

# POWERLINE UPDATE

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## Update on Powerline Products and Production.

### V/LINE PASSENGER CORPORATION COACHES.

Nothing ever goes smoothly when you want to get something in a hurry. The above coaches are a typical example. Should have been ready 25<sup>th</sup>. March, shipped say 5 days later. In stock by end of April. All is well and happening.

But just when you think everything is on course, something causes a little hold up. Goods turn out not to be ready until 10<sup>th</sup>. April. Fast scramble for another ship. Latest shipment date is now 13<sup>th</sup>. April. In Melbourne around the 30<sup>th</sup>. April if all goes well. This information is from the shipping Line.

End result is that the coaches will be ready for distribution, after collection from the docks, checking and packaging, in the first/second week of May.

### OTHER GOODS COMING

In the same shipment as the V/Line Passenger Coaches will be P1118 Commonwealth Bogies and P1006 Corridor Connectors. Both items have not been available for some time. There will be slight delay in distribution as they need to be packed in bags with headers. Prices of these items will rise about 10%. This is due to the fall in the \$A of something like 20% since our last production run.

Plus P1118G a grey Commonwealth Bogie. Coming with P1118 and will be the same price.

### WEST COAST RAILWAYS BS & BRS COACHES.

At long last this shipment is getting closer. But never fast enough. Goods will be ready in Hong Kong on May 10<sup>th</sup>. We will then be looking for a ship. If all goes well we will have the shipment by the end of May or early June. We should have both new coaches available for the Adelaide and Morwell Exhibitions.

### V/LINE TANGERINE BS COACH

The rerun of these coaches are due to be shipped at the same time as the West Coast Railway coaches. New numbers will be the only change to the decoration. Price is a big problem. Since we last made these coaches there has been a rise in costs in Hong Kong plus the problem with the \$A. What we are going to do is average the price of the Tangerine BRS & VRS

coaches and spread the cost over all of them. Even so there will be a significant price rise. But they will be cheaper than the V/Line Passenger Corp. & West Coast Coaches.

### NEW GONDOLA

We now have available a new gondola. It has been moulded in yellow and there is no decoration at this time. Useful for Western Australian & Queensland Railways and for Engineering Works wagons. Number P676A. Available now. (Delivered early April 99).

### NEW COUPLER

Now available is P1007A Draft Box Coupler. This Powerline Coupler has a shank that fits into a #5 draft box. It will fit into Athearn, MDC, Con-Cor and in fact any product that uses a #5 draft box. A useful addition to our range of couplings

### Distribution.

We have now put in place the distribution of Powerline products through out Australia. The actual warehouse is in Moorabbin. (a southern suburb of Melbourne.) This is where all the bulk stock is kept. We refer to it as the 'lock up' because we only open it up when we receive or dispatch product.

### Our Sales Representatives are:

Western Australia: Robert Bennett  
South Australia: Rob Burford  
Tasmania: Andrew Musco  
Victoria : Andrew Musco  
NSW Country: direct with Melbourne.  
NSW Sydney: Ray & Jenny Tolley  
Queensland: direct with Melbourne.

We do have a van that travels from Melbourne, northwards every 6 weeks. This calls on shops up the eastern seaboard and when fully operational will call as far as Brisbane. This van carries some stock, but we will be advising shops of its schedule so they can order BEFORE it leaves and have goods delivered. This van also carries Atlas products and books( Irwell & RTM)

### Orders.

There are a number of ways orders can be made for Powerline Product:

- By phone to the Sales representative.
- Ordering when the sales representative calls.
- Phone Melbourne direct.
- Fax Melbourne direct
- Email
- Post a letter.

## **CL Locomotives.**

Just about ready but with all things that go smoothly at the beginning something has to cause a problem. We decided to do some finishing touches, like flush glaze windows. To add that better look. Well as it had to happen the two sources of these windows did not have them available. We could either not go to the ultimate of using them or find a source. Result we are having a set of our own flush glaze windows made. A little bit extra work and expense but a better product plus we will have the windows available in our wholesale stock as a spare part.

## **FUTURE ORDERS.**

To keep you up to date we will from time to time issue lists of goods that can be back ordered. You can do this with your local dealer or direct with Powerline Models P/L. Dealers please ensure that you forward on to Powerline Models P/L your shops back orders. Some of the goods being produced are in limited quantities.

The back orders will only be for goods that we know will be available in the foreseeable future. Dream time future production may go on a back order system but we are not announcing anything at this time.

### **“Big Locomotives.”**

With SM/2 mech., plus new light guides, wheels, wiring connections etc.

- P204S Stealth 81 Class. (Very limited number available.)
- P206 81 Class Frt Rail Blue Single Mtr.
- P207 81 Class Frt Rail Blue Dual Mtr.
- P216 V/Line G Class Single motor.
- P217 V/Line G Class Dual motor.
- P218 BL NR Single motor.
- P219 BL NR Dual motor.

### **48/830 Class.**

New motor set up, improved lighting, new wheels and some modifications to body shell.

- P239 48 Class Austrac MK 1
- P235B 48 Class Freight Corp. Blue MK 1.
- P237B 830 Class Green w/green roof.

### **Coaches.**

- P475 V/Line Passenger Coaches. (Del. Early May)
- P495 West Coast BS Coach (Del Mid June)
- P496 West Coast BRS Snack Bar (Del Mid June)
- P455 V/Line BS Eco Coach Tang. (Del Mid June)

- P184 V/Line boxed set of 3 BS Coaches (different numbers)
- P185 West Coast Coaches. Boxed 2 BS (different numbers) & 1 BRS.

### **Freight**

- P511 NOBX PTC Blue Gondola
- P512 NOBX Indian Red Gondola

### **Spare Parts.**

- P1006 Corridor Connections( Del May)
- P1118 Commonwealth Bogies (Del. May)
- P1118G Commonwealth Bogies Grey (Del. May)

## **AUSTRAC LOCOMOTIVES. 48 Class,**

The preparations for producing the decorations for this locomotive have been one long saga. Sometimes you wonder why you ever start a project. But now that we are nearly there, the end result had better be worth it.

This will have to be the most complicated 48-class decoration ever produced. Now I know why I have not seen an Austrac 48-class running on any exhibition layouts. The amount of work required to get a good paint job would be beyond the ability of all but the best modeller who do their own decorations. A professional paint job would cost hundreds of dollars.

We estimate that there is enough spray masks and printing plates to decorate 4 simple 48-class locomotives.

Naturally there is going to be a high price on this locomotive. There is no way that it can be put on the market at the same prices as a 48-class Freight Corp blue locomotive. To make matters even worse, we are going to have to alter the die to get the Austrac decoration correct. More expense.

The bright side, if there is one, the locomotives will be available this year and could be in July/August if all goes right. But remember not only have we a difficult decoration to do but also we have altered the mechanism, add and upgraded the body shell.

But the end result will be a locomotive that will stand out on any layout and be the pride of many a collection.

## The new 48/830 Class.

As some people will be aware Powerline Models Pty Ltd is to produce 3 new liveries in the 48/830 Class of locomotive. As part of these new productions Powerline has continued its policy of up grading its product. The successful 48/ 830 Class is no exception receiving small modifications and upgrades. These include; light stand and metal chassis modifications, an upgrade to the mark 3 Mabuchi motor, improved wheels and tyres and modifications to the motor housing for better fit, ventilation and the use of the new motor. Tested HO scale top speed is 142.8 HO Kph. For those asking if they will run with the 81 Class, the answer is yes they will. A part from chassis and mechanical modifications, the 48/830 is also to receive some body modifications but these will be the topic of another upcoming article. Our main aim has been to improve the running and operation of the locomotive and from initial tests this has been a success.

Modifications to the metal chassis include a channel for the wiring, modified light ends to reduce body scorch caused by the lights and better fitment. The reasons for this are practicality; improved fitment of globes; better placement of wires and less light related problems.

Modifications to the motor housing include modification of the motor clip and the motor base. The main reasons for this are to allow for fitment of the Mabuchi mark 3 motors, improved motor ventilation to reduce over heating and for better fitment. These have been much needed changes especially with the over heating problems experienced by some 48 classes. The end result will be better running and increased reliability.

Wheel upgrades are the same as for the 81/G/BL Classes in that the wheels, bushes, tyres and profile have been modified and improved. The end result is better centring, less wobble and better running. The optional RP-25 wheels have gained a lot from all these upgrades as well as themselves being improved.

Expected release for the Austrac and Freight Corps 48 Classes and the AN 830 Class is August/September 1999.

### **Powerline Warranties, Repairs and Maintenance**

There has been a little debate about our policy and requirements as to warranties and repairs. Powerline Models Pty Ltd sets out that all current Powerline Models Pty Ltd locomotives purchased new are covered by a warranty for 12 months against faulty materials or workmanship. Each locomotive comes with a warranty card which must be lodged within a 7 days of purchase, stating details, place of purchase, date of purchase and if possible with a copy of receipt

or a shop stamp on the form. It is most important to lodge this form, a beige card with two parts.

This form is to be sent to the:

Powerline Production Centre  
P.O Box 1025G  
Glenquarie LPO  
Macquarie Fields  
NSW 2564

All locomotives returned for warranty or repair are to be returned to the original place of purchase, who will then on send the item. This is most important as it provides better security, allows your retailer to provide you with service and assistance in the matter, may speed up the repair process as our sales reps call in on stores, allows for better accountability and also assists us in tracking the locomotive. Your retailer is your main contact and source of information, they are there to help you and provide you with service, and it also provides you with a face to face contact.

For any problems relating to warranties or Powerline product please phone 03 9596-8123 during normal business hours or 0419-362-199 for after hours assistance, within reasonable hours. Or email [Platform@powerline.com.au](mailto:Platform@powerline.com.au)

### **The SM/2 mechanism tested.**

Those of you who attended the Hobsons Bay Model Railway Exhibition over Easter would have seen a great layout called Rippon Lea. This layout showcases those Australian products available in most hobby shops, and supports good Australian owned and/or made product. Powerline Models Pty Ltd, a supporter of the layout, decided this exhibition would be a good opportunity to test some product. For this Exhibition two SM/2 mechanisms, one a BL and the other an 81, were selected to be punished and run into the ground. Over Friday night right through to Monday night these locomotives were punished and tested. The results were quite pleasing with both locomotives running all day and surviving the exhibition ready to do another. Both achieved 125 HO Kph loaded with rolling stock behind them. Comments from on lookers were very pleasing as the locomotives performed faultlessly pulling loads from 6 up to 20 pieces of rolling stock. These aren't slot cars or TGVs, these are realistic model trains for all modellers of Australian model trains. More testing is to be done before release so watch out for Rippon Lea it just might be showcasing some prototypes for testing. Expected release for the 81/G/BL Classes with the new mechanism is September/October 1999.

**For all speed, average speed and maximum speed tests we use the Fleishmann Tacowagon.**

