

THE POWERLINE UPDATE

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2002

Welcome to the first edition of the Powerline Update for 2002. We apologise for the delay in releasing this issue, which should have been out over 2 weeks ago, and hope it has not caused any concerns. Last year, 2001, saw this update grow to eight pages and move to a quarterly publication, the Powerline range of train sets continued to evolve, the Powerline web site finally came on line and a re-release of containers saw an increase across the Powerline range.

For 2002 sees the introduction of L202 and L203 to further evolve and expand the Powerline range of train sets, the release finally of the P1007E NEM coupler and the supply problems of some lines released in 2001 rectified. There are also other plans for 2002, which will be announced as they come nearer to completion.

The L202 and L203.

In January 2002 the liveries of L202, V/line F3A, and L203, NSW Candy F3A, were approved. These two locomotives follow on from the successful L201 AN F3A. These are not to be mistaken with other poorly and cheaply built locomotives that appear the same, these locomotives are solidly built and reliable. These locomotives built for Powerline feature a can motor mounted centrally into a full metal chassis with all wheel drive and all wheel pick up. Scratch builders and kit bashers like these locomotives as much, or even more, than beginners and junior modellers.

These locomotives have been planned and built for the LINKLINE range of train sets. It was not originally planned for any of these locomotives to be sold outside of the train sets. Although L201 has sold very well outside the train sets on its own, L202 and L203 have been produced as purely train set locomotive, but due to demand a limited number will be made available for individual sale.

As this publication goes to press the new locomotives have arrived in Australia and are now available. By the time you get this Update stocks should be in stores across Australia. So all these locomotives should be available in all good hobby stores across Australia now.

These locomotives both look rather striking and should sell well across Australia.

An interesting note from The Chelsea Model Railway Exhibition. The F3A locomotives were consistently running on three layouts at Chelsea. They were constantly at work on the U-Drive, continually doing the rounds on the Little Architect display and could be seen at work on Rippon Lea. The reason for this was reliability and durability. Other Powerline products

were also seen running on two other layouts during the exhibition.

Evidence of the reliability and durability of this F3A unit can be seen on the Little Architect display at the Chadstone Shopping Centre. One locomotive has clocked well over 2000 hours of running time with no lubrication, no servicing and no maintenance. Even after the interference of little hands it has continued to run every day on the display.

Also the unit has the attention of scratch builders and kit bashers due to its simplicity, reliability and potential for other applications. I have seen the unit used to power On30 models as well as other HO models. A pair of bogies with all wheel drive and all wheel pick up, a can motor and flexible and changeable drive shaft for under \$60 is pretty good.

Changing of the Sets.

With the introduction of L202 and L203, the LINKLINE range of train sets will under go a change. The additions to the range will be a Victorian freight set and a Victorian passenger set featuring L202 V/Line F3A plus a NSW Freight set and a NSW passenger set featuring the L203 NSW Candy F3A. These will be LV001, LV002, LN001 and LN002 respectively.

With the addition of 4 new train sets there will be 3 sets to be faded out and deleted. These will be LB002 The Victorian, LB003 The New South Welshman and LB005 Basic Passenger set. This will leave 8 train sets in the LINKLINE range of train sets. The deleted train sets will be available until we sell out.

These new locomotives have allowed Powerline to focus and fine tune the LINKLINE range of train sets. The sets are now more state and railway focused with the L202 aimed at Victorian and those interested in Victorian liveries and L203 aimed at NSW and those interested in NSW. Both are attractive liveries and will see sets with either locomotive sell well in all states.

This move will also differentiate the Linkline sets from their inferior counter parts. Prices range from \$99 to \$200 per train set and none of our competitors can match this for quality, reliability and value for money. All train sets are available in good hobby stores across Australia now.

The P1007E NEM Coupler

January 2002 saw the arrival of P1007E NEM Coupler. This is the clip in style coupler as used on most of the Freightline freight wagons and in the P1104E bogie.

This is simply a clip in coupler to NEM 362 standard. Note that these couplers can easily be replaced by Kadee couplers No.s 17-19 and that E-Z Couplers now also make an NEM style clip in knuckle coupler. The P1007E NEM coupler can be used to convert current European rolling stock to the Powerline style of coupler.

A few, and I mean very few, modellers have asked Powerline why it persists with the European style of coupler. The answer, contrary to what some believe, is that this style of coupler is still very popular with starters, beginners and intermediate modellers. The knuckle or Kadee style coupler is intolerant of poor track work, tight curves, bumps, rough running and jolts. It is for these reasons, plus a few others, that knuckle couplers remain largely an after market option. If a beginner or young modeller was to start out with knuckle couplers and suffer some unreliable running, they would be lost to the hobby very quickly due to frustration.

The P1007E compliments the range we have so far which includes P1007, P1007A, P1210 and P1243.

- P1007 Compact coupler.
For general use and conversions
Fits LifeLike and Model Power.
- P1007A Draft Box coupler
Used to convert many American models.
Replaces Kadee No. 5
Fits Athern, Concor, R/House and Walthers
- P1007E NEM Coupler
European clip in style
Fits all NEM 362 Clip in boxes
- P1210 81 Class coupler
As used in the 81 Class
Used as a replacement in other applications
- P1243 48 Class coupler
As used in 48/830 Class
Used in various other applications
Alternative to P1210, sits lower.

With this range of couplers now available, you can now convert most HO/00 models to run with your Powerline Models products easily. Very little, if any, modification or conversion is need as each couplers has been designed to fit a particular standard. This will help the operation of various models and proto-types a lot easier.

Note the P1007E sell at \$4.55 for a packet of 4 couplers and are available in all good hobby stores across Australia now.

TNT, K&S and FCL containers

These containers are only available with a gondola or a flat car. Although not available separately, wagons containing these containers have continued to sell well with some lines selling out. Sellouts have been caused by shortages in the supply of packaging or some cases

the product itself. None the less all lines have proved popular.

Available again in 2002, after selling out, are the following:

P622A	TNT container wagon
P682	K&S container wagon
P684	FCL container wagon
P678TNT	NR Gondola with TNT containers
P678KS	NR Gondola with K&S containers
P678FCL	NR Gondola with FCL containers

These are in addition to the existing range of:

P620A	TrackFast Container wagon
P681	CSR Container wagon
P683	Allied Pickfords Container wagon

As from the end of February 2002, all these items are available.

To look out for in 2002.

No date has yet been set or official plans set in place but Powerline Models Pty Ltd has been setting its sights on some small locally manufactured items.

The plan is to release a very limited supply of new items every month and those individuals or shops who do not purchase the new items for a given month in that month, they will miss out..

These productions to look out for will not be major developments like locomotives or rolling stock but will be items much sort after by modellers of todays railways.

Out of Stock

Many lines are now out of stock. This includes P601 West Rail hopper, P602 Freighttrail hopper, P612 BHP open hopper, P604 V/Line hopper, P423 NSW Tuscan MHO, P1238 48 Kadee adaptor, P1238Y Kadee adaptor and P495 West Coast Railways coach.

Items which are running very low include P420 NSW Tuscan coach, P440 NSW Candy coach, P681 CSR container wagon, P683 Allied Pickfords container wagon, P463 Yellow MHO Brake, P464 3801 Ltd coach, P434A VR Composite, P438S SOP Buffet and P237A A.N 830 Class. Most of these items are down to the last carton which equates to less then 48 in stock.

There are no plans in place or known to reproduce any of the above product lines. Once they have sold out it maybe quite sometime before something similar is produced.

Powerline Locomotives Available now.

Available right now with the latest mechanisms are the following locomotives.

P204S	81 Class Stealth	Dual motor
	8167 & 8175	
P206	81 Class Freight Rail	Single motor
	8108, 8181 & 8184	
P207	81 Class Freight Rail	Dual motor
	8177	
P235B	48 Class Freight Corp	Single motor
	MK1 4806 & 4862	
P237A	830 Class A.N	Single motor
	846	
P239	48 Class Austrac	Single motor
	4814 & 4836	

The 81 Class locomotives feature the SM/2 mechanism with Mk3 Mubachi motors; a new Voltage regulated PCB, wheels from a new assembly process, improved wiring and new traction tyres. The result is a vast improvement over the SM/1 mechanism with improved running, better top speed, brighter lights, good traction and smooth running.

The 48 Class features the new Y2K mechanism which also has the MK3 Mubachi motor, improved motor mounting, new and improved mounting set up, slight improvements to the all metal chassis, new wheels, improved traction tyres and a better assembly process. The results have been good with most customers pleased and surprised by the improved running and tractive effort of these locomotives.

All these locomotives are available right now from all good hobby stores across Australia. Supplies are still available but the P237A is running very low. If your local hobby store does not have these or other Powerline products available in store and off the shelf, contact us for someone who does.

NQR Products

The BL locomotive bodies slotted as individual sales have almost been exhausted, and once gone that's is it. A small number of the better bodies have been fitted to SM/2 dual motored mechanisms, for sale by Powerline Direct exclusively. These will be available in early March 2002 for \$210 each including postage for the Australian market only. There is only a very limited number available and it will be first in first served until sold out. For details and prices check out the Powerline web site as www.powerline.com.au for more listings on availability and prices.

Apology

Volume 3 number 4 the Powerline Update for December 2001 was produced, packaged and ready for mail out in December 2001. It would appear that whilst sitting ready to go out, with postage stamps in place, they were

over looked and later sent out late. We apologise for this delay.

Television Interference.

Till late in 2001 Powerline Models Pty Ltd had never had a complaint or even a whisper concerning RF interference from locomotive electric motors inferring with televisions. So when word reached us that a locomotive had been found that did interfere with TV reception we were very surprised. Wanting to know more we requested the locomotive be returned for testing.

Then we quizzed some electricians and electrical engineers about the problem and what may cause it before we went ahead with any tests. The answer was the same from all sources and a little surprising. Interference can be caused by the locomotives electric motor, the wiring of the layout and/or any electric components attached to it, the controller which controls the locomotive, any transformers attached to the layout as well as being determined by the wiring of the house or shed which houses the layout. The plot thickens with the most likely cause being that the transformer from which the locomotive operates being connected to the same circuit as the TV and either the locomotive, the controller or the transformer being the culprit. In fact RF Interference is a common event in terms of electric motors and those consulted were surprised it was even an issue.

For the purposed of this test we used the said offending locomotive with various controller/transformers connected to the same power point as a Konka Colour TV and a Teac colour TV. The track used was an oval of Atlas Nickel Silver track and the controllers used were the Powerline RC1, CDA 222, CDA 223, Bachmann Magnum, H&M Duette and an AHM cheap sets controller. Locomotives used were a Linkline L201 AN Australianised F3A, an old Athern SD9, a newer Athern SD9, an Athern PA1, an Atlas SD24, an Atlas RS3, an Atlas S2, a Proto 2000 E7, a Lifelike GP40 and a Lifelike F unit.

Firstly it must be noted that all, ALL, the locomotives created some interference with the televisions. Interference ranged from minimal to noticeable. Also all wiring within the house used was installed within the last 2 years and is certified to conform to the latest requirements.

The end results were interesting with the Atlas RS3 producing the least interference, a just noticeable distortion of the picture towards the bottom of the screen. Next came the Proto 2000 E7 followed by the Atlas S2, these produced a picture distortion at the top and bottom of the screen with the occasional line at the bottom for the screen. Then the Linkline F3A, and the Atlas SD24, these both produced varying results from a flickering line at the bottom of the screen to lines wavering across the screen which at times were negligible to two lines at the bottom and top of the screen at worst. newer Athern SD9 and the Athern PA1,

these producing high-pitched noises on both televisions and a buzzing across the screen. At times it was not too bad but still annoying. Then came the Lifelike F unit and GP40 which were about the same producing interference similar to what I remember a blender doing when mum used one at home. Lastly the older Athern SD9 which at best was equal to its newer counter parts but at its worst was worse than the Lifelike locomotives. At times the TV picture and sound was gone and indiscernible. It must be noted here that different results were achieved with different free to air channels, channel 2 being the worst affected, as well as with video and DVD. That order was chosen using the different channels and devices available and then grouping the results. The CDA controllers and the Powerline RC1 achieved virtually identical results. The Magnum controller gave slightly different results with more notable interference in some cases, the order was Atlas RS3-Atlas S2-Atlas SD24-Linkline F3A-Proto 2000 E7-newer SD9-both Lifelike locomotives-PA1 and then the older SD9. The H&M Duette gave the worst results with noticeable interference with the locomotives as follows; RS3-S2-E7-SD24-F3A-SD9-PA1-older SD9 and then the two Lifelike locomotives. The cheap AHM train set controller was only little better than the H&M Duette.

When operating the locomotives at the other end of the house from a power point that was known to be on a completely different circuit, a minimal amount of interference at worst was noticed on channel 2, ABC, but none of the locomotives interfered significantly with the TV. Yet it must be highlighted that the results will vary according to the locomotive, the controller, the transformer and the house circuit used.

The point of this exercise was to see how much interference train sets caused to television. The results showed that any electrical motor or appliance has the ability to interfere with a television's reception. How much interference can depend on the locomotive itself right through to the wiring of your house. The interference can also vary depend on how good the reception is in your area right through to the type of cabling you have used for your TV. What was also highlighted was that the use of a good quality controller/transformer and clean nickel silver track reduced any interference to minimum.

Just to show you how much results can vary, I have personally used a small handheld TV, at an exhibition, whilst about 6 locomotives were running on a layout I was operating with no hint of interference. All locomotives concerned were Powerline locomotives, G-BL-81 & 48 Classes. On another occasion I watched TV whilst testing a new layout I had build with 3 Linkline F3As running at the same time with no interference.

For those who really are concerned by RF interference there is a simple fix which involves wiring, soldering, a RF eliminator across the motor. This part is available at Dick Smith or Tandy Electronics.

Another something to add to the do and do not list

Last year readers may recall a listing of do and do nots for your model trains and Powerline product. Here is another list of do and do nots.

Do not clean Powerline locomotive and coach bodies with methylated spirits. Cleaning with metho will damage the paint finish. If you have used metho on a painted body there are some fixes but the result is never as good as what the model was. The first quick fix is to use a soft pencil rubber, yes a pencil rubber and preferably a white one. If this fails the use of toothpaste, yes toothpaste lightly rubbed onto the surface. If you rub too hard you will either rub the paint off or burn it.

When cleaning a Powerline body of a locomotive or coach use only soapy water. If it is really dirty then rub with a toothbrush.

To strip a model back or to remove the paint use, rubbing alcohol, brake fluid, mild concrete cleaner or a paint remover (select one only do not use all!). Always test the substance on the inside of the model first, in a not too noticeable or important place, to ensure what you are using does not damage the plastic. When finished scrub clean with soapy water, mild detergent, and a toothbrush.

When gluing on exterior detail part use Faller Expert sparingly, but never near windows or inside the model. MIK or MEK maybe used but bonding can be brittle. Super glue should only be used when the others do not work or when metal detail parts are involved. Never use Super glue for interior details unless you have removed all windows and refit them about 12 hours later.

For plastic to plastic interior details where the windows are not or can not be removed used Testors plastic glue from the red and white tube or Testors window glue. The red and white tube of Testors plastic glue is recommended for gluing in Powerline coach windows, which under pressure are known to pop out.

Powerline bogies and side frames are not made to be glued nor have modifications done to them. If you ever plan to modify them always file or sand the surface to be glue. The suggested glue to use is a string super glue and if that fail 5-minute araldite. The material used for the bogies and side frames is not designed to be glued so take note.

Repairs and servicing.

Powerline Models Pty Ltd does have a repair and service facility available to repair, maintain, service and clean your Powerline products. The minimum charge for this is \$10 and any required parts, extra labour or postage cost are extra. The turn around period for repairs is a minimum of two weeks and payment must be received before goods are returned. When the models concerned are older out of date models or when parts run out, delays will occur with turn around known to exceed 3 months.

All repairs, fix ups and servicing for models under warranty or for models still within their warranty period must only be performed by Powerline Models Pty Ltd either in Sydney or Melbourne. There are only two approved repairers of Powerline product, as we need to ensure the job is done correctly. Warranties are only for 12 months as per the terms outlined on the warranty card.

Modifications, up grades and the fitment of optional accessories (such as Rp25 wheels and Kadees) are also a service available from Powerline Models Pty Ltd. Again turn around is a minimum of 2 weeks and cost is a minimum of \$10 plus parts. Again payment must be received before goods are returned.

These services are available from your local Powerline retailer or from Powerline Direct. Recommendation is that you should always go through the place of purchase. All warranty claims must be through the place of purchase.

Track aint Track.

Remember the Castrol slogan oils aint oils, well the same can be applied to track. Now I am not talking about different widths of track, different gauges of track or not even different codes of track. I am talking about standard off the shelf every day track, which in HO scale is code 100. Atlas 0168 Flexi track and SL100 Peco Flexi track for example.

Buyer beware as E-mails have been coming in concerning track. Firstly let me state right here that the only track Powerline Models Pty Ltd uses or endorses, or has used, is PECO and ATLAS. When buying track always insure it is Nickel Silver, that it is the same gauge you are using and then the same code of track. HO code 100 Nickel Silver to most of us is the standard.

The reason for this notification is that some individuals have purchased second-hand or cheaper track only to find their trains do not run properly, trains come off the track, the track is prone to breakages and the track does not solder well. The number or reasons for this are many including age; quality and metal used for the track.

Buying new track or a new train set is no guarantee of quality. When buying track or a train set always check to make sure the track is correct for what you want and that the track is Nickel Silver. Many train sets contain steel or inferior alloy track that is often why they are so cheap, plus the manufacturer uses the cheap sets to sell the track. If the track is new and cheap, there must be a reason for the lower selling price. One brand I will not name is very cheap purchased new but is not Nickel Silver, although many think it is, and the track is not quite to gauge. This cheaper brand uses an alloy track that does not solder well and is prone to inferior operations. All Powerline train sets feature quality Atlas track that is Nickel Silver. If in any doubt I recommend you stick with PECO and ATLAS. Always insist on Nickel Silver track and if in doubt always go with code 100 rail in Atlas or Peco.

Powerline train sets all contain top quality nickel silver track.

Cork aint Cork

Believe it or not it is true, there are differences in cork out there on the market place. The main issues being the make up of the cork, the cork thickness and the cork lengths. For example 3-foot lengths are the normal length and for HO the thickness is 3mm and in N it is 1-2 mm thick. Yet some packs of cork have different lengths or different thicknesses. For example brand A has five 3-foot lengths at 3 mm thick and brand B has six 3-foot lengths at 2.5mm. Both cost roughly the same, both have the exact same volume of cork but one through the shaving of thickness has an extra length. The value for volume rating is the same but in application one has an extra length, which one should you chose?

The question is easily answered by considering what you are using the cork for. In most cases it is as a roadbed, vibration deadener and to reduce reverberation through the board as well as being a flexible medium. If this is what you are using cork for, then 3mm in HO is the way to go but if you are using cork purely as a road-bed and do not care for the vibration or reverb then 2.5mm is OK. Personally I would only use 3mm for HO and nothing less. It is for reasons listed and the fact that Powerline Models Pty Ltd has expectations of its product that Powerline only produces HO cork in 3mm. When buying different corks always check the thickness and remember 3mm is the standard.

Then there are the differences in the cork mix; this can be seen in the colour of the cork. A good cork tends to be fairly consistent in colour where an impure or poorer cork tend to have wild colour changes and then there are the mixes with black and grey running through the cork bed. In Australia we tend to see the middle of the road cork but in the USA there tends to be more of a mixed or blended cork roadbed. Recommendation is stick with the cork bed that looks consistent in colour without any black or grey.

Cork versus Foam

This is an interesting debate in recent times due to the improvement in foam rubber and polymer technology and products.

In the past I would never use, recommend or discuss foam roadbed, NEVER. The problems were that the foam would go brittle, disintegrate, and turn to dust and cause damage to locomotives. It was bad news and with UV light it would only get worse. Cork roadbed was the only way to go.

Now with rubber and plastic developments, foam rubber roadbeds have supposedly improved and become more reliable and UV resistant. Yet the real innovation is it has become easier to manufacture and produce and less reliant on overseas supplies. Cork relies solely on

supply from overseas and is re-manufactured over here. So is the new generation of foam rubber road-bed any better than cork, time will tell but right now I am sticking with what I know works and that is cork. The new foam rubber is more flexible and at times easier to use but as yet I am not sold on its durability and reliability. In time I may be proven wrong but for now I am sticking with cork as it is natural, durable and reliable plus it is a proven medium that has existed for a very long time. The bottom line is cork has an excellent track record and all knowledgeable and experienced modellers will use nothing else.

A quick note on PVA as a scenery glue.

Most people use PVA for their scenery requirements but not all PVA glues are the same. Those of you who have seen the How To Solution scenery clinics will be aware that there are PVA glues that contain certain percentages of solids and those that contain low percentages of solids, if any, and starch. When using PVA glue for scenery always insure that the PVA glue you are buying has a minimum of 30% solids and no, NO, starch. Selleys Aquahere is no longer acceptable, along with many other PVA glues, due to starch content.

The reason for the required solids content and no starch is that starch causes the glue to dry cloudy or white which is no good for scenery work.

Exhibitions

Warrnambool.

The 2002 show in Warrnambool was a much more comfortable exhibition with the weather not so blistering and air conditioning in all parts of the venue, not that they needed it this year. With a cooler summer Warrnambool has seen fewer visitors this year and this could be seen at the exhibition, organisers can only do so much. From Powerlines stand point the only disappointing issue was the lack of Australian layouts and displays.

Shepparton

What a venue, in 2002 the Shepparton exhibition has to be noted as being in an exceptional venue. Polished floors, air conditioning that worked and very clean. This was no ordinary hall, and the venue was not let down by the quantity or quality of the exhibits either. Layout for layout this exhibition was as good as any other in Australia without being overly commercial. What let this exhibition down was that for all the quantity and quality the patronage was lacking. For a provincial and country show I am sure the crowds were good but as an exhibition, many modellers and enthusiasts missed a good show.

Corio

For modellers and enthusiasts in Victoria, the Corio model railway exhibition is a must visit each year. The quality and quantity of layouts is never an issue at Corio as it always has a good mix of displays. This exhibition is also a place for modellers and enthusiasts to meet, catch up and make new acquaintances. It is also one of

the few exhibitions with a modelling contest where models, modellers and modellers skills can be recognised. There is never a dull moment and always plenty to interest even the most discerning modellers. The Hogwarts Express was running, as was Thomas the Tank Engine, there was a great Classic in a TT layout and an On30 layout McPhees Timber. Always well attended, the only down side was the heat, hot weather, over the weekend.

Chelsea

In Victoria the Labour Day weekend in March, the second weekend in March, is abundant with activities and events for families and individuals. One such event is the Chelsea Model Railway Exhibition held at the old Chelsea Town in Station Street. Close to the Chelsea Railway Station, a local bus stop and having abundant rear parking there is no problem with transportation or access. This years exhibition show cased many popular layouts such as Dingo Gorge, the full version of Black & White, Thomas the Tank, Rippon Lea, Glenmore East, Toscut, a Lionel layout, Paradise Valley in G gauge, Powell Town and others. On top of this was displays by the How To Solutions, Mornington Railway Preservation Society, the Bellarine Peninsula Preservation Society, The Little Architect, Railmotor Models, Motive Power Publications, Powerline Models Pty Ltd, Moorabbin Airport Airplane Museum and for retail sales Train World Pty Ltd. Although the weather was good, at times hot, and there being a lot of competition from other sources over the weekend, the exhibition was well attended. Overall a good show complemented by the AMRA Exhibition in Box Hill. The only complaint about this exhibition was that on Sunday the exhibition was a bit dark due to an incorrectly set dimmer switch, although most layouts had their own lighting anyway.

Boxhill

Also over the Victorian Labour Day weekend, this years exhibition by the AMRA was another good show for the railway enthusiast. This is a more commercially based exhibition with displays and retailers both local and interstate. This years show was a little smaller than that of last years and a bit more compact. Again this exhibition was also well attended with none of the lighting problems seen at Chelsea, as the hall was a wash with natural light. The down fall with the natural light being the only complaint, the air conditioning was below par and one exhibitor got sun burnt whilst running a layout.

National Rail & Freight Corp sold.

As predicted the National Rail Consortium Pty Ltd, a Lang Corporation and Toll Holdings joint venture, bid has acquired National Rail and Freight Corp. The announcement being made on the 31st January 2002 of the sale, with completion of the sale and National Rail Consortium assuming control by the end of February 2002. Total transaction value being \$1.172 billion dollars.

The results from this sale will bring substantial benefits and changes to the railway industry. Firstly it must be noted that NRC has provided employees with a 3-year job guarantee. This sale shows that the private sector recognises the untapped potential which railways still have and that they can make a profit. This purchase will see the integration of rail operations with Toll/Lang operations, which will see an injection of private sector expertise and a growth in rail use. This purchase should also see increased injection of investment into rail infrastructure for increased traffic and loading. The sale it is also believed would see more than 100 locomotives and over 500 wagons become surplus stock, which could be sold to other operators. Who knows what locomotives could end up where and in what liveries? The other interesting issue to note is that the increased privatisation of railways across Australia should see railways growing as a lobby group after years of being government controlled and being unable to combat the growing trucking lobby.

What needs to be addressed now is infrastructure, its capacity, reliability, height clearances, speed limits and efficiency.

With private operators like Freight Australia, Austrac, Silverton, Northern Rivers Railway, Australian Southern Railroad, Great Northern and the new National Rail Consortium there are sure to be exciting times ahead for rail operations in Australia.

The question now remains, What will be the livery and corporate logo of the new National Rail Consortium. Rumours have it the new name will be National Pacific and will utilise a livery similar to Freight Corp.

Northern Rivers Railroad sold?

At the time of going to press rumours have surfaced that QR, Queensland Railways, has purchased and taken over the operations of Northern Rivers Railroad. QR has proven itself to be quite a proactive railway with a view for success and the future; ie the tilt train and the 4000 class for starters show this. Along with its purchase of NRR the rumour is that Freight Australia and QR have entered into a strategic alliance now that the Toll Lang National Rail Consortium has purchased Freight Corp and National Rail. This has yet to be confirmed but none the less seem logical actions with which to aid the winning of contracts. The next 12 months will see an interesting time and possibly quite a few changes for railways in Australia; it is well worth keeping an eye on.

AR Kit Co continues

In the last issue of the Powerline Update we grieved the loss of Rodney James. Many modellers will sadly miss Rodney across Australia and his loss will also be felt at the numerous exhibitions he attended across Australia..

Alwyn Cutmore (also of L&C Kits) and his wife, Barbara Cutmore, have taken over the operations of AR Kit Co. The business is to revert to its former name AR Kits (Australian Railway Kits). Al is a well-known character in this great hobby whose ideas and enthusiasm could see great things at AR Kits and the

continuation of that which Rodney James set out to do and achieve.

We wish them every success in their endeavours.

Good for the Hobby

Most of you will be familiar with Thomas the Tank Engine and the Hornby range of models in OO scale. This is great for the Hobby and a good beginning tool. Well Bachmann are in on the act too with the Harry Potter & the Sorcerers Stone "Hogwarts Express" train set. This train set comes in two varieties, the basic and the deluxe sets. The train set features the locomotive and carriages from the movie, called Harry Potter and the Philosophers Stone in Australia. The steam locomotive and carriages are faithful to those featured in the movie. The set we have seen is the deluxe set which comes with the steam locomotive, 3 carriages, station 9 ¾, track and controller. This set has been available overseas since mid November 2001 and has been available in Australia since early December 2001 at hobby stores like Train World Pty Ltd in East Brighton.

Limited Edition and Specialty trains and train sets like Thomas the Tank and Hogwarts Express do a lot to attract interest in trains and the hobby. They also create collectables and items of interest for the future.

Of late there has been some talk about the Thomas the Tank, Harry Potter and the Powerline beginners sets concerning their accuracy. Concerning Powerline it has been the introduction of the Linkline F3A range and the train sets that contain them. The whole point of the exercise is to attract new people and beginners into the hobby with sets that will attract them with product, price and value for money. Paying for highly accurate and/or detailed product just will not do that thus Powerline has the F3A and the Linkline L series of train sets which represent the best value for money train sets for under \$200 on the Australian market today.

Shops, Stock and Supply- The great debate.

Many people have phoned, faxed and e-mailed Powerline Direct about Powerline product and where to get it. To put it simply Powerline product is available to bona fide's model and hobby shops who have a registered business, a shop in a retail zone and regular trading hours. There are over 100 stores across Australia who regularly order and carry Powerline product. Powerline Models Pty Ltd can not and does not determine what shops stock and carry, that is the decision of the individual store and its owner.

If your local hobby store does not have the Powerline product you are looking for you can either order what you want, go to another hobby shop that does have the Powerline product you are looking for or when you can get what you want or order what you want in the Powerline range contact Powerline Direct. When the Hobby stores do not have it, maybe we can help. Contact sales@ powerline.com.au or phone 03 9596-8123 or fax 03 9596-3917.

Closed for Business.

Yennora Hobbies formerly at 76 Railway Street in Yennora NSW has closed its shop doors. The closer of this reasonably large and well set up hobby store was unannounced and sudden. The hobby industry is all the poorer for the closure.

In South Australia Grahams Corner, the shop, has also closed its doors. The shop at 75 Gawler Street Mt Barker is no longer.

These are only two shops that have closed their doors recently and which I have highlighted, but over the past years it has been many more.

With out your support, you the modellers and enthusiasts, model and hobby shops will cease to exist. Remember it is model and hobby shops, which provide product, service and advice as well as a place to start from. Discounters, backyarders, mail order and internet businesses do not support, aide, nurture or support the hobby of model trains. They provide competitive pricing with no service, no advice, no real assistance and no after sales service. That's how they manage to be competitive plus they do not have the over heads of a retail business.

Do the right thing and support the real Model and Hobby stores or you will find product, service and the hobby on the decline.

Future Exhibitions

Powerline Models Pty Ltd attends many exhibitions each year in Victoria, New South Wales and Queensland. 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:

Ian Comport
Operations Manager
Powerline Models Pty Ltd
P.O. Box 2100
North Brighton 3186

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

Powerline Update back issues

Back issues of the Powerline Update are available on the Internet at the Powerline web site www.powerline.com.au or from Powerline Direct at P.O. Box 2100 North Brighton 3187. The cost off the Internet site is free for back issues but mailing out of back issues is becoming costly and we request that two 45-cent stamps be sent to cover costs and speed up delivery.

Use only Powerline parts.

Powerline Models Pty Ltd only recommends the use of original and genuine parts.

Point in case is the adaptors used for Kadee conversions. Those produced by Powerline are designed to fit the particular model in a strong ASB plastic. Other after market parts available seem similar but are not made to the exacting measurements as used by Powerline and they use a poorer standard of material. Problems that occur are poor fitting, inferior look, damage to the model and occasionally interference with the models correct operation.

ANY modification, change or alteration to a Powerline product which is not approved by Powerline Models Pty Ltd will immediately invalidate any warranty or claim.

Happenings in the Powerline family

On the 23rd February 2002 a new addition came into the Comport family. A little girl, Briannah Aimee Grove Comport, was born to Ian and Caroline Comport. Ian is the Operations Manager for Powerline Models Pty Ltd and Caroline is responsible for the many digital images you see on the Powerline web site and has attended many exhibitions over the years. The birth of Briannah has caused a few delays at Powerline Models Pty Ltd, and a few sleepless nights too.

Jenny Tolley the NSW representative for Powerline Models Pty Ltd has experienced some ill health mid March 2002 and is now recovering well. We wish her a speedy recovery and our best wishes.

This publication, along with the Powerline web site, is the official newsletter fro Powerline Models Pty Ltd.

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. sales@powerline.com.au

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