

POWERLINE UPDATE

Volume 2 Issue 8

August 2000.

Update on Powerline Products and Production.

81 Classes.

The Freight Rail 81 Class with the SM/2 is also making a return. These are expected to arrive in Australia on September 1st and be released by or on 11th September 2000. These are only being produced in a very small run with many being reserved for train sets. Numbers available will again be 8108, 8181, 8184 and the dual motored 8177. These are an improvement on previous productions with new wiring, a new PCB, new traction tyres, improved wheel assembly and better lighting. These were the first mass manufactured locomotive in Australia with constant directional lighting as standard when first released.

The last of P204S 81 Class Stealth that were unsold at the start of 1998 were withdrawn from stock to be upgraded and modified to SM/2 status. The last of these Limited Edition locomotives will be available with the release of the Freight Rail 81 Class. These are very limited in number and once sold out that will be it, no more. These are a limited edition locomotive and will never be re-run so it is first in first served and a back order with your hobby shop if you wish to purchase one is essential.

It is here that it must be noted that it was the Powerline 81 Class that set the standard for ready to run Australian HO manufactured locomotives in the late 1980s and into the 1990s. The detail, quality and finish of its body still sets the standard that many are still yet to achieve. All this from a locomotive, which is researched, designed, developed and owned in Australia.

Note decal PDN001 is now available to convert Freight Rail 81 Class locomotives to Freight Corp

Expected release date is Monday 11th September 2000.

F3A Australianised locomotive.

This unit has proved itself to be a reliable locomotive at many exhibitions at which it has been tested. The expected retail price is about \$45.50 including GST, for those wishing to order from Powerline Direct the price is \$49.50 including postage.

These locomotives are now expected to be available in October 2000.

These locomotive feature a metal chassis, centre semi can motor, all wheel drive, all wheel pick up and a mechanism ideal for kit bashers and scratch builders. These locomotives will be a feature in the

Link-Line range of quality train sets to be released later this year, more on this further on.

48 Class and other spare parts

For quite sometime there has been a shortage of some Powerline spare parts. This is all about to change as a shipment of spares is expected to arrive in September/October 2000. Items to arrive include traction tyres, 48 class gear sets, 48 wheel sets untyred, a new Flettner vent, new RP-25 wheels blackened or in nickel silver, 48/830 horns, 81 mechanisms, triple fan mouldings, 48 class couplers, 48/830 end handrails, 48/830 metal handrails, 81 & BL non tyred and tyred wheel sets, the new SM/2 PCB, and 48/830 buffers with buffer plates.

These are now on the way here and are expected to arrive in Australia on September 1st, the expected release date will not be too much later due to packaging.

MODEL RAILWAY REMOTE RADIO CONTROL SYSTEM

These new units are now running late due to a supply delay. Due to delay at a manufacturer delivery of a key component has been delayed causing a release delay. The expected delivery is now late September with an official release date expected to be 4th October 2000. Demand for these units has been high and we have received a lot of questions on price and availability. From hobby shops across Australia you expect to pay under \$200 retail including GST, for those not able to get to a hobby shop Powerline Direct offer the units at \$199 including GST and postage.

These units have been tested, displayed and thrashed and proved themselves to be simple, easy to use and reliable. If you are considering the purchase of one or more units do not wait order now from your local hobby shop or write to Powerline Direct.

For more information on the Model Railway Remote Radio Control System please refer to previous Powerline Updates.

Powerline sets with the 81 Class

Powerline Models Pty Ltd is hoping to release Powerline sets containing the 81 Class locomotive in time for the Sydney Olympics. Due to the current small run of locomotives the number of sets to be

produced will be limited. These sets like all sets in the Powerline ranges will include an 18 inch radius circle of top quality Atlas HO code 100 Nickel Silver track, an Australian standards transformer/controller, wire, 3 pieces of rolling stock and a locomotive. All packaged in Australia in boxes and foam made in Australia. If you wish to purchase a set containing an 81 Class order yours today from your local hobby shop.

Sets are:

PB001P	NSW Passenger
PB001F	NSW Freight
PB001S	NSW Super Freighter
PB001D	NSW Mixed Daily

Expected release date late September to early October.

Freightline sets with the 48/830 Class.

The full range of Freightline sets is now available from hobby shops across Australia. See last months Powerline Update for details, as these too are a top quality set.

These sets have started to sell quite well considering they were only release in July and have proved popular due to the no frill, no flashy colours, no gimmicks and pure quality of the sets. It is the product that sells these sets not the bright colours and gimmicks.

Sets are:

FB001	Australian National
FB002	Southern Freight
FB003	Freight Corp
FB004	Western Line
FB005	Australia Wide

Available now!

Link-Line sets with the Australianised F3A

This last range of sets is the beginners and cheap range of sets with quality. For starters the locomotive has metal wheels, a metal chassis, a centre semi can motor, all wheel drive and all wheel pick up. Then there is the Atlas HO code 100 Nickel Silver track and Australian style rolling stock. Quality at a good price which does not rely on flash boxes and gimmicks to sell the sets.

Sets will be:

LB000	Basic Set
LB001	The South Australian
LB002	The Victorian
LB003	The New South Welsh
LB004	The West Australian

Track Packs

As discussed in the previous Powerline Update, Powerline is releasing a range of track packs to enhance and expand its range of basic train sets. There will be three packs available, which are being prepared for release as this Update goes to press. These track packs assume you already have the basic train set and expand from there providing exciting layouts and vast possibilities for those who wish to experiment.

These track packs feature top quality Atlas code 100 HO Nickel Silver track. When buying track always insist on Nickel Silver track only. Brands we recommend include Atlas and Peco track.

P675 BHP GONDOLA back in stock

This popular gondola ran out for a short time but is now back in stock ready to run.

POWERLINE TRADE MARK

It is now official, the POWERLINE logo is now trade marked and protected. This means Powerline Models Pty Ltd now owns the logo and has the right to control its use. It protects the logo from improper use or exploitation as no one individual; business or company is permitted to use it without consulting Powerline Models Pty Ltd.

Those who wish to use Powerlines logo must now apply in writing to do so and are not permitted to use it until permission is given in writing. This is official as of July 2000 and those currently using the logo must not now do so until they have applied for permission and received permission in writing from Powerline Models Pty Ltd.

Be assured Powerline Models Pty Ltd will be actively protecting and enforcing the use of its trade marked logo.

48/830 Class Old and New

There has been some confusion about old and new 48/830 Class locomotives. The differences between them are slight in appearance but great in performance.

Externally the new 48/830 Classes have no buffers or buffer beams and a flush pilot, they have a Flettner vent fitted and slight improvements in body crispness and paint appearance and finish. Internally the chassis has been modified, lights have been dropped, a mark 3 Mabuchi motor fitted, the motor armature is not covered and open to breath, and other slight modifications carried out. The new 48/830 Class locomotives come under the catalogue numbers P235B (Freight Corp 4806 or 4862), P237A (AN 846) and P239 (Austrac 4814 or 4836).

All other 48/830 Class locomotives are old stock, obsolete and no longer covered by warranty. The only warranty cards now accepted are the beige warranty cards with red serial numbers. So be aware that when you buy these older obsolete locomotives, which do not have a beige warranty card with a red serial number, they are not covered by any warranty and no warranty is implied. Numbers include P230, P230A, P231, P232, P234, P234S, P234R, P235, P236, P237, and P238. This was made official as of the release of the new 48/830 Class locomotives in February 2000.

Note that old or previous 48/830 Class locomotives can be modified to gain an increase in performance. This modification entails the fitment of the new Mabuchi motor, the modified housing assembly, new power pick-ups and if required new wheel set. It is important that fitment be correct to take full advantage of the upgrade.

48 Class feed back

We are always keen to hear reports from unbiased individuals on our product and/or its performance. It is that feed back which enables us to improve our models and to look into up grading and enhancing them.

From various AMRA NSW members I have had numerous reports of 48 Class locomotives pulling 16-17 Powerline passenger carriages, which in itself is pretty good. One member, Mr Ross Moar, with various other members watching on had a 48 Class locomotive pulling 24 coaches up an incline on the club layout. 24 passenger carriages is good to watch but up an incline is pretty good for a small engine. Do not quote me on this but I believe that this is more than the real thing.

Now the question is to be asked, If a model is faster and/or pulls larger loads than the real locomotive, is it proto-typical?

Finish and detail is always the noticeable factor and the first thing people see which Powerline excels at, but is a model locomotive expected to out perform the real thing which it represents??

The BL & G Class question

Supplies of the BL & G Class locomotives from Powerline ran out in 1998 with a few NQR locomotives being rebuilt and corrected in 1999 to meet demand. Since then there have been no locomotives available and the question has been when will they be back in?

The answer is that the BL Class in National Rail livery and the G Class mark 1 in V/Line colours will be re-released with the SM/2 mechanism but a date is yet to be set. These will be a low production run to meet current expected demand only. We can not

stress enough the importance of ensuring you have a back order with a hobby shop that stocks Powerline if you wish to purchase one of these models.

SM/2 Upgrade of existing locomotives.

The previously released SM/1 mechanism can be easily upgraded to SM/2 status when the parts become available in October. The upgrade to SM/2 in production has meant a new PCB, a change in wire and wiring, reworked wheels, new traction tyres, a change in light guide material/medium, a change to light guide design, improved assembly and better QC. Some of these improvements can be seen in the successful and improved 48/830 Class locomotives recently released.

Powerline warranty and repairs

For official warranties and repairs all Powerline product must first be returned to place of actual purchase. From here stores will on send the locomotive or product, with problem in writing, to one of two official repair centres. The main repair centre being the Powerline Production Centre in New South Wales, the other being Powerline Models Pty Ltd in Melbourne.

It must also be noted that warranties are only recognised when the locomotive is purchased new from a Powerline retailer and the warranty card has been lodged. No warranties will be recognised or accepted if the product is bought from a shop who is not a recognised retailer, to be a recognised Powerline retailer the shop must be supplied directly from Powerline Models Pty Ltd.

It is important to lodge warranty cards. A non lodgement of the warranty card will bring the warranty issue into question and delay any possible warranty. Fortunately warranties are very very rare and unusual due to improvements in our modern production.

Any work, modifications, changes, or repairs carried out by an unofficial repairer will invalidate any warranty in full. The only exception being the fitment of Kadee ® couplers using genuine original Powerline parts or the fitment of new wheels, non tyred wheels or RP-25 wheels which are also genuine Powerline parts.

Newcastle 2000.

On Saturday 19th August and Sunday 20th August Newcastle staged its annual model exhibition. This is a large exhibition with some really interesting displays which is worth a day to visit and is very well attended. This year was no exception covering at least 4 basket ball courts filled with displays. There was something for everyone and plenty to keep the kids busy and very interested. The organisers and

crew of Our Town Model Railway Club Inc are to be commended for another fine effort.

Associated Distributors

For those of you new to the Update, Associated Distributors has been producing hand made ready to run CL Class locomotives with Powerline or Athern mechanisms.

Associated Distributors Pty Ltd has now announced that it has almost completed all CL Class locomotives on order. These are now expected to be completed by September and delivered by the end of October 2000. In its current production run it has eight spare locomotives which it has produced to use up existing materials. With no number choice these units are ANR Maroon & Silver and AN Green & Yellow. There is a mix of Powerline and Athern mechanisms available. This we believe is the last invitation for CL Class orders for this year.

Also now available from Associated Distributors Pty Ltd are the flush glaze windows for the CL Class, which also suit various other locomotive types. These will be available in hobby stores across Australia.

Associated Distributors Pty Ltd has also got available the AL Body kit also available from hobby shops. These are a well-detailed body suitable for fitting to an Athern F-45, Powerline BL Chassis and a modified SD40-2 mechanism. With brass horns, windows fitted, a good paint job and a well fitted mechanism these are a good-looking locomotive. They come with AN decals, pilot, sand box and the body. Produced in limited numbers these are a worth while addition to any Australian collection.

CL Class prices are \$285 with a Powerline mechanism and \$305 with an Athern mechanism. Please quote the livery and mechanism required. As numbers are very limited it is first in first served and orders will close Friday 13th October 2000.

The Railway Evolution

Railways in Australia are evolving very quickly with privatisation and competition.

We now have Austrac, Silverton Rail, Lachlan Valley Rail Freight, Freight Australia, Freight Corp, V/Line Passenger Corporation, West Coast Railways, Great Northern, Queensland Railways, West Rail, Australian Southern, Great Southern, Hamersley Iron and National Rail to name just a few. Within this group there are more paint liveries and livery variations then I can name not to mention the classes and types of locomotive operated.

Then there is the scope in which these railways operate and the places they service or contract too. A classic example is V/Line Freight, which became Freight Victoria and then due to interstate operations and the possibility of further expansion became

Freight Australia. No longer are states borders and railway territories an issue for railway companies and corporations. Freight Corp for example has a 10-year contract in Queensland for coal haulage and has coal haulage at Leigh Creek operations in South Australia. Freight Australia has log train contracts and grain train contracts in New South Wales and is keen to win other contracts in other states.

With the current competition and growth maybe we will see an upgrade to existing track and the re-opening and up grading of recently unused or closed track lines, Mount Gambier line for example.

The results from these changes can only be positive with railway liveries and different classes of locomotive being seen in place that years ago would not have happened. A reduction in truck traffic, road damage and accidents on major interstate roads would be a bonus. An increased presence and a growth in railway awareness may result in resurgence in this great hobby, and an increase in the range of models that become viable for production.

POWERLINE MODELS PTY LTD

Powerline Models Pty Ltd is an Australian company owned and operated from Melbourne, Victoria. Powerlines aim is to foster interest, encourage modelling, promote and produce Australian HO model trains, combining detail and accuracy at an affordable price tag. Powerline Models Pty Ltd is 100% Australian owned and operated, producing everything from Train sets to collectable Limited Editions.

All Correspondence to:

Powerline Models Pty Ltd
P.O. Box 2100
North Brighton, 3186

Registered Office:

Suite 1, 614 Hawthorn Road
East Brighton, 3187

Phone (03) 9596-8123
Fax (03) 9596-3917
E-mail platform@powerline.com.au

All materials published in this Update were correct at time of publication and any opinions expressed are those of the author and not Powerline Models Pty Ltd. Materials from this Update may be copied in part without fee or written permission as long as the source and origin are acknowledge, that it is not used for commercial advantage, and that any copy right rests with Powerline Models Pty Ltd. Copying of two pages or more of content requires written permission.

TO GET THE POWERLINE UPDATE MAILED TO YOU FREE, JUST SEND YOUR DETAILS TO THE ABOVE POST OFFICE BOX.