

THE POWERLINE UPDATE

Published Quarterly

Vol 4 Issue 4

2002

Welcome to the fourth and final 2002 issue of the Powerline Update for 2002. It has been an interesting year in 2002 but there is more to come in 2003. Over the year issues of the Update were delayed to try and capture and give late breaking news. Items included the new L202 and L203 locomotives, new train set releases, new rolling stock releases, technical updates and locomotive production runs.

2002 also saw increased production, assembly and content being Australian across the range as well as a policy change for future Powerline production. This policy change will see small production runs limited almost to order quantities so that doing these smaller production runs more often can boost the range. The only side effect to this will be, if you do not order you will most likely miss out. This policy is common place in the USA and Europe for many major manufacturers.

There is more in store in 2003 and you will hear it first officially through the Powerline Update.

Apology

It was with some dismay that in November 2002 it became apparent that Powerline Models Pty Ltd was not going to receive enough stocks of BL Class and G Class locomotives to meet existing back orders or satisfy demand. To those people who placed orders before the 31st August 2002 cut off date and who missed out we apologise. It was an unfortunate and disappointing occurrence.

G Class and BL Class release

The 2002 production run of G and BL Class locomotives has been and gone and for those who missed out here is a little of what happened.

In 2002 Powerline Direct went straight to its readers to float the idea of producing a run of G Class and BL Class locomotives. The response was very positive and the results received suggested a small production run was viable. To this point of time the retailers had been approached and written to twice about a production run with little response and very few, very small, orders. This had suggested there was no demand, which could not have been further from the truth.

On the comment received from Powerline Update readers Powerline Models Pty Ltd was approached to do a small production run of G Class and BL Class locomotives. Powerline Models Pty Ltd assessed the situation and placed a production run for a small production of G and BL Class locomotives. When this production run was confirmed and quantities were set down, Powerline Models Pty Ltd again approached its retailers for an order.

The intention was that only enough would be made to meet orders.

To allow the retailers plenty of time a cut off date of the 31st August 2002 was put in place. By this time production was under way and test samples arranged for inspection. During this time our sub contractor was also very busy doing overseas production for the American and European markets for Christmas. So there was a lot of production and activity. The test samples that arrived were ok but faults, errors and quality control issues were found that needed to be addressed. Note the cut off date of the 31st August had just passed and it was noted that there was only just enough production ordered to meet the orders and little more.

In October 2002 it became apparent that these quality control issues were going to be a cause for concern as the Powerline contractor found some of the production did not meet the QC requirements of Powerline Models Pty Ltd. It was then that Powerline Models Pty Ltd was informed, just before shipping, that the quantity to be shipped would be down on that actually expected.

Delivery of these locomotives confirmed the gravest fears of Powerline Models Pty Ltd. As the quantity received in November 2002 was less than the orders received up till the 31st August 2002. The decision was made to ration the supply of locomotives to those orders before the 31st August 2002 based on a pro rata supply based on quantities ordered. The idea being to distribute fairly, evenly and as broadly as possible. The process was centrally and tightly controlled with all orders being mailed out over two days.

Many individuals and retailers were caught off guard by the fact that the production run was sold out by the 31st August 2002 and due to a reduction in numbers that those numbers actually supplied would be rationed. Orders received after the 31st August 2002, which were many, would not be able to be supplied and those who ordered before the 31st August 2002 would get a rationed supply.

A production re-run has been proposed to meet all back orders held to date plus a little to cover any QC issues or small extra orders.

G Class and BL Class The last re-run.

Due to the number of outstanding back orders, and the large number of orders received after the 31st August 2002 cut off date, and the apparent demand that still exists. Powerline Models Pty Ltd has proposed another production run of G and BL Class locomotives in early 2003. This production run, it is proposed, will be sufficient to meet all existing back orders plus a little more. That is, Powerline Models Pty Ltd will be able to supply all stores who make it clear they wish to maintain

their back orders that have been received to date, and will invite further orders for more locomotives. The existing back orders that are confirmed will be honoured, if the production run goes ahead, and further orders will be supplied purely on a first come first served basis. The final decision of another production run rests with the retailers and the response they give on maintaining their back orders and whatever further orders are received. The cut off date will be the 20th December 2002 for confirmation of existing back orders and the addition of any further orders. Based on this cut off date delivery would be expected in late April or early May 2003.

At the present time it is highly unlikely that a re-run of the BL Class in the original National Rail livery will ever be run again. The V/Line G Class mark one is also highly unlikely to be produced again in the V/Line tangerine and grey livery. This will therefore be the last opportunity for customers and retailers to acquire these liveries. Please note it is not the intention of Powerline Models Pty Ltd to produce more locomotives than are ordered and those people who anticipate that Powerline Models Pty Ltd will hold stocks will be very disappointed. The unsaid word coming from Powerline Models Pty Ltd is that if you do not order, you will miss out.

G Class and BL Class orders

It is strongly recommend that all those people who still want a BL class in the original National rail livery and a G Class in the V/Line tangerine and grey livery, that you order or re check you still have an order with your local hobby retailer, Powerline retailer. Those people and stores who do not maintain and make it clear they want their back order may miss out.

For those without a Powerline retailer and for those whose local hobby store do not carry Powerline, Powerline Direct will accept orders. Powerline Direct is in the same boat as many retailers having back orders still to fill and orders post 31st August 2002. Those orders held to date will be honoured, if the new production run goes ahead, and further orders will be accepted by Powerline Direct on purely a first come first served basis.

These orders will be accepted on a first come first served basis along with all other orders but existing orders from retailers will be honoured and supplied first. So if you have an existing order with a Powerline retailer who has an existing back order, that is your best chance to get a model.

The following listing is that which Powerline Models Pty Ltd proposes to produce.

P216	G Class	V/Line	G511	
	Single motor			
P216	G Class	V/Line	G513	
	Single motor			
P217	G Class	V/Line	G512	Dual
	motor			
P218	BL Class	National Rail	BL 27	
	Single motor			
P218	BL Class	National Rail	BL29	
	Single motor			

P219 BL Class National Rail BL 35 Dual motor

Powerline Direct Orders

Any individual who has not got an order with their local hobby store, who does not have a local hobby store and who would like to order any of the locomotives mentioned in the previous section, are invited to get their orders in. The order must be by e-mail, fax or mail and no orders after the cut off date will be accepted. Please ensure your order request is in writing with your name, address, phone number and/or e-mail address. No deposit is requested at this date.

E-mail ian@powerline.com.au
 Fax (03) 9596-3917

Mail: Powerline Direct
 P.O. Box 2100
 North Brighton 3186

SHOP BACK ORDER LISTING

After the 20th December 2002 Powerline Models Pty Ltd will decide the fate of the production re-run. Should this production run go ahead, which I foresee it will, I have proposed to publish a list of shops who have orders for this production run.

This will mean people who missed out on placing an order will have a quick reference of possible shops from whom to order a locomotive. Only those shops with an existing back order will be listed.

The Indian Red Flat cars.

The Indian red flat cars also proved to be a popular item as production sold out before it had really been started. A limited number were to be made here in Australia and that planned quantity sold out very quickly. The choices were a plain flat car or a choice of 6 container liveries; Allied Pickfords, TrackFast, CSR, FCL, TNT and K&S. In all that made 7 items in the P700 range. The flat car is designed to carry three 20-foot containers and those that come with containers, came with 2 containers.

These new flat cars are based off the NSW OCX/OCY type flat car, which is similar to those, used in Victoria and South Australia.

Unfortunately these flat cars are sold out and can only be purchased from those stores who have stocks in store. Powerline Direct is unable to supply or take orders for these flat cars at the present time.

Delivery of these new flat cars was staggered across November and into January 2003.

The Green flat cars

The next production run of these new flat cars is to be in green. Orders for this next production run are still being

accepted but the planned production run is selling out fast. It is recommended that you consult your local hobby shop very quickly to get your order in or get your orders into Powerline Direct ASAP.

Again these flat cars will be available as the plain green flat car with no containers or with a choice of containers.

P701	Green flat car
P701AP	Green flat car with Allied Pickford containers
P701CSR	Green flat car with CSR containers
P701FCL	Green flat car with FCL containers
P701KS	Green flat car with K&S containers
P701TF	Green flat car with TNT containers
P701TNT	Green flat car with TrackFast containers

The retail price from Powerline Direct will be \$23.00 for the flat car and \$29.95 for the flat car with containers. It is highly recommended that orders be sent in ASAP.

Production in Australia.

Those of you who read the Update regularly will be aware that Powerline has implemented a policy of production in Australia. This has included the product, boxes, packaging materials, assembly and packing.

In 2002 we decided Powerline decided to produce the 60 foot flat cars similar to the OCX/OCY and to do as much as possible in Australia. This included the body, the paint, the painting, the assembly and the packing. It was also planned that paint detailing like signage, emblems, logos and the printing of product would be done in Australia. Planning was the easy part; it was the next steps through to finished product that would prove frustrating.

Issues that required attention that came up to haunt Powerline included types of paint to use, sourcing the paint, getting the correct paint colour mixed, the type of spray gun to use, the air compressor, the spray booth, pre spray preparation of product and the training of local artisans. Sure it was not going to be a short process but it took much longer than we had anticipated.

First there was the issue of buying the right spray gun, air compressor and spray booth. All at one stage or another presented a delay. With the spray booth it was firstly the size and design, then it was trying to get it built and then came the installation. Each stage had its own issues and its own delay costing Powerline months. The air compressor seemed a good choice with a reputable brand but then came the faults including failures, a production error and a recall, which also cost months but hopefully is sorted out now. The spray gun too present issues like the pressure required to get the best finish, this was found to change depending on the paint.

After months of sorting out the flat car bodies, the spray gun, the air compressor and the spray booth we thought we had it all together but the artisans involved needed training and practice. This too prolonged the process and held up, and slowed down, production. Issues to be dealt with were spraying technique, optimal gun pressures and volume of through put.

Many people when they buy a model off the shelf do not think about the time and effort expended to get production

of that model off the planning stage. Some models take years to happen whilst other that have been done previously might take 3 months or more to make happen again. It really can be a long process.

Powerline Models Pty Ltd next venture is to painting and application of liveries and logos. This will start off small with containers and if successful could be the start of some very small and limited production runs. The process involved here is also a slow and frustrating one starting with the artwork. Once you have got the artwork right you then need to break the artwork up into colour separations. Once you have the colour separations you then need to make a plate for each individual colour separation. The paint/ink required for each colour separation has to be chosen correctly to match what is required and needs to be expertly mixed to insure best results. With the plates done, and the correct colours on hand, it is then down to the printing process which involves doing each plate and colour separation in order whilst also making sure that alignment and matching is correct. Lining up the plates and the jig for each side of the model to be printed is a time consuming process involving trial and error. As each colour separation and each element of the livery or logo needs to line up with all other aspects in the livery or logo. All this before you get a single finished product.

As you will now be aware the procedures involved in the production process to bring you a finished product take time and are often a long and frustrating process. Experience, training, practice, trial and error all take time but the final outcome will be increased Australian production content.

New Productions in 2003

Powerline Models Pty Ltd has plans for some productions in 2003 on top of the possible G Class and BL Class re-runs. Mock-ups and pre-production samples have been to exhibitions and operated on various layouts for testing. It pays to attend exhibitions and keep your eyes open.

Again as is policy now the production runs will be small and orders will be required to ensure you get your model. Those who do not place an order by a designated deadline will most likely miss out. This can only be highlighted by the G Class and BL Class production run this year as well as the Indian red flat cars.

Obviously some of the production runs will feature 830 Class, 48 Class, 81 Class, G Class, BL Class and possibly G Class Mk 2 locomotives in new or various liveries. As yet Powerline Models Pty Ltd has formally announced no new releases or plans. Those wanting to obtain a model of the G Class mark 1 in V/Line or the BL Class in the original National Rail livery are strongly recommended to place their orders with their local hobby store or Powerline Direct NOW.

In 2003 rolling stock production runs are also expected to come back on line. This will include the P671 V/Line gondola, other flat car liveries and colours, possibly a few hoppers and may be even a few new containers. As is policy the production runs will be smaller often with orders being required to ensure you get the model you want.

The new 60-foot flat cars are an obvious production in 2002 in different colours. Indian red and green have been done but there are still a few more colours to do. These will be seen and released during 2003

Another possibility for 2003 will be new container liveries. Since Powerline Models Pty Ltd now has the ability to paint and print product in Australia there is likely to be short production runs, done on a regular basis, of different containers. Over time this could realise quite a range of containers available.

All new productions and plans will be officially announced here first in the Powerline Update. We expect an announcement in the next issue of the Powerline Update in March 2002.

Associated Distributors Update.

Associated Distributors Pty Ltd has finally got its T Class series 2 and series 3 white metal body kits back onto the market. Both kits are now ready and will be in stores from Friday 13th December 2002. All earlier delays and problems have been rectified. This is a popular Australian HO white metal kit, which is well suited to beginners and experts alike and should continue to sell well. Place your orders with your local hobby store now.

Repowering

It has been common place for people not interested in keeping a model original or as it was made to modify them or "up grade" to suit their requirements. There has been much debate about can motors, flywheels and centre drives but little attention to reason and practicality. Form and Function are the judging point with many models but is not the end all.

Powerline Models Pty Ltd has built and designed its locomotives with practicality, function, meeting a requirement and being up gradable. The SM/1 and SM/2 generation of Powerline locomotives are designed to go round better than 18 inch radius curves, run at scale speeds, to have good smooth slow running characteristics and to be good locomotives for all in the hobby from beginner to seasoned enthusiast. What's more these mechanisms, along with the 48/830 Class Y2K mechanism were designed, planned and developed right here in Australia. Non traction tyred wheel sets, nickel-plated wheel sets, RP25 wheels, Kadee couplers, dual motors and other options can easily be fitted. Can motors can also be added along with other detail parts. The newer SM/2 mechanism can be retro fitted into all G/BL/81 Class locomotives. Since the release of the SM/2 mechanism there have been no complaints and very few warranty claims. In fact once run in the SM/2 mechanism has been seen to match it with the best available in terms of smooth scale speed running.

A few people have chosen to take a harder route and to fit another mechanism to their models and that is purely their own choice. The downfalls start with fitting, securing and finish but end with flexibility. Also once you have made a modification like this you lose the service, advice and expertise of Powerline. The other down fall of a centre can motor is the radius curve they can negotiate.

Powerline Models Pty Ltd supports, backs up and services its own product lines offering maintenance and repair services as well as advice.

RP25 and new wheels in older locomotives Revisited

A few issues of Powerline Update ago we spoke of fitting the current wheel sets to the older generation of Powerline 81/BL/G Class locomotives. This modification has proved most successful except in well-used or worn locomotives.

The basic difference between the wheel sets of old and the new variety is the placement of the gear. On the older models the gear was hard up against the insulated wheel and on the newer model the gear is slightly off centre. So a quick modification is to move the off centre gear hard up against the insulated wheel on the axle.

By purely moving the gear to the insulated wheel one will note the insulating bush does not allow the gear to go hard up against the wheel. Therefore the bush will need to be filed flush with the wheel other wise roughly only 2/3 of the gear meshes with the older mechanism. It is recommended that once filed flush that a little araldite be used to ensure the gear is firm.

Once this is done the set up works well in many cases but wear and tear, along with a slightly refined gear on the axle, in other cases can cause a slight gear mesh issue. This in many cases is also due to wear on the driving gears on the motorised unit. The solution to this is either to mill or evenly file with a rats tail file the holding surface on the motorised sections frame. In affect this allows the gear to ride up slightly higher to gain a better mesh with the drive gears. Very little is required here and should be done to fit. You must ensure that all six areas on the frame are milled or filed the same to give correct heights and ride. This is not required in all cases just in some.

After many rebuilds and experiments with this set up it must be noted that all models retained a slight amount of wobble. In some more than other dependant on wear but on the whole much reduced from original wobbles in heirent in the model. This is due to the drive gear being so close to one wheel on one side of the axle. In most cases it is no reason for concern.

New motors for the older mechanisms are available from Powerline Direct.

How much can my locomotive pull? How much should my locomotive pull?

This is a great debate that everyone has one answer or another for. Yet the answer for each question can be given on various interpretations depending on your out look.

Firstly in having fun many model locomotives are capable of pulling around more rolling stock than the locomotive they represent in real life can. So when asking how much can my locomotive pull are we asking about the model or the real locomotive?

Secondly in realistic operations your model locomotive should only pull loads similar to the locomotive it

represents. Yet your model locomotive also should be able to pull a load which is greater than it would in real life. So when asking how much my locomotive should pull are we talking in terms of what the real locomotive pulls or in terms of what maximum the model is capable of?

At an exhibition I attended this year an operator of an Australian layout stated that his 48 Class would only pull 20 coaches around his layout, which included a grade. He compared this with another locomotive, which could pull 26 of the same coaches around the same layout. I got a stunned look when I asked was he operating for fun or for realism. After he stated he was aiming for realistic operations I then asked him what he would expect the 48 Class to be able to pull in real life. After some discussion with various people it was agreed that in real life a sole 48 Class would not be expected to be able to pull 20 coaches up a grade. The other locomotive it was also agreed was of a more modern, more advanced, more powerful and heavier type of locomotive that would be expected to pull double the load of the 48 Class. Here a good laugh and a few jokes broke the atmosphere.

Now the question is, should your model locomotive be able to pull the same load or heavier than that in real life?

The answer must firstly be clarified by asking are you having fun or are you aiming for realistic operations?

If the answer is for fun then who really cares what it can, can not, should or should not be able to pull in terms of a load as long as you are having fun. If you want bigger loads then the locomotive can pull, add another locomotive, change locomotives or modify the locomotive so it can pull more.

If the answer is for realistic operation then your model should only pull a load comparable to that of the same locomotive in real life. For most models this is not a problem unless you are running heavy rolling stock. Powerline locomotives are designed to pull realistic loads at realistic speeds. Yes some locomotives will pull loads far greater than they would in real life and will travel much faster too, ie the 48 Class, but it really is up to you how you decide to operate.

The Colour debate

Which colour is correct?

Here is the other great debate amongst modellers concerning paint colour, livery and logos. Fortunately no one person can accurately debate the issue unless they are talking about a particular item, at a particular time and have an accurate and colour matched photograph. The reason for this is that on the railways a particular class of locomotive may have variations caused by the contractor, paint batch, paint brand and where each locomotive was painted. Then there are issues like fading, sunlight and how each batch and brand of paint is affected, and weathering of course. A photograph is a good way to match your particular model to the real item but remember that this too can change depending on the time of day, the angle of the photo, the film you use, Kodak-Fuji-AGFA-Kodachrome-Ilford, as well as the developer and the developing process. Photographing during or after the rain

can also give a colour rich photograph. I have seen photographs taken at the same place, at the same time and on the same day by rail enthusiasts which when developed have given different results in terms of colour.

So this question is like asking how long is a piece of string. To be really accurate you can get the paint code for the colour you want and have the colour professional mixed. This can be quite expensive but it will get you as close to the correct colour as is possible. At Powerline colour chips have been matched to locomotives and rolling stock on site, so the colours used by Powerline Models Pty Ltd have been matched to the actual locomotives.

In reality getting very close is close enough because for anyone to prove you wrong they would either have to have a very good picture based on the same date and timing or have the piece of rolling stock to hand to match it to. Incorrect colours are very obvious but when you are close it is very difficult to debate. A classic is the Mustard colour as used by S.A.R, which varied greatly from paint shop to paint shop. An interesting development in the USA has seen the new BNSF livery fade to yellow, which is a dramatic change, resulting in an almost Union Pacific appearance from a distance. So sun fade and weather can make a dramatic change.

TLB Paints produce an excellent range of paints for the Australian modeller, which are about as close as you are going to get.

Another interesting rumour surrounding paints and paint colours is that the well known Tangerine of V/Line was actually surplus paint purchased from the Ansett of old. I could not confirm whether that is true or not but it was an interesting comment. I wonder if there is a stockpile of blue or yellow going cheap?

Track Warning

There are various track products and track brands available on the market today. Many materials and variations are used in track manufacture and it is highly recommended to avoid steel and alloy tracks and stick with nickel silver wherever possible. Some brand claim to be nickel silver but are actually an alloy close to but not quite nickel silver. Other issues that arise are the code of the track, the tracks profile, the actual track gauge and the quality of the sleepers. As such Powerline Models Pty Ltd uses only Atlas track which is HO scale code 100 nickel silver track and recommends only two brands of track; ATLAS and PECO. Beware of cheap or discounted track and accept no substitutes and you will be rewarded with a lower maintenance requirement and better running. At Powerline Model Pty Ltd even the train sets and expansion track packs feature quality Atlas code 100 nickel silver track. Other brands train sets, cheaper and more expensive, tend to sell you their own brand of track which is often track that would not or could not be sold outside the train sets or without the train sets.

Sticking with the right track will make a huge difference to any model railway in the long term and better running even in the short term. A poor operating train set or system is frustrating and a negative for the hobby as many people lose interest if it does not run right or becomes worse over time.

Track suggestions

It is strongly recommended that nickel silver track be used and preferably by reputable names like ATLAS and PECO. Code 100 is recommended for starters, beginners and people new to track work. With more experience and knowledge other finer codes of track can be used.

The track radius is an important factor to consider when laying your track. The tightness of a curve can dictate what you can run, in terms of locomotives and rolling stock, and how long your train can be. The tightest recommended radius or curve rate is 18 inches, which is a diameter of 36 inches or 3 foot. Any tighter is asking for trouble. Always go for the biggest radius, curve, you can fit and you will enjoy better running.

The gradient of your track, or some like to put it the steepness, should not be greater than 5% or 1 in 20. That is for every centimetre in height you need to have 20 centromeres in length or for every inch you want to go up, or down, you will need 20 inches in length. Shallower gradients are recommended as the steeper you go the smaller the loads and trains you can use on them.

Never ever nail down points or crossings. Always nail either side of them. For starters points and crossing are the most expensive pieces of track you buy and when nailed are prone to being easily damaged. Also as is often the case layouts are changed and redesigned from time to time and nailing down points and crossing means that when removing them it is highly likely you will damage them. So for reliability and easy reuse do not nail, or tack down your points and crossings.

When using underlay cork is recommended, for HO 3mm thick cork strips. Foams and plastic, contrary to manufacturer and sales comments, are affected by sun light and UV rays. If using foam or plastic underlays always ballast as soon as possible. Foams exposed to direct sunlight and UV rays do break up and will create dust and foam particles that are bad for your locomotives. Foams are also more susceptible to some glues, solvents and oils used by many in the hobby.

When cleaning your track use a track rubber made by Peco or Fleishmann and avoid sanding blocks, sanding papers and other abrasives. Never ever use a file and if using oil on your track stick with the Peco product electolube or Wahl Oil. Track cleaning cars appear great but are not very effective in the long term, especially those using sanding or abrasive pads. Products like Centreline track cleaning cars have shown to be a good alternative although they are rather expensive.

The Web Page

This is the latest and quickest way to stay up to date. Fully operational and up dated monthly this site is up and running. You will need Multimedia Flash and Adobe Acrobat to make it work best.

Note it will be worth keeping an eye on the news and the price list as these will indicate most of the changes, and provide information on what is available and what is coming.

www.powerline.com.au

Exhibitions

PORTLAND

To us this was a brand new exhibition that was a great unknown. This was the first time Powerline Models Pty Ltd had put on a display in Portland and the last exhibition to be attended for 2002. Held in the Cable Tram depot and visitors centre the exhibition was a small show featuring numerous layouts and displays from Warrnambool, Geelong, Harcourt, Stawell, Portland, Hamilton, Adelaide, Ballarat and Melbourne. Train Clubs from Corio, Warrnambool, Ballarat, the Grampians (Stawell), Portland and Hamilton were in attendance. One of Portland layouts on display was actually a representation of the old wharf, the Portland Sea baths and the Portland foreshore. A realistic layout to behold that is well done and used as a display in the visitors' centre. Unfortunately due to its size it can not visit other exhibitions which is quite disappointing, yes there were requests for this layout to attend other exhibitions, but stacks up as a good reason to visit this exhibition along with the other layouts and displays there are to see. G, HO and N scale were all represent, as also was Hornby TT. Yet this exhibition had one other attraction, a very well built reproduction of a cable tram with trailer for rides from the exhibition into Portland and back. For those who made the trip to Portland it was an enjoyable exhibition and my one regret was that I did not have time to take a ride on the cable tram.

Future Exhibitions

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

Exhibitions

Warrnambool.

Warrnambool MRC
11-12th January 2003
Archie Graham Centre
Timor Street
Warrnambool
(Go by Train or car)
Good air conditioned show
Make it a day and travel West Coast

Corio

Corio MRC
24-27 January 2003
Centenary Hall
Cox Road
Norlane

(go by Train or Car)
Always something of interest
A must visit

Chelsea

Long Beach MRC
8-10th March 2003
Chelsea Town Hall
Station Street
Chelsea

(go by Train, Bus or Car)
Air conditioned and easily accessed
Good second hand stall this year
Excellent family outing for weekend

Boxhill

AMRA
7-10th March 2003
Whitehorse Aquatic Centre
Surrey Drive
Surrey Park
Box Hill
(by car or Bus)

Bendigo

Bendigo MR Inc
18th-21st April 2003
BriT College
136 McCrae Street
Bendigo
(Go by Train, bus or car)
Great family day, always something
Of interest and plenty for family to do in Bendigo

Hobsons Bay

Hobsons Bay MRC
19th-21st April 2003
Albert Park College
Danks Street
South Melbourne
(Go by Train, Tram, bus or car)
A must for Australian Modellers

Canberra

Canberra MRC
5-6th April 2003
National Hockey Centre
Mouat Street
Lyneham
Canberra
(best by car)
Canberra's best and finest
A must visit

Brisbane

AMRA
3rd-5th May 2003
RNA Show Grounds
Sheep & Wool Pavilion
Gregory Terrace
Fortitude Valley
Australia's biggest railway exhibition and
Possibly the best due to pure size and number of
Exhibits. In Queensland it is a must and interstateers
would not be disappointed.

Adelaide

AMREI

7-9th June 2003
SA Greyhound Racing Authorities
Greyhound Park Complex
55 Cardigan Street
Angle Park
S.A
One of Australia's largest railway exhibitions.
Adelaide's finest and a must for all S.A modellers.
A great family weekend for all

Morwell

La Trobe Valley MRC
7-9th June 2003
TBA
(Go by train or car)
This year bigger and better then ever
Always a good show.
All new venue

Burwood East

Waverley MRC
7-9th June 2003
World Vision Centre
Vision Drive
Burwood East
(Best by car)
Good family day

Stawell

Grampians MRC
July 2003
Drill Hall
Sloane Street
Stawell
(Best by car)
Over the years this exhibition has created
quite a few surprises and has proved to be
Innovative and a must visit for those willing
To make the effort.

Essendon

Metro MRC
August 2003
Ukrainian Community Hall
3-11 Russell Street
Essendon
Opposite Essendon Railway Station
(Go by car train or tram)
Good family outing.

Adamstown, Newcastle

Our Town MRC
August 2003
Basket Ball Stadium
(By train or car)
One of Australia's biggest
Always worth a visit, something for everyone
A good family day out.

Braybrook, Sunshine

Sunshine MRC
Braybrook Secondary College
August 2003.

Exhibitions, the future.

To promote the hobby of model trains.
To attract people to the hobby of model trains.

To show how great the hobby of model trains is.
To show what can be done in the hobby of model trains.
To show case model train layouts.
To promote model train clubs.
To promote what is available in the hobby of model trains.

Surprisingly this little write up in the previous issue of the Update attracted very little comment, debate or interest. This was rather disappointing and tends to indicate apathy. The hobby can not afford to be relaxed, apathetic, elitist or inactive.

Exhibition round up.

This year Powerline Models Pty Ltd and its team attended some 20 plus exhibitions from Adelaide to Brisbane. We met many people, saw many layouts and displays, spoke to many people in the industry, spoke to many of you who had questions, queries and requests and over all had some fun. 2003 is shaping up as an interesting year for all exhibitions from Australia's largest and premier railway exhibition in Brisbane through to the smaller country shows. All are worth a visit and your support, and for those who think they can make a difference, join a train club. Only through supporting beginners, train clubs, train exhibitions and good railway retailers can this hobby grow and expand. In 2003 Exhibitions to consider include; Warrnambool, Corio, Croydon, Chelsea, Boxhill, Bendigo, Hobsons Bay, Canberra, Brisbane, Morwell, Adelaide, Glen Waverley, Stawell, Essendon, Newcastle, Sunshine, Hahndorf, Liverpool and Portland for starters as well as others that may yet to be confirmed like Mildura, Nurlunga and Ballarat.

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 a stamped self addressed envelope be sent as well as an additional 45 cent stamp cover costs and speed up delivery.

New Book of Interest

Rail Books ARHS has released its first book " Steam Locomotives of the Victorian Railways, Volume 1 The First Fifty Years". A very neat, informative, well set out and well presented book for all enthusiasts. Available from all good hobby and books stores it is a must for any Victorian Railway enthusiast, just in time for Christmas, at the bargain price of \$89.95.

Rail Books ARHS is the new publishing group of the Australian Railway Historical Society (Victoria Division). As suggested by the title this new book is one of a set to be produced along with various other titles that will be well sought after when they are released.

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SEASONS GREETINGS

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MERRY CHRISTMAS

To all our valued readers and supports from the people at Powerline Direct.

ARTICLES & Write Ups Submissions & Acceptances.

The Powerline Update will accept original submissions, articles and write ups from its readers and those with a common interest.

All writings must be on topics concerning either; model trains, Australian model trains, HO scale model trains, Australian Railways, Powerline model trains, model train modifications, model train detailing, model train layouts, DCC, train and/or railway exhibitions, model train clubs, electrical issues within model trains, and issues of interest within the hobby.

Acceptance and publication of any submission will be solely at the discretion of the Powerline Update. All published submissions will have the authors name recognised. All submissions to be considered for publication must come with a name, address, phone number and contact details.

The Powerline Update will, where possible, check the accuracy or validity of any submission and will not publish any submissions that may be sensitive or questionable. The Powerline Update will also accept no responsibility for the accuracy, reliability, statements made or views and opinions expressed in any submission.

Articles should be at least 80 words and can be anything up to a page. Submissions should be in word or as a hard copy, long articles must be provided in word and as a hard copy.

Submissions can be sent as follows:

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Please note that the Powerline Update does not pay for articles or submissions, especially considering that the Powerline Update is a free publication.
