

POWERLINE UPDATE

Volume 1 Issue 7

July 1999

Update on Powerline Products and Production.

Light Guides

81 / G / BL Locomotives.

One of the projects we have been working on is making the lights on the locomotives shine better. Should not be hard. But it is. The light travels up to the apertures via light guides. The guides are material that light can travel along.

Problem is getting the right material with the right density to transmit the light. Simple. No. It is a nightmare to get it right. We have tried many materials. Some put out a yellow light, some a white light. Some materials are too brittle and some have air bubbles in them. (no problems with the air bubbles except they tend to throw some of the light back in the direction it has come from.)

The result we now have a satisfactory material, which is robust and transmits a clear white light. The lights all light up and the directional lighting works well.

Next is the PC Board. The SM/1 board allows for constant lighting but you have power problems. The SM/2 board, because of the way the power works will only produce constant light above 3 volts. But the SM/2 does give you full power to the motors.

Victorian Coaches.

With the arrival of the V/Line Passenger Corporation & the West Coast Railway coaches, Powerline now has available 5 sets of BS coaches that cover the complete period of life of these coaches since they were made in the 1930s. (yes I know there is a variation on the blue/gold paint scheme that could be made. This was pointed out to us after the June Powerline Update.)

We also have the BRS Snack Bars in the colours they were available. How long we continue to have stocks of all 5 BS coaches will remain to be seen. The demand for the two latest paint schemes has been very high. On the plus side we have re-run the Tang/Grey BS Coach (P455) so that we now have the full range of colours in stock.

P434A VR Blue/Art Deco 1st / 2nd

P435A VR Blue/Art Deco 2nd.
P436A VR Blue/Art Deco 1st.
P438S VR Standard Gauge Buffet (Blue)
"Spirit of Progress"

P455 V/Line BS Eco. Car Tang.
P456 V/Line BRS Snack Bar Tang.
P458S V/Line VRS Buffet Tang
P475 V/Line Passenger Corporation Coach
P495 West Coast Railway BS Coach
P496 West Coast Railway BRS Coach.
P415A VR BS 2nd. Class Red
P416A VR AS 1st. Class Red.

We now produce a range of coach packs. (3 coaches to the pack). These have proved very popular with collectors. All are still available.

P161 VR Red "S" Cars Set (1st., 2nd. & Buffet)
P162 VR Blue "S" Car Set. (1st., 2nd. & Buffet.)
P163 VR Tangerine Set of 'S' Cars
P181 NSW Tuscan Car Set
P182 NSW Candy Car Set.
P184 V/Line Passenger Corp. BS Car Set
P185 West Coast Rlys 2 BS & 1 BRS Car Set.

As an extra collectable item, we are prepared to make up 3 pack sets to your own choice. You select the 3 coaches you would like in the set and we will put them in a 3 box pack and shrink-wrap the box. All for the normal price of the coaches. Retailers are welcome to order sets or we will take orders directly from readers of the Powerline Update. ***BUT limited time only.*** Orders must be to hand by 31st. July 1999.

P455 BS Tang. Eco. Coaches.

The new run of P455 arrived with the West Coast Railways Coaches. We have produced these coaches with two new numbers. This means that some shops could have 5 different P455 coaches. The new numbers with this run are BS213 & BS214. This will help those who want and longer trains with correct different numbers for the Eco coaches.

Couplers, uncoupling and coupling

With the arrival of the new coaches there has been the passing comment of coupling and uncoupling difficulties. The difficulty being the high sprung nature of the couplers. This is a very simple item to fix and really is not a problem, just a matter of personal requirements. The tension

and sprung potential of the couplers can be changed easily and at anytime.

When looking at the coupler you will note the main coupler body is plastic with a metal section hatched and hinged. This metal part has a plate or tongue, which protrudes below the plastic coupler body and fits between the main body. When lifting the metal part to open the coupler, to facilitate coupling or uncoupling, you will note the tongue moves forward and strikes against a plastic section, which acts as a spring. By bending the metal tongue forward or back you can alter the tension or sprung potential of the coupler. Thus you can alter coupling and uncoupling characteristics.

For those coupling applications where permanent coupling, or difficult to come uncoupled, characteristics are required bend the tongue forward so it acts against the plastic spring sooner. Where constant uncoupling or easy use is required bend the metal tongue back so it doesn't act against the plastic spring at all. For somewhere in between adjust till you are satisfied with the caution.

Adelaide Exhibition.

The Adelaide Exhibition for 1999 was held over the long weekend of 12-14 June at the Greyhound Track on South Road in Adelaide.

The area is not as big as the show grounds where the exhibition has been held for a number of years. However it is in modern premises with excellent catering facilities. Plus free parking out front. Cars/trucks could still drive in and unload the layouts and we still had the hard concrete floor. (Nothing like Camberwell with its carpeted, air conditioned set up. Plus indirect lighting, it must be the number one venue for model railway exhibitions.)

Powerline Models was the major sponsor for the exhibition. We also had a display stand, plus provided prizes for the junior modelling competition.

The big thing coming out of the exhibition as far as Powerline was concerned was the demand for the green 830 class diesel locomotive. If enquires were any guide then the production run will be a sell out.

The standard of the layouts was very high and the winner 'Wilson' was a 'layout' to be seen. I consider it more of a diorama than a layout. The scenic effects were great. It deserved first prize. But it had plenty of competition. The layouts were heavily slanted towards South Australian Railways

and the scenic effects were excellent. A great exhibition was had by all.

A small point, Adelaide appear to have got it right for there presentation night. Sit down 3 course dinner, wines etc in a great atmosphere. The last Adelaide Exhibition (1997) it was held at the Morphettville Racecourse and the dinner was rated as the best any club had put on for a Presentation Night. This year the dinner was held upstairs from the exhibition. Great view of the Adelaide skyline, great food, wines etc at a reasonable price and a good evening was had by all. Full marks to the organising committee for a great long weekend.

Future Exhibitions

The following are exhibitions that Powerline will be attending in the near future:

Stawell	10-11 th July
South Oakleigh	17-18 th July
Newcastle	28-29 th August
Liverpool	1-4 th October

West Coast Rail ways

'S' type Carriages

In June 1998 Powerline Models Pty Ltd released the much-anticipated West Coast Railways coaches. In October 1999 it was proposed to produce the coaches, in January 1999 they were planned and by June 1999 they were here. These coaches along with the V/Line Passenger Corporation Coaches are the best decorated, painted and coloured ready to run coaches of any Australian model railway coach on the market today. And as a quick note, yes, the bogies and under carriage of the West Coast Railways coaches are supposed to be grey, its just that the real ones are dirty after use.

To highlight their release and to provide those interested with a little bit of history, Craig Haiber of West Coast Rail ways has provided a brief history. The history only covers those coaches in the hands or service of the West Coast Rail way.

BS Economy Class Compartment Carriages (by Craig Haiber)

The steel-bodied 'S' car design dates from the original Spirit of Progress of 1937. Originally, first class cars seated 6 passengers per compartment, with economy class cars seating 8. Since the mid-1980's,

all S type coaches have been converted to economy configuration.

BS201-built 22/3/49 as 11AS, converted to 1BS in June 1983, renumbered BS201 in August 1984. In April 1999 this car was worked to Ballarat East for overhaul, repaint and refurbishment.

BS205-Built 9/5/50 as 14AS, converted to economy class and renumbered BS205 in December 1983. Painted in W.C.R livery

BS206-built in May 1940 as 8AS. Being a WWII built car, it has white painted interior panelling. Converted to As206 in July 1984, then BS206 in October 1985. Painted in W.C.R livery September 1996.

BS207-built as Spirit of Progress coach number 5(First Class) on 5/4/38, this car was renumbered 5AS in August 1939, and was part of the last broad gauge Spirit of Progress on 16/4/62. Converted to economy class and renumbered 7BS in August 1983, then renumbered BS207 in April 1986. It was the first vehicle to under go major refurbishment by W.C.R. Including new design carpets, seat covers and curtains, Pneumatically operated end doors, and retention toilet. This carriage is of part-riveted construction. Painted in W.C.R livery June 1997.

BS208-built 5/4/55 as 8BS. Renumbered BS208 in December 1984, now stored at Ballarat East.

BS210-built 4/12/52 as 15AS, renumbered AS210 in Nov 1984, BS210 in Sept 1985. Stored at Ballarat East.

BS212-built 20/5/49 as 13AS, and converted to composite car 2ABS (4 compartments of each class) in July 1953 to work the Overland (as did BRS223). Returned to intrastate service in Feb 1967 and converted to 15BS on 16/11/72. Renumbered BS12 in June 1983, then BS212 in May 1985. Painted W.C.R livery August 1998.

BRS Economy Class Compartment Carriages with Buffet Module (by Craig Haiber)

BRS Carriages were formed by modifying AS and BS compartment cars, with the removal of one toilet and two compartments (and blanking over their windows) replaced by a buffet area with refrigeration and microwave

facilities. Their electrical system were replaced with 415v three-phase AC equipment, powered by an underframe mounted diesel alternator set. This makes them a most versatile vehicle, capable of three electrical configurations.

Self powered and through cabled

Powered by HEP supply
Self powered, able to power one adjacent carriage, and HEP through-cabled down one line.

BRS221-built 9/4/40, this carriage has painted (white) interior panelling. Entered service as 6AS, rebuilt BRS221 in April 1983. Painted in W.C.R livery June 1997.

BRS222-built 18/12/52, this was the last first class compartment car built in Victoria, as 16AS. Converted to BRS in March 1983, then renumbered BRS222. Damaged in the Werribee derailment of Sept 1995, this car was rebuilt and refurbished in the new W.C.R trim, re-entering traffic on 31/10/98. The diesel-alternator was not refitted; this carriage operates HEP supply only. Painted August 1998.

BRS223-built 29/3/49, entered service as 12AS, and in May 1953 was converted to 1ABS (4 compartments of each class), painted maroon and silver to match the Overland, and used for roadside passengers on this train. Returned to intrastate use in Feb 1967 and converted back to 12AS on 19/10/72. Converted to BRS223 in June 1983. As at May 1999, has retained it's V/Line Tangerine livery with W.C.R logos.

BRS224-built 3/9/40 as 7BS, this carriage also has the painted interior finish. Converted to BRS224 in Sept 1983. Repainted June 1996.

BRS225-built 14/11/37, it is the only original Spirit of Progress carriage in West Coast Railway service (BS207 was built in 1938), and was Second Class coach number 9 on the first Spirit of 23/11/37. It has the part-riveted construction, which characterises Spirit vehicles (later S cars are all-welded). Renumbered 4BS in August 1939, then modified in July 1977 to become 1MRS, a mini buffet car for the Mildura line Vineland service. Three compartments were removed, replaced by a food serving area and lounge

with fixed coffee tables. Modified to BRS225 in October 1983. As at May 199, has retained it's Tangerine livery, with W.C.R logo.

BRS229-built 2/12/48 as 9AS, it was modified in Sept 1956 to form 3ABS, a composite car for use on the Albury Daylight Express. Converted back to 9AS in December 1963, then mini-buffet 3MBS in October 1968, and again used on the Albury line. Converted to BRS229 in October 1983. This was the first BRS carriage to receive the new W.C.R interior trim. Repainted May 1996.

A quick note, many people have tried to tell us errors with our West Coast Railways coaches but none have picked **the error** (except for Craig Haiber of W.C.R). So to put it to rest, the one error with the coaches that stands out is that Powerline used Commonwealth bogies when the real thing uses Harris type bogies.

The V/Line Passenger Corporation carriages.

With moves towards preparing the V/line railway system for privatisation splitting up the one unit into two, V/Line Freight and V/Line Passenger Corporation. The need for a change in corporate colours and rolling stock image was required. The Tangerine livery was seen as dated and representing the past so a new livery was developed. The V/line Passenger Corporation livery was then developed using red, blue and white previously used on past VR rolling stock. For this reason it became known as the Heritage livery by many but not officially. Passenger rolling stock were first outshopped with the new livery in 1995.

The first 'S' type passenger carriage to have this livery applies was BS216, in mid 1998. After this initial 'S' coach two more were done. It must also be noted here that V/Line Passenger Corporation has no BRS passenger coaches running in its current fleet, these are with the West Coast Railways.

In October 1998 when Powerline Models Pty Ltd thought of producing a run of new coaches in West Coast Railways livery, the idea of doing the new livery surfaced after BS216 was spotted in the new V/Line

Passenger Corporation livery. Official drawings and diagrams were then sought from the railways.

Actual planning and official announcement of production for both coaches was in January 1999 at the time of the Warrnambool Railway Exhibition. Colour matching and final drawings were prepared and completed in February.

The scheme as applied by Powerline Models Pty Ltd is as per the official drawings. The numbers used were as quoted by the V/Line Passenger Corporation, with it being advised that BS214 would be going to the paint shop. It has been noted that on one V/line Passenger Corporation coach the BS numbering, etc that should be in the centre, are off centre on the real coach.

Both the V/Line Passenger Corporation passenger carriages and the West Coast Railways passenger carriages have been a welcomed and successful addition to the Powerline range. For what may be coming out in the future, watch the railways. A bottle green and yellow (gold) livery has been sighted recently in Victoria.

A quick note for those people wanting the V/line Passenger Corporation or West Coast Railways 'S' type passenger coaches, be quick they are selling very quickly. The coaches are available from Powerline models Pty Ltd through your local hobby shop are:

P475	V/Line Passenger Corporation Economy coach (BS214)
P475	V/Line Passenger Corporation Economy coach (BS216)
P475	V/Line Passenger Corporation Economy coach (BS217)
P495	West Coast Railways Economy coach (BS206)
P495	West Coast Railways Economy coach (BS212)
P496	West Coast Railways Economy coach (BRS 229)
P184	V/Line Passenger Corporation coach pack (3 pack)
P185	West Coast Railways coach pack (3 pack)

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