

THE POWERLINE UPDATE

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2001

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15 Years of Powerline

Yes 2001 marks 15 years of Powerline as the company, Powerline Models Pty Ltd, first began in late 1986. 2002 will mark 15 years of Powerline product in Australian shops and 2003 will mark 15 years of 81 Class production. A few milestones amongst the many achieved by Powerline in its short history.

Train Simulator by Microsoft ®

Ever wanted to be a big wheel man operating a real train? Ever wanted to be a driver on the Flying Scotsman, the Orient Express, the Japanese Bullet train or a large American Freight train?

Well now you can from the comfort of your own home with the new Train Simulator from Microsoft ®. With a choice of 9 locomotives including the BNSF Dash 8, LNER A3 Flying Scotsman, Amtrak Acela or the Japanese Bullet train to name a few.

With multiple views, scenic views, changing weather and accurate locomotive and train characteristics this is as real as it gets. Yet you are also not limited to just the preset train journeys as you can customise your own. You will not get easily bored with this game as the load, the weather and all sorts of other variables will change the way your train goes, stops and performs. Seen one red light you've

seen them all, and that station well there will be another one further ahead.

Personally I prefer operating a layout but this is the next best thing and for \$99.95 retail, it is roughly the same price as a starters train set. Some brief discussions have also indicated that an Australian locomotive add will be available in the future.

This game in CD ROM format, ready for most computers with Windows 95 or better, will be available from most good Hobby Shops by late June to mid July 2001.

New look train sets.

In May 2001 Powerline launched its new look Train sets. The difference between the 2000 range and the 2001 range is the new colourful box lid and the inclusion of two new sets.

These new set feature a new red back ground with Powerline, Freightline and Linkline logos printed in colour, with colour photos of the G, BL, 81, 48 and 830 Class locomotives and the Australianised F3A. They also have the usual written description of contents and warnings as well as four window cut outs so that you can see the locomotive and rolling stock, which is actually in the set.

The new additions are in the Linkline range of sets. The two new additions are LB005 a loco and 3 candy coaches and LB006, a mixed set with a coach and two freight wagons. That brings the Linkline range to a total of 7 sets, the Freightline range has 4 and the Powerline range has 4.

These new look sets are an option and are available in stores now, with the 2000 arrangement being the standard set packaging. A listing of these and more are available in all good hobby shops across Australia or contact Powerline Direct.

LINKLINE SETS (featuring L201 Australianised F3A)

| | |
|-------|----------------------|
| LB000 | Basic set |
| LB001 | The South Australian |
| LB002 | The Victorian |
| LB003 | The New South Welsh |
| LB004 | The West Australian |
| LB005 | Basic Passenger Set |
| LB006 | Mixed |

FREIGHTLINE SETS (featuring 48/830 Class locos)

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

POWERLINE SETS (featuring 81 Class locos)

| |
|--|
| PB001P NSW Passenger (Tuscan or Candy) |
| PB001F NSW Freight |
| PB001S NSW Super Freighter |
| PB001D NSW Mixed Daily |

This is the current full range of train sets available. See you Powerline retailer or contact Powerline Direct for more details.

Full range of Gondolas available.

The full range of gondolas are available.

| | | |
|-------|------------|------------|
| P671 | V/line | Brown |
| P672 | SAR | light grey |
| P674 | AN | Green |
| P675 | BHP | Blue |
| P676A | Yellow | Undec |
| P678 | N.R | Dark Grey |
| P511U | Blue | Undec |
| P512U | Indian Red | Undec |
| P511 | NOBX | PTC Blue |

These are ready to roll and come standard with the NEM coupler box so that NEM Kadee ® numbers 17 to 19 clip straight in. So conversion to Kadee is as easy as clip out and clip in, no fuss, no mess and no modifications.

Available in all good hobby shops across Australia and if you can not get them at your local hobby shop then Powerline Direct will assist.

The G/BL Class release.

The most asked question right now is, when will the G or BL class be back out again. The official response from Powerline is soon. The release date has not been set.

Yes they will feature the new SM/2 mechanism, which has been successfully used in the most recent releases of 81 Class locomotives. This mechanism is Australian planned, designed, researched and developed. It is the only Australian owned mechanism used under a ready to run HO Australian locomotive. Yes Powerline is the only Australian Company using its own mechanism in its own mass produced ready to run Australian locomotive.

The paint liveries will be as per the previous release. G-class mark 1 in V/Line colours with the running numbers G511, G512 and G513, G512 will be dual motor. BL-Class in early National Rail livery with white arrow with running numbers BL27, BL29 and BL35, with BL35 as the dual motored unit.

A few shops, very few, do have a G or BL in stock and a few calls may find you one of these rare locomotives. To the best of my knowledge there are possible 2 or 3 of each left new still in Australia, the rest are second hand. Shops suggested for a quick call for finding a G or BL second-hand, and new if you are really lucky, are; The Train Place

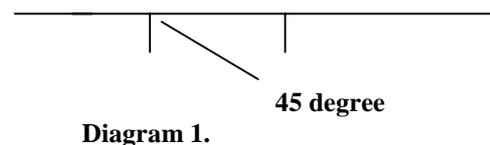
in Wolffdene QLD, The Railway Shop at South Brisbane Station QLD, Casula Hobbies in Liverpool NSW, Village hobbies Keilor Vic and Train World in East Brighton Vic. It is always worth a call because you will be surprised what some shops have in stock.

48 Class Power.

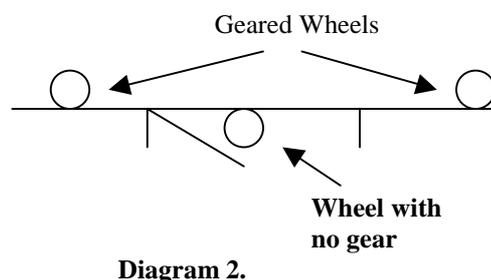
With the pre 2000 48 Class locomotives there was rumblings of the 48 Class being low on power or prone to wheel slip. Often people had unrealistic expectations but in 1994 a simple change was found to improve power. Ray Tolley from the Powerline Production Centre explains.

If you are having trouble with running or pulling a load with this diesel try this following suggested solution, as it may help; (it will not help if you are trying to pull big loaded trains).

Undo the screw holding the side frame to the bogie and remove the sideframe. Remove the three wheels, lift up the electrical pick-up and view it from the side to make sure that the centre piece is sloping down at approximately a 45 degree angle as indicated on diagram one.



Reassemble the components as follows- Put the centre wheel back into bogie, making sure that the rubber insulation is facing you, then re-insert electrical pick-up making sure that the 45 degree angle centre piece is under the centre wheel as per diagram 2. Then replace remaining two wheels (geared) onto the bogie. Replace sideframe left side first making sure to engage slot with the lug on the bogie, push down towards right-hand side to fully engage. Replace screw. Make sure all rubber insulation inserts on wheel are facing you



This tip should help and improve the running and haulage of your 48 Class diesel.

Ray Tolley
Powerline Production Centre

Editors Note.

This modification should not be required on the current run of 48 Class diesels, as they have already been improved. The proof of this was Ross Moar's Austrac 48

Class hauling 23 passenger carriages up an incline in the AMRA NSW club layout. This is only one of many examples, which show the Powerline 48 Class can haul bigger loads than the proto-type.

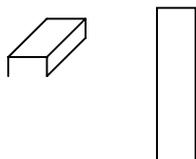
Kadees ®, Passenger carriages and curves.

Those of you who have fitted Kadees ® to Powerline passenger carriages, and fit them body mounted, will note that they are only good for twenty two inch radius curves or bigger. Body mounted Kadees are the normal and easiest way to fit Kadees to most rolling stock but there is a cost and that cost is, they will not run on tight curves.

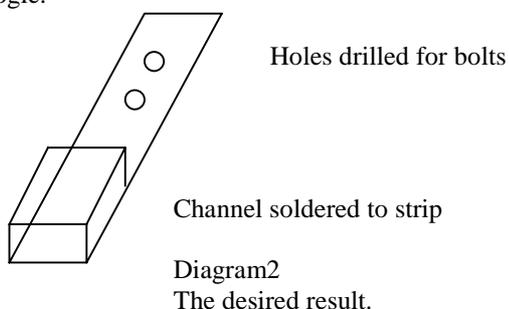
Well we at Powerline have a solution, which a select few have had the opportunity to take advantage of until now. This solution is very simple and will allow the use of the Powerline type (NEM) or the Kadee coupler with easy change over.

Following is a brief outline on how to do it.

All you require is a fine toothed razor saw, a 1.5mm drill bit, 8 BA or 10 BA bolts with nuts and washers, solder, a soldering iron, brass strip and brass channel. Oh yes and the bogies off your Powerline coach or if you want to buy some to try this out any of the P1102, P1103, P1117, P1118 or P1118G will do.



The aim of this modification is to replace the existing coupler with a bogie mounted Kadee ® coupler using a brass strip for the arm and brass channel to create a pocket into which will clip Kadees ® numbers 17 to 19 or a replacement NEM 362 Clip style Powerline coupler. Diagram one shows you the basic parts and diagram two shows the desired result. The desired result being a pocket, into which the couplers clip, on a strip or shaft, which is then fixed to the bogie. By two bolts or screws. The pocket is always to the top of the shaft when fitted to the bogie.



Note in this article I have decided to go with a brass fitting. The reason for this is that it is stronger and more durable than styrene or other plastics and is more forgiving under harsh treatment. Styrene maybe used but the shaft must still be bolted or screwed to the bogie, as glue will not bond to the bogie delrin material.

The length of the strip can vary depending on how close you want your carriages to couple.

Review of the Powerline RC1

When asked to review this train controller my first thought was Oh No!! Not another one!!

The system is presented in a standard black ABS plastic control box that is similar to what Jaycar electronics has been selling for years. Measuring 200mm long by 112mm wide and 60mm high, it is fitted with a 1.6 metre power cable. On the business side there are four screw terminals, two for AC power to accessories and two DC power, which supply the track. The only grievance at this point, although small, is that the AC and DC are reversed to convention.

The second part of the controller is a small white remote handheld controller comparable to a remote control used for audio-visual equipment. This handheld controller is 125mm long, 38mm wide and has a thickness of 200mm and is powered by four AAA batteries. There are four soft feel plastic grey buttons, two round and two oval; there is also a small red LED that indicates when a signal is being transmitted. The two round buttons are for stop and start and should need no further description. The two oval buttons are a form of rocker switch, indented at one end so that you can feel which side is which (even if it's in your pocket). These oval switches are used to control the speed and direction of the train.

To use the controller it is necessary to push the start button, which in turn causes the train to move slowly forward indicating that power is being applied to the track. To increase the speed one must momentarily press the fast (+) end of the speed button, if the button is held down too long it causes the train to accelerate to maximum speed in a very short space of time. To stop the motion it is necessary to operate the top oval button and press the slow (-) side (which is the side with the indentation). The other oval button is purely for forward and reverse.

There is one drawback to this simple arrangement of the switches, is that it is possible to accidentally press the forward/reverse button which will cause the train to go in the opposite direction at the speed it is currently travelling. Which in some cases might be excessive causing the train to derail.

The handheld controller is very easy to use and only takes a few minutes to accustom one self to being proficient.

During testing all types of locomotives were tried ranging from N scale to LGB. It was found that in most cases the locomotives responded perfectly to the train controller, whether the locomotive was fitted with a can type motor or open frame motor type motor 3-pole or 5 pole skewed armature or not. In most cases this unit is not recommended for Z scale as they operate on 8 volts and the coreless Portescap type motor, as these require a very pure DC (more on this later). The controller can supply

continually 2 Amps at 12 Volts without any problems occurring or any increase in AC ripple.

It must be understood that this is a very easy and simple solution to the problem of walking around a layout following your train and not being tethered to the train controller as it does not matter where you are in the room as the controller does not work on line of sight, as audio-visual remote controllers do. This proved to be a great bonus when two teenagers were using the controller while operating a LGB layout in another room. However, it must be remembered that there are no over load or short indicators on this system. If a short occurs no permanent damage takes place providing the offending short is removed quickly. This is not to say that it is completely fool proof, because it can be burnt out so, as with any other types of train controllers, care should be taken.

The manufacturer has indicated that up to four different frequencies have been allocated to the handheld controller and these can be switched via switches in the battery compartment, although it should be factory set to match the individual base unit. Each frequency requires the use of another controller and handheld controller thereby making it impossible to run more than one train at a time on each controller unless you don't mind that all run in the same direction.

Yes there is a need for another train controller for it does allow you to follow a locomotive around the layout without the danger of running out of cable. It also fits the gap between a conventional controller and the Digital Command Control System. All in all, a very innovative solution.

Gerry Veldwyk.

Editors Note

Gerry has extensively tested the RC1 and has written two articles on the unit, one to follow this note. He proved beyond doubt how good the unit is and that it is perfect for most common motors used by modellers, including all can and open frame motor types. His only concerns lay with the coreless and smaller Z scale motors.

The Powerline RC1 and its use with Faulhaber, Maxon and Escap (Porterscap) low inertia coreless type motors.

Yes the Powerline RC1 can be used to operate these types of coreless motors straight out of the box without any modifications being carried out.

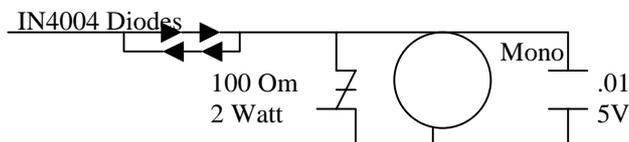
But after selling your birth right to the bank manager in order to buy a Porterscap RG-4 for your locomotive would it not be better to further ensure that your investment is further protected and will provide long service life.

Because the Powerline RC1, like most other train controllers that are currently available, do not provide a pure Direct Current (DC) to the track, but has a certain

amount of Alternate Current (AC) ripple superimposed on it. For most locomotive motors, whether can or open frame, this is perfectly OK.

The coreless motors behave slightly differently and depending on the size of the motor, 1219-1616-2234 etc, some will appear to behave jittery (have the jitters) slightly speeding up and slowing down as the motor attempts to respond to the AC ripple.

The suggested modification to the loco is as follows.



The 100 ohms resistor is placed parallel across the motor wires has the effect of damping the response time of the motor and should stop the tendency to be jittery. Please note that on some motors this resistor may need to be changed for a smaller or larger value.

The IN4004 Diodes have a two fold effect as they help to slightly reduce the AC component coming from the train controller but will also lower the nominal output voltage of the train controller, so that the voltage tolerance of these coreless motors will not be exceeded when operating at full speed.

The capacitor is there to stop any interference the train may cause to any TV or radio.

This modification is suited for any other manufacturers train controller, not just the Powerline RC1. All parts are available from both Jaycar and Dick Smith.

Gerry Veldwyk.

Editors Note

Many, actually most, train controllers have AC ripple super imposed over the DC current. This is used to give a better start or a little more power to a motor. Many people may remember a system known as auto-pulse, which was designed to give, cleaner starts and smoother take offs for locomotives. AC ripple is used at the lower voltages to give this affect and sometimes at the full speed end of the controller to give a little kick. It is not a fault or a leak and is meant to be there and does not cause any damage to popular can and open frame motors. This article is for the more sensitive and less popular coreless motors.

Serial Wiring of Dual motored Locomotives?

This was an unusual request and an issue I had not considered because the conversion would slow the locomotive down considerably. This conversion was used on earlier dual motored 81/G/BL Class locomotives as it slowed them down, made them run more evenly and smoothly and made their running speed comparable with brass locomotives.

Sure it is OK with pre 1997 produced big locomotives but productions from late 1997 have been given a new mechanism that does run smooth, slow and to scale. We responded to requests and developed our own mechanism which would run to scale speeds, be slow, smooth and have the power to pull more than the real thing ever could. So I do not see the necessity or a valid reason to serial wire any currently produced locomotives.

For those of you with old dual motored 81/G/BL Class locomotives, serial wiring would enable your old locomotives to run much more evenly with their newer brothers. Note this is a conversion for dual motored old locomotives.

Standard the older dual motored locomotives have two parallel wired motors. To rewire them in serial is a simple as cutting the wires from the bottom of each motor where they connect to the terminal at the centre weights and then join them together. That is joining the wires that originate from the bottom of the motor together. This will make them run smoother and slower and make them more compatible to the new versions.

For those with the old single motored versions the easiest way to match speeds is to convert your locomotive to a dual powered locomotive and serial wire it. There are still some of the old power bogies available in some stores.

Old wares and inventory clean out.

In the future Powerline Models Pty Ltd will be periodically and sporadically offering old, NQR, surplus and sample parts for sale as special offers. This will not include the current range of spares or parts. These offers will only be announced in the Powerline Update, will only be available from Powerline Direct or at exhibitions attended by Powerline Models Pty Ltd and Train World Pty Ltd. All product sold has no guarantee or implied warranty and the offers will be of limited supply ending when supply runs out. It really is a first in first served affair. The first such offer is the above listed bodies, which are now available.

Other wares and product will be made available in the future, until stocks run out. Keep your eye on the Powerline Update for other special offers.

The DCC Issue

Many people have written, phoned and spoken with Powerline representatives on this issue and the article in the last Powerline Update. The vast majority stating they would not consider DCC due to its cost, complexity in starting, compatibility and transfer issues, reliability issues and that they believed it just is not trains. To date 9 people have spoken up and said they would be interested in looking further into DCC.

At the Canberra exhibition in April I had some interesting conversations on the DCC issue with views for and against

being quite equal. I will state right here and now that Powerline Models Pty Ltd is not getting into the area of pre-fitted decoders or in to the DCC industry and we are not recommending DCC. Powerline is looking into the choice that already exists so we may best recommend that system which best suits you our customers and what you want to achieve. DCC is just another means of operating our model railways, with its own positives and negatives, and is not the be all or end all of model railway operations. It is an alternative amongst many that offers technology, a non-track orientated means of control and gimmicks for those who like options and functions.

For those who like block operations, easy multi locomotive lash ups and not too much techno talk then DCC is not for you. For those who have trouble programming VCRs, find DVD players complicated, who can not use a micro wave oven, do not know your way around windows on a computer and those who find this whole article a bit confusing, DCC is not for you either.

Once you understand DCC, how it operates, how to install chips in locomotives and the technology behind it, then it does become simpler. When considering DCC for your layout I recommend that you read up, study and learn about it first. When considering brands always ask about warranty, guarantee, replacement and repairs in Australia. Waiting for repairs and replacements from overseas is time consuming, items can go astray and it is just not on.

As with other products there are your cheap brands and your expensive brands. Where DCC is concerned we recommend that for peace of mind and reliability that you look for a reliable brand where replacement, repairs and other issue can be dealt with in Australia with a turn around time of roughly 2 weeks. Chips from two well known brands used in Australia for instance, which retail for between \$39 and \$55 each, have a reputation of blowing or being damaged by a slight short. Whilst another less known brand whose chips retail for about \$78 is protected from this problem and is guaranteed for 2 years and has Australian repair or replacement turn around of 10 days. For this reason we have been treading very carefully around the DCC issue.

Powerline Bodies.

Since 1987 it has been Powerline policy never to sell locomotive or rolling stock bodies because we are in the business of selling ready to run locomotives and rolling stock. Over the years we have accumulated bodies due to over runs, slight imperfections and the need to have samples available for future projects. The number of bodies we have on hand has become excess to our requirements and as such we are offering this limited quantity for sale. This offer is not being advertised, promoted or announced anywhere but through the Update.

However good these bodies are they are being sold as NQR (Not Quite Right) and carry no warranty or implied condition of being anything but imperfect. These bodies have been marked as imperfect, NQR, and are mainly intended for those who want bodies to modify. Although

they come painted in various liveries they are not intended to be sold as replacement bodies of that livery.

These bodies will be available from Powerline Direct via mail order or from selected exhibitions across Australia attended by Powerline Models Pty Ltd and Train World Pty Ltd. Unfortunately due to the limited numbers and costs involved they will not be generally available from any other locations.

The cost, locomotive bodies will be \$70 for a 48/830 Body and \$85 for a BL/G Body. If ordered from Powerline Direct postage will need to be added. Bodies available in 48 Class are 125th green livery, Bicentennial livery, Silverton red and Silverton Yellow. Note these bodies are not extras but are actually included in the count of limited editions actually made but were NQR and marked as such.

The cost of Victorian blank AS/BS and BRS coach bodies will be \$30.

The cost of NOBX/BDX Gondolas in various colours with base and bogies is \$10.

Please note this is a very limited offer with limited quantities and is not expected to be available like this again. The offer ends when supply runs out and these items have no implied or stated warranty. The bodies on offer are sold as is with no returns and are only available at exhibitions attended by Powerline Models Pty Ltd and Train World Pty Ltd or from Powerline Direct.

Refits to 830/48 Class and 81/BL/G Class locomotives.

The re-powering or modification of a locomotive makes for an interesting project and allows you to customise your locomotive. For instance all current productions, 1997 onwards, have been produced with the future possibility of alternative motor fitment. Be it a skew wound motor, a 3 or 5 pole motor, a can motor or a combination of all three (a skew wound 5 pole can motor). With little major work the possibilities are already there. Powerline also produces Kadee ® adaptors, spare parts and accessories that allow you to convert your trains to Kadee ® couplers and maintain them. Detailing and enhancing the realistic appearance of your locomotive is where the real fun lies.

Back in 2000 we published an article on how to retrofit can motors to Powerline locomotives with little modification. In fact with minimal modifications it is very easy to fit can motors and flywheels to Powerline locomotives but you have to ask yourself why you are doing it? Is it going to add to the realism, the running, the appearance or the quality? No but it can add to the fun.

Those who own a current 48/830 Class (Austrac, Freight Corp & AN) or an SM/2 81 Class know how good they are with scale speed, slow running and smooth control without the need for can motors and flywheels. A solo 48 Class pulling 23 Powerline coaches up an incline on the AMRA NSW club layout is one example as is 8 hours continuous

running with twenty freight wagons for four days by an 81 Class with no problems.

As many are now realising conversions and modifications may add a unique touch to your trains and provide some satisfaction in a job well done but in the long term make no real difference when compared to current production. Detailing and adding to the appearance of a locomotive is different as this can improve the realism and appearance of a locomotive. So in answer to the many questions, if you want to have some fun, a detailed locomotive with extra detailing, and something unique with that little extra, which gives a sense of achievement, then go to it.

Silverton Red 48 Classes.

A very limited number of Red Silverton 48 Class locomotives are being made available with the new 48 Class mechanism. These are not NQR bodies, extras or surplus production but came from locomotives with NQR mechanisms, which were used, in the early 1990s to provide spare parts.

These are part of the original count of Red Silvertons produced and come with the new mechanism but no certificate for \$150.

Only available from Powerline Direct

NQR Mustard Pot 830 Classes.

A very limited number of Mustard Pot 830 Class locomotives are being made available with the current mechanism. Yes brand new mechanisms with NQR Mustard Pot bodies which have a slight defect in the mustard paint work. Hard to pick but once you know its there you can see it.

These very rare locomotives are sold as is for \$130. With the new mechanism.

Note apart from this limited release the only locomotives with the current, new, mechanism are P235B Freight Corp 48 Class, P237A AN Green 830 Class and P239 Austrac 48 Class. No other locomotive features the new mechanism.

Only available from Powerline Direct

Collectors Special

Originally this was never to be made available but a few were sold to Powerline Club members when the club still existed. The locomotive in question is the P234RWL, the Silverton wrong logo. This is the Silverton 48 class in the red livery with the logo of the yellow 48 class locomotives by Silverton. So you could say it's the yellow Silverton 48 Class done in red and white instead of yellow and blue.

There were less than 50 of these produced and we are offering those surplus to our needs at \$250 each. These really are a collector's special which will never ever be repeated or seen again.

Only available from Powerline Direct

EXHIBITIONS REVIEW

CANBERRA

The nation's capital again put on another good show and considering the events and changes that occurred before the show, it was an excellent effort. Plenty to see for Australian modellers and plenty to purchase as well. Layouts included Deloc, Beyond 2000, Glen Logan, Illabo, Argyle, Captains flat and Bundanoon to name a few. An interesting issue to come out of Canberra was the little knowledge and lack of supply of Powerline product, which led many to believe Powerline no longer existed. Many were surprised and happy to see Powerline and the product still available.

BENDIGO

During Easter the City of Bendigo has its annual Easter Fair. Years ago the Fair used to be a grand affair which made going to the Bendigo Model Railway Exhibition an all day family affair. These days the fair is a side show but the Model Railway Exhibition put on by The Bendigo Model Railroaders has continued to be one of the premier country exhibitions along side Corio and La Trobe.

Layouts included; Glenmore East, Korong Flat, Powelltown, Kookaburra Park, Mount Beauty, Feather River Canyon, Tuscan Falls, Paradise Valley and Central Valley to name a few. This exhibition has been put on now for over 20 years by the Bendigo Model Railroaders and always has been a friendly family exhibition.

HOBSONS BAY

This all Australian format with the best Australian has to offer is a good show for the Australian modeller and enthusiast and for those who model outside this great nation, good bye you are the weakest link. It is about time Australians all modelled Australian outline and left the other stuff overseas, hey they do not model Australian overseas they are loyal and only model their own, and this show stands by Australian. If more people modelled Australian the hobby and the country would be much better off.

BRISBANE

This has got to be one of the largest model railway exhibitions in Australia, if not the Southern Hemisphere. Two sheep pavilions packed with displays, with lots to see and too much to absorb in just one day, that is why some people came for two or more days. There was much to see plus an AMRA QLD innovation where they put together a starters sets package of track, locomotive, rolling stock and a board, and after purchasing the package they then teach you how to put it together and build a model railway bit by bit. This was a brilliant idea, which we are still to hear the results of. On top of this the club also tried to put together clinics on topics such as scenery, wiring, building and getting started but the format with timed shows was more fitting a conference or convention, it did not appear

to capture the general public or raw beginner. With at least 100 displays it is very hard to name them all here let alone get around the exhibition to view and admire them all. For those in Queensland this exhibition is a must visit and well worth a pilgrimage.

Exhibitions to Come

La Trobe Valley

June 9-11, 2001.
Sat & Sun 10am to 6pm
Monday 10am to 5pm
Morwell Campus Hall, Kurnai College
McDonald Street, Morwell

Adelaide

June 9-11, 2001.
9.30am to 5pm each Day
Greyhound Park
Off South Rd, Regency Park

Glen Waverley

June 9-11, 2001.
World Vision Centre
Cnr Springvale Rd & Vision Drive
Burwood East

Stawell

July 7 & 8, 2001.
Sat 9am to 6pm, Sunday 9am-4pm
SES Drill Hall
Sloane Street, Stawell

Metro Model Railway Group inc Model Railway Exhibition

August 4&5, 2001.
Ukrainian Community Hall
Russell St, Essendon.

Our Town Model Show (Newcastle)

August 25 & 26, 2001.
Basketball Stadium
Broadmeadow NSW

Mildura

22 & 23 September 2001.
Sat 9am to 5pm & Sun 10am to 5pm
Irymple Leisure Centre
Karadoc Ave, Irymple

Liverpool

Sept 29th to October 1st, 2001.
Whitlam Leisure Centre
Memorial Ave, Liverpool

Trax 48 Class parts.

Many of the body details; handrails, horns, buffers, traction tyres and widows, are interchangeable between the Powerline 48 Class and the Trax 48 Class. Yet the mechanisms do not have interchangeable parts and when a Trax 48 Class dies parts can be hard to come by.

We at Powerline have a limited number of Trax motors to suit the Trax 48 Class. These are no where as good as the Powerline motor unit but for those who want to keep their Trax locomotive original they are a much sought after unit.

Cost \$10 each plus postage from Powerline Direct.

For those who want to improve the running and performance of their Trax 48 Class, the new Powerline mechanism is the way to go.

All wheel pick up, all wheel Drive.

Or how to make a Powerline bogie run on its own.

All Powerline product is designed with the needs of buyers and modifications in the future in mind. Powerline was the first Australian producer to produce locomotives with directional lighting and then again to put constant direction lighting into affect. Powerline was also the first in Australia, and possibly the world, to have constant directional lighting using voltage regulation technology to over come the voltage loss of the previous system. On top of this our Powerline product is designed to run on 18" curves and can run on 15" curves to meet the needs of our customers. Try running other locomotives comparable to an 81 Class or a 48 Class around 15" curves. Most can not do it.

Previously we have discussed can motors, RP25 wheels and KD adaptors ease of fitment to Powerline products with little, minimal, conversion or modification. Now we will look at the issue of all wheel pick up.

All you will need is non-traction tyred wheels on your locomotive, a Powerline contact strip, a little 2AMP wire, some tools and a little patience. The result you will achieve at the end of this is a Powerline bogie which can run on its own like a spud, which can be easily fitted to any other HO model locomotive and made to go round sharp and difficult curves. This unit can also be modified to run a can motor, with flywheel if you need one, and RP-25 wheels. All parts used except the wire and can motor, are Powerline parts. (contact strip P1214A, RP-25 wheels P1500 or P1501).

Powerline Models Pty Ltd developed this neat modification.

Associated Distributors is producing BL/G and 81 Class bogies with this modification creating in essence self powered bogies or spuds. These bogies will make many projects that little bit easier.

Editors note

These bogies would make great power units for a W class, as the axle spacing is correct.

Did you Know?

- Powerline Models Pty Ltd is 100% Australian operated and owned.
- In 1994 Powerline had a 421 Class
- In the late 1980s Powerline had planned to produce the C36

- Powerline began in late 1986
 - Powerline produced their first S Trucks in 1993
 - Powerline first produce the 81 Class in 1988
 - The 81 class was the first Australian locomotive with directional lighting
 - In 1997 the 81 Class was the first Australian locomotive with constant brightness directional lighting.
 - Powerline will be 15 years old this year
 - Powerline attends and supports more model railway exhibitions then any other company in Australia.
 - The AL,BL & CL are related
 - The Candy 81 Class was the most popular loco
 - Powerline is available in over 100 stores across Australia
 - The ALCO designation for the 48/830 class is DL531
 - The Clyde-GM 81, G & BL Class are all designated as JT 26C-2SS
 - The AL class is designate JT 26C, the CL Class is AT 26C, the West Rail L- Class is GT 26C and the SRA 422 Class is J 26C.
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For inquiries regarding sales and supply of Powerline product by a retail outlet please contact Powerline Models Pty Ltd. Please note Powerline Models Pty Ltd only supplies bona fide's shops who have a shop front in a recognised retail district, a registered business open regular trading hours and who at the discretion of Powerline Models Pty Ltd meet the requirements of a Powerline dealer. Terms of trade also apply.

For all retail and customer based sales please write to or request to speak to Powerline Direct. Powerline Direct offer retail sales only to those people who are overseas, do not have access to a local hobby store and/or are unable to purchase products from their local hobby store which Powerline does have available. We are not in anyway competition to existing hobby shops and recommend people visit their local hobby shop for that person to person service that mail, fax, phone and e-mail can never replace.

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