.
All VR liveries arrive 18th-20th February 2007.
All FA and WCR liveries 25th-28th March 2007.

Never the less they are finally here with advanced orders supplied first, back orders about a week after that and general supplies being available after that. Actual production was greater than actual orders with a view to have enough stock to meet any last minute orders and purchases by retailers and customers. Retailers since seeing the locomotives have predicted the T Class will sell out quickly.

All deliveries and liveries are expected to have arrived and be available well before the Hobsons Bay Models Railway exhibition at Collingwood, yes it has a new venue, and we apologise for the delays that were outside our control.

V/Line T Class Issues.

The V/Line T Class locomotives have arrived and have evoked some feedback weeks after delivery. All the comments and issues have been on 4 topics; metal hand rails, valances, striping on the pilot and windows. To these issues I will provide some very simple answers.

1. Metal hand rails were seen to be more reliable, more durable and longer lasting. There was a small compromise in terms of size and fitting but this was not viewed as major and generally feedback agrees with this. The most vulnerable handrails are those on the 4 corners as they stick out from the noses and go along side the steps. These are known to pop out in transit or when roughly handled and can easily be carefully slotted back in. To secure them there are three basic glues recommended that should be only be applied sparingly to the handrail end tips. Those glues are plastic cement, super glue or window silicon glue. Do not use MIK or MEK as they will not secure or bond metal to plastic.
2. Comment has been made about the valances used for the series 2 cut away. Some correctly thought that we had utilised the T4/T5 valance as the cut away for the T3. The reason for this is that every T3 valance cut away from photos we have seen appears different in some way and generally we wanted to represent a generic cut away instead of doing a different one to suit each and every locomotive. Yet it is also planned for the picky modellers that the full valances will be available as a separate part for keen modellers to modify and create their own cut away to suit their individual locomotive. The valances are quite easy to remove after the body is removed from the chassis. This will allow keen modellers to individualise their locomotives.
3. There has been a bit of comment on the tiger striping, yellow and black, applied to the pilots of some V/Line locomotives. We have been told by many they never existed, that they can not find photographs with it, that if it existed it was very short lived application and one individual told me it was experimental for visibility issues and lasted a very short time as it lost its impact within days and was not considered worth the effort. It was adopted by the West Coast Railways, which many have also pointed out. Another point in case is T393 that was one of

the first locomotives to wear the V/Line livery, as it came out initially with no pilot stripes (TH T Class Book), it then had the experimental stripes (AMRM B&W photo Dec 1990 page 36) and later the standard just orange with black stripes. So considering at best it was an experimental or very short lived application and not normal, and due to a number of requests, it has been decided to make available a decal to allow those who do not want the application on their locomotive to remove/replace it.

4. A couple, actually very few, individuals have made comment on the windows of the T Class locomotives. What I can tell you is that I and another individual got very badly sun burnt measuring up all the dimensions on T367 at the ARHS Railway Museum on one day and various other T Class locomotives at Dynon the next. We also spend a day at Seymour measuring up T357 along with other T Class locomotives they had available, that were fortunately undercover. When assessing the finished models from the tooling, over 2,500 different measurements were checked and all calculated out to being within 0.5mm of what they should be. From the locomotives we measured and the data we have it is felt the Powerline T Class is a very accurate representation of the T Class locomotive. There are a couple of compromises in terms of handrails and valances but over all it is quite accurate.

It would also appear there was a mix up with locomotive numbers that saw T366 used on a V/Line locomotive when it was being prepared for a VR locomotive.

No issues or problems have yet surfaced concerning the VR T Class locomotives. What we can pre-empt is that the blue and the yellow are correct and that the livery applied to each individual locomotive is correct and based on photographs and data we have collected. The compromises of metal handrails and valance cutaways applies like the V/Line delivery. As mentioned previously T357 at Seymour was physically checked, measured and photographed for detail and then period photographs were utilised. Even the builders plate is based off a period piece and not a generic builders plate as there was differences.

V/Line Pilot stripes

For those interested in this modification, the decal will be made available shortly. This will bring the locomotives into line with what has been generally photographed and is seen as the generic application to the V/Line T Class pilots.

SANDOWN MODEL RAILWAY EXHIBITION.

On the 10th to the 11th March 2007 over the Victorian Labour day long weekend there is to be a model railway exhibition held at the Sandown race course. All under cover with carpet, air conditioning, good lighting, easy access by rail, parking onsite for thousands of cars and the friendly entry fees of \$5 for adults and \$3 for children makes for a great family activity, and attraction for enthusiasts and modellers alike. At the exhibition you will see a show case of operating layouts from around Australia, displays from clubs and societies, trade stands with the latest and the greatest the hobby has to offer and models entered in the model competition. There will be a U-Drive for the children and big kids, onsite catering and plenty to see in a comfortable environment at a reasonable price.

The exhibition has come about due to the cancellation of the AMRA exhibition at Boxhill and the vision of a small group of individuals who saw the need to fill the void. The backing for the exhibition, and the financial burden, has come from the major sponsor Model Railways of Australia. This new magazine has thrown its weight and resources behind the event and the organisers to ensure the event goes ahead.

The AMRA Victorian division has also backed the exhibition with the layout Murray being on display, the annual modelling competition taking place at Sandown with sponsorship from Branchline and an AMRA information stand.

The aim of this exhibition is to show case the hobby to the public. All Victorian model railway clubs are invited to put on a display to promote their club, have a membership drive and to show what this great hobby has to offer. Club stands are 6 foot or 1.8 meters wide with the site being free for Club promotion or \$20 if a trestle table is required for the weekend.

Various preservation societies and groups have been invited along with miniature railways to also promote themselves, attract new members and also to show the diversity that exists within this great hobby of trains.

Manufacturers and commercial entities have also been invited to promote themselves, their products, to show the latest and the greatest available as well as attract interest in the hobby.

A number of retailers have also been invited so that new born enthusiasms and impulses can be quenched, business and the hobby can be promoted and the public can get to know what is available and where they can purchase it. Retailers are an important part of the hobby and for Joe Public they are often the face of the hobby.

It must be noted here that the Model Railways of Australia has one major guideline that has been adopted by the exhibition. That basic guideline is that all products displayed and promoted by manufacturers and commercial entities must be available in or to all retailers. That is, the product must be available for all retailers to order, stock or purchase without exception. The retailers do not need to have it in stock and may not carry the product but it is required that if they want to stock it or order it that they can. The reason for this is simple, we are promoting the hobby and its products to the general public who will want to access and buy what they see and what they like conveniently from their local retailer. They will want to see, test and touch

what interests them and what they want to buy as well as have the comfort of dealing with an established store and a face. The face of the hobby and the greatest potential for the hobby lies in the retail store and access to product through that store.

Anyone who has not been contacted or invited to the exhibition who is interested in attending should contact Richard the exhibition manager as soon as possible on mra.exhibition@realitybytes.net.au

New Models to arrive soon

The BCH, BWH and VR Goods shed in HO are the next new productions to arrive in Australia shortly. These should be in the next shipment to arrive in Australia shortly. All three will come fully assembled and painted with the rolling stock requiring couplers. The BCH and BWH we understand will be sold as pairs with an expected retail price of under \$60 per pair. The VR Good shed will be available as single units with an expected retail of under \$30 each.

Other Models arriving shortly

The VQCX in Freight Australia livery and the NSW D-Wagon are expected in the next delivery. These sold out quite quickly when they first arrived and are not expected to last long the second time around either. These models come ready to run, painted and without couplers.

Also to arrive in this shipment is a selection of NSW BD wagons with King post and Queen post options available. These too sold out in a short time when last in Australia.

Other Models to come in 2007.

The GJF/VHGF Victorian wheat hopper and the JX/VPCX Cement hopper are both expected to arrive in 2007. The G Class mark one and the G Class mark two will continue to be produced into the future. Yes the mark one and mark two are in future plans that include changes and new liveries.

More to come in 2007 and beyond.

Yes Powerline Models Pty Ltd has plans, designs, drawings and tooling underway for a variety of new products that have been on going now for some years and may now start to see light and become available soon. It has been noted that some other manufacturers are also producing some similar models but regardless Powerline will push on as many have now gone too far to be dropped. In the past Powerline Models Pty Ltd has pulled out from projects that others have announced but this one way street can not continue. So you the customers will have not only a larger choice of differing products but also of brands offering similar or same products.

Model Railways of Australia

By now you will be aware of an impending new magazine for model trains in Australia called Model Railways of Australia. This magazine is not just about Australian brands or products but all brand and products in all scales and outlines that are available in Australia. Capturing the world of model railways is the moto and promoting the hobby to all is the aim.

The magazine will be available free from model railway exhibitions, shops and railway clubs. There will be room set aside for club and exhibition listings, that will be free, and a proposed maximum of 25% content for paid adverts from manufacturers, retailers and commercial entities. Proposed articles will include topics such as getting started, comparisons, reviews, new products, DCC, club visits, exhibition reviews, articles on locomotives and rolling stock, layout designs, modelling techniques and write ups on clubs, societies and preservation groups.

The one stipulated guideline is that all products promoted and advertised must be available for ordering, stocking or access by all bona fides retail shops but is not reliant on them actually stocking it and that there will be no prices listed in adverts. The reason for this again is simple, all products promoted must be available to Joe Public from his local retail shop where he can buy or order the product from. Retail shops are the face and the future of the hobby.

Anyone interested in submitting article to the Model Railways of Australia magazine can send them to modrailwaysofaustralia@yahoo.com.au

Exhibitions

Warrnambool

I have given up how many times I have attended this exhibition ,but I can say I have been to everyone since the start. This years exhibition had some excellent layouts but most had been seen before by the enthusiasts and modellers. Regardless of this, as many modellers do not make the trip to Warrnambool for various reasons anyway, the attendance by the public was

disappointing. Featured layouts included the Sunbury On30 layout, Kangaroo & Cockatoo Railway, Dingoes Crossing, Midsomer Norton and a Tram presentation by Tony Cook.

Corio

At the same venue as last year, the West Geelong hall, this venue is seen as more comfortable and more accessible by the public. This years exhibition included Elphington, Dingoes Crossing, Victoria Creek, and a large second hand stall.

Future Exhibitions

Powerline Models Pty Ltd attends many exhibitions each year in Victoria, New South Wales, Queensland and South Australia. Should any club or group running an exhibition in any of these states wish to have Powerline Models Pty Ltd attend their exhibition please feel free to contact Ian Comport. The address is:

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We are always looking to attend new and different model railway exhibitions and may be able to assist organisers with additional displays, layouts and stalls.

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Articles and comments for submission.

The Powerline Update is accepting original submissions, articles and write-ups from its readers and those with a common interest.

All writings must be on topics concerning either; model trains, Australian model trains, HO scale model trains, Australian Railways, Powerline model trains, model train modifications, model train detailing, model train layouts, DCC, train and/or railway exhibitions, model train clubs, electrical issues within model trains, and issues of interest within the hobby.

Acceptance and publication of any submission will be solely at the discretion of the Powerline Update. All published submissions will have the author's name recognised. All submissions to be considered for publication must come with a name, address, phone number and contact details.

The Powerline Update will, where possible, check the accuracy or validity of any submission and will not publish any submissions that may be sensitive or questionable. The Powerline Update will also accept no responsibility for the accuracy, reliability, statements made or views and opinions expressed in any submission.

Articles should be at least 80 words and can be anything up to a page. Submissions should be in word or as a hard copy, long articles must be provided in word and as a hard copy.

Submissions can be sent as follows:

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