

THE POWERLINE UPDATE

The Official Newsletter for Powerline Direct and all the latest news concerning Powerline Models Pty Ltd
www.powerline.com.au

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Welcome to the second issue of the Update for 2003.

G Class and BL Class release

Well the latest release of V/Line mark one G Class locomotives will due for official release on Monday 23 June 2003. On Monday 23rd June 2003 these locomotives will be shipped to stores with guaranteed back orders first and anything left will be shipped to outstanding back orders on a first come first served basis. Some of the BL Class Locomotives in National Rail livery (BL27) will also be available on that date as well, with BL29 and BL35 to follow shortly afterwards. Last year production was sold out before the end of August and most stores were sold out within days of receiving them in December 2002. By February 2003 only two stores had stock and that was Toowoomba Trains and Toys in Toowoomba QLD and The Railway Shop at South Brisbane station and both only had BL Class locomotives. A brief check at the Brisbane Railway Exhibition in May 2003 revealed each had 1 BL Class left. This shipment due for release on Monday 23rd June 2003 will be sold out, in terms of Powerline Models Pty Ltd stock, before it arrives in Australia. Shops are expected to sell out relatively quickly depending on the quantities of stock they ordered.

As of right now the only place to get a G or BL Class locomotive is from one of the following stores and even then many will sell out quite quickly.

Train World	Vic
Ballarat Model World	Vic
Branchline	Vic
Brosters Toys & Hobbies	Vic
De Grandis Sportsgoods	Vic
Fairy Street Newsagency	Vic
Grahams Corner	SA
Hobbies Plus	Vic
Junction Models	SA
Perth Hobby Centre	WA
South Aust Hobby Centre	SA
The Buffer Stop	Vic
The Hobby Man	Vic
The Railfan Shop	Vic
Victoria Hobby Centre	Vic
Werribee Hobby Centre	Vic
Stanbridges Hobbies	WA
Punchbowl Hobby Centre	NSW
The Railway Shop	QLD
PJs Hobby World	Vic
Emerald Lake	Vic
Bergs Hobbies	NSW

All Aboard	NSW
Caseys Toy Warehouse	NSW
Frontline Hobbies	NSW
Hobby Co	NSW
Hunter Valley Model Railways	NSW
Mals Toy Shop	NSW
Micro Models Hobby land	NSW
Penrith Toy & Hobby	NSW
Port World of Models	NSW
Railway House	NSW
The Signal Box	NSW
VAGGS	NSW
Vic Barnes Cycles & Model Rwys	NSW
Vogler & Son	QLD
Toms Discount Hobby Warehouse	NSW
Casula Hobbies	NSW
Seymour Toyworld	Vic
Hobby One	QLD
Forest Miniatures	NSW
Platform One	NSW
Toowoomba Trains & toys	QLD
Horizon Hobbies	QLD
The Train Place	Vic
Model Mania	SA
Steam and Whistle	SA
Valley Hobbies	Vic
Parkers Toykingdon	NSW
Turntable Hobbies	Vic
Garden Miniature Rwys	Vic
DNJ Hobbies & collectables	SA
Toys of Joy	Vic
Whitehouse Aussie Trains	NSW
Train Trader	NSW
Frankston Hobbies	Vic

This list is complete and correct as at the end of May 2003 and is unlikely to change. To date no other stores have orders or back orders for the soon to be released G/BL Class Locomotives. These stores are the last bastions of hope for anyone who has not yet ordered a locomotive. Unless there are any cancellation Powerline Direct is unable to fill any more orders. If you want a locomotive and you do not have an order then contact one of the above stores, as they are the only places likely to have stock.

BL29 and BL35 Delay

P218 BL Class National Rail Single motor
BL-29

And

P219 BL Class National Rail Dual Motor
BL-35.

Have apparently missed the ship according to shipping documentation we have received. The reason for this event has yet to be clarified by our sub contractor but will follow shortly.

A date for the release of these locomotive will be announced as soon as details come to hand and will be published on the news section of the Powerline web site, expected to be late July 2003.

This was an unforeseen delay for which we apologise.

P218 BL Class National Rail Single motor
BL-27 is being shipped with the G class locomotives and will be released with G Class locomotives on Monday 23 June 2003.

48 Class Production

Powerline Models Pty Ltd will be producing the following 48 Class locomotives for delivery in late September or early October 2002. The official release is expected to be at Liverpool exhibition in October 2003.

P232A 48 Class mark 3 Candy (4894,4895,
48102)

P233A 48 Class mark 3 Red Terror (48107,
48121)

ORDERS ACCEPTED NOW.

Orders for these locomotives have been accepted now for a short time and as stated previously only a short production run is planned. For shops and individuals now is the time to order because if you do not have an order you will miss out. Once these locomotives go into production that's it with the exception of any cancellations. When they arrive in Australia they will be sold out and it will be too late and only those shops that order will have stock. Those stores who do not order enough will run out and will not be able to get any more till the next production run. As yet a deadline has not been set but we would expect the order deadline to be the end of July 2003.

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

Orders for the 48 Class locomotives will continue till at least the end of July 2003. After that time we may be unable to accept orders.

Currently we are unable to meet any further BL or G Class orders as production is basically sold out but we will accept orders on a first come first served basis pending any cancellations.

The flat cars

The saga continues with Indian red, Green and Grey back orders continuing to be filled. These flat cars have sold very well and demand is strong. Unfortunately local production has failed to rise to the occasion due to production and equipment issues creating production delays.

It is believed now that all production issues have been sorted out and most back orders have now been filled. There are still a few small orders to be met and this will be done very shortly. With this in mind another production run has been put in place.

Orders are now being accepted for the P700, P701 and P702 series of flat cars. All people wanting one or more models is recommended to place an order with their local hobby store or Powerline Direct as soon as possible. Supply is expected to start on the next production run at the beginning of the next financial year, July 2003.

Please note that the second run of flat cars will be moulded in colour and will not be spray-painted to reduce production delays. This should improve our turn around times and allow us to speed up releases in the future. Along with this change Powerline Models Pty Ltd has been looking into alternative container liveries with a view to local production increases.

The retail price from Powerline Direct will be \$23.00 for the flatcar and \$29.95 for the flat car with containers.

The Blue Flat car.

After demand for the Indian red, green and grey flat cars has been met it is proposed to follow up with a production run of blue flat cars.

This flat car is proposed for production in September/October 2003 and its coding will be P703. What configuration this flat cars is available in will depend on what containers are available when it goes into production as the supply of TNT, K&S and FCL containers from the last production run are in low supply. Powerline Models Pty Ltd is looking into other container liveries to change the range around a little as mentioned previously.

Future Productions

As stated previously Powerline Models Pty Ltd is trying to hold off on announcing new productions until they have them in place. This is so more accurate release dates can be set and you the customer not be disappointed or frustrated due to delays.

Even with the policy this does not stop people constantly asking questions on what is coming and what is planned for the future. Rumours abound and people like answers.

Yet we at the Update can state that 81 classes in National Rail livery, BL Classes in Steel Link livery and other liveries have been spotted on the Powerline stand at exhibitions across Australia giving an indication of what has not been announced but may be soon. Who can forget the proposed demonstrator BL Class surely that would be a possibility.

On top of this Powerline has moved on the OCX/OCY type flat car with Indian Red, Green and grey paint liveries already released and hints that others will follow. Possibly black, yellow or orange, and blue has been announced.

We also know that Powerline Models Pty Ltd has been toying with its containers with TNT, K&S and FCL released again recently, and almost sold out again, and other liveries displayed again on the Powerline stand at various exhibitions.

The 48 Class mark 3 in Red Terror and Candy has been announced and the G/BLs are coming but displays by Powerline indicate more is to come. What is coming we will have to wait and find out. Personally I am pushing for either a special like R.I.C or a 3801 Limited.

So far we have covered locomotives and one item of freight. Well the news on coaches is blank. No new samples have been seen at exhibitions, no mock-ups have been displayed and the word to date on any passenger coach production has been that nothing has been planned. Yet with freight wagons the comment has been made that locomotives need wagons to make a train. From the little we have seen and heard on the freight wagon front it is clear that Powerline Models Pty Ltd is planning to produce more in the way of freight wagons. For some time now the Freight Rail and V/Line Cylindrical Hoppers have been out of stock, as have the V/Line Gondola and various other

wagons. With all this mind it is expected that Powerline Models Pty Ltd will be making an announcement in the near future on freight wagon production.

Now all this may seem like a riddle or a teaser but the fact is Powerline Models Pty Ltd does not want anything announced until it at least has a production date or even a delivery date in place. This does not stop us at the Powerline Update giving hints based on items that have been spotted at exhibitions both on the Powerline displays and on layouts. Many people miss these little clues because they either do not see them or they did not go to the exhibition at which they were slipped in. It really does pay to go to exhibitions and to check out the layouts and the Powerline display because you never know what hidden surprises slip in.

What this all indicates is that there is more to come from Powerline Models Pty Ltd and when Powerline has it in place it will spring them onto the market place. From all the comments to date we know that these will be small production runs with a view to building a range by producing less at a time but producing more often.

The bottom line is keep an eye on Powerline because there is more to come and you will hear it first on the news section of the Powerline web site and in the Powerline Update.

L series maintenance note.

Firstly L series locomotives refers to the following F3A locomotives painted in Australian liveries:
L201 AN green yellow
L202 V/Line Tangerine and grey
L203 NSW Candy

From extensive testing in house, and by other outside of Powerline, it has become apparent that after 400 plus hours of running the motor bearings on the L series locomotives develop a problem. Usually this comes apparent at 600 hours of running and can cause failures between 600-1400 hours of running depending on the nature and continuous nature of the running, and yes we have had locomotives clocked with over 1000 hours of running time.

Investigation has shown a simple problem, which has a simple fix. The motor bearings on these locomotives can run dry and will run dry for sometime till they get hot. When these bearings get hot they cause running problems, which adds more stain to the bearings as well as causing internal problems to the motor itself. Internal problems include premature brush wearing, armature damage and motor failure.

The simple fix is lubrication of the motor bearings after about 20-50 hours of running. Just a drop of oil at either end of the motor and no more which takes 5 minutes at the most. The motors can run up to 200 hours without a re-lube but 200 hours is the maximum.

The body is easy to remove by unclipping at the fuel tank either side and then lifting up the rear of the body and carefully slipping over the front coupler to remove the body. Then replace in reverse order.

Number One End.

In the last month I have had numerous questions on what is the number one end of various locomotives, mostly the G/BL/81 Class locomotives. With the current operations of the locomotive fleets using the number one end forward or even identifying the number one end has been seen as important. Having ditch lights or added forward facing lights, changes in cab set ups and even the way a livery is designed and applied identifies the number one end. One gentleman told me it depended on where the fuel gauge was located on the fuel tank, at which end.

On the G/BL/81 Class locomotives I have been informed that the number one end, number one cab or preferred forward facing cab is that cab at the other end to the dynamic brake array, triple fan and grid array. So the triple fan/ dynamic brake array is at the number two end I have been told. This has come from a reliable source and I would be interested in hearing from anyone who disagrees. Unless corrected later I believe this is correct. On locomotives I have looked at this corresponds with the comment on the fuel gauge above.

LOCOMOTIVES STILL AVAILABLE.

The following locomotives are still available from Powerline and local hobby stores across Australia:

P204S 81 Class STEALTH 8167 & 8175 Dual motors
P206 81 Class Freight Rail 8108, 8181 & 8148 Single motor

P207 81 Class Freight Rail 8177 Dual Motor
P235B 48 Class Mk1 Freight Corp 4806 & 4862
P239 48 Class Mk1 Austrac 4814 & 4836

Australian liveried F3A Locomotives.
L201 AN
L202 V/Line
L203 NSW Candy

Locomotives that should be available in some stores, on the 23rd June 2003, include:

P216 G Class Mk1 V/Line G511 & G513 single motor
P217 G Class Mk1 V/Line G512 Dual motor
P218 BL Class National Rail BL27 single motor

With the following locomotives to follow shortly afterwards:

P218 BL Class National Rail BL29 single motor
P219 BL Class National Rail BL35 Dual Motor.

Please note that Powerline Models Pty Ltd is basically sold out of P216, P217, P218 and P219 and the only stock available will be from stores who have ordered stock. I cannot stress this too strongly and those who wait will miss out.

I have been informed that plans are under way for some fresh production runs along with some new liveries. Those who have been to various exhibitions this year where Powerline has been in attendance would possibly have seen some of the pre-production samples on display. Right now there are no official announcements apart from the V/Line Mk1 G Class, National Rail BL Class, Red Terror 48 Class MK3 and the Candy 48 Class Mk3. But keep your eyes open, as there are plans for future productions

that will be seen at exhibitions and mentioned on the Powerline web site first.

News on the front page of www.powerline.com.au is updated at least monthly, sometimes more.

Powerline Web CD.

In late June or mid July CDs of the Powerline web site will be available for \$15 each including packaging and postage. These are being made for those who have computers but do not have Internet access and will be the latest version available at the time of the order.

All content available will be as per the web site in FLASH with pricelist and other listing in PDF format, you will need Adobe Acrobat. All available photos will be included and the CD should run just like the Internet site.

Orders will be accepted now with postage within the week of receiving payment. Only Visa card, Master card, Bank card, Money Orders and cheques will be accepted as forms of payment and all details should be sent to either sales@powerline.com.au

or to

Powerline Direct CD Offer
P.O Box 2100
North Brighton 3187

Please note you will need to have at least Windows 95, Adobe Acrobat, multi media capability and a Pentium. Computer with a CD ROM.

S Coach Bodies

Due to the recent AMRM articles by Graeme Brown Powerline Models Pty Ltd has made available some NQR S Coach bodies minus bogies. These bodies have paint defects and carry no stated or implied warranty or guarantee. These are being released solely for those wishing to modify, rebuild or remanufacture the coach in to something else. They come as is with no returns accepted.

Train Simulators

A lot has been written in magazines about Train Simulators and the various brands available and what they do. In Australia two brands are readily available and they are the Microsoft Train simulator and Aurans Trainz Train Simulator. There are many pros and cons with both brands but these two are considered the best of the pack. Both are very similar in concept, operation and graphics. Both can be modified and have down loads added. My favourite modification, up grade, to date has got to be the Puffing Billy simulation done on Microsoft Train Simulator closely followed by the VR Spirit of Progress S Class steam locomotive I have seen, after this has got to be the V/Line G Class closely followed by a Candy 81 Class and all done on the Microsoft Train Simulators.

When asked which is best, which many people have done, I find the answer hard to give. More information is required such as how good are you on computers and what do you want. Those who want something that is easy to down load, easy to sets up, easy to run straight away and

which is basically plug and play then Microsoft Train Simulator wins. For those willing to do a bit more with their program and willing to put a bit more into it and who want easy access to off the shelf Australian locomotives then it is Trainz.

After reading various articles in Model Railroader, Model Railroader News and on the Internet I thought Microsoft were a bit ahead. After speaking to people with both programs it became a bit fuzzy. Those with a bit of computer smarts went with Trainz but those who wanted a simulator or just wanted a game to run went for the Microsoft product. Both are good, both are worth having and both are readily available but this editor right now feels that the Microsoft Train Simulator is a head and at an RRP of \$49.95 is great value. Yet it must be noted there is no substitute for operating your own railway or layout.

DCC

Atlas Master, Arnold Digital, CVP Products, Digitrax, IC Controls, LGB Digital, Lenz, MRC, NCE, Power Systems, Ramfixx Tech, RJC, Roco, TCS, Uhlenbrock, Zimo, and ZTC are just 17 of some of the DCC systems available on the market. All of which I have had some exposure to and operation of. Since my last article there has been some very positive feedback and some detractors concerning my chosen recommendations. To put it simply I chose the best beginners set up which best suited starters and those who wanted form, function and reliability at the best price. Then I chose that system that was quite simply the best with the best form, function, versatility and scope for expansion.

On another note some individuals have approached me concerning the viability of using DCC on their layouts with their fleet of locomotives. It would appear there is a lot of misinformation and some individuals that only know the very basics. I do not confess to know it all, or even half of it, but I do know enough to inform people how it works and how they can use it with their locomotives and their layouts. I am not a supporter of DCC and I do not think it is the way to go but it does have a place in this vast hobby we all share. The basics of DCC is that you control the locomotive, not the track, you can control multiple locomotives independently or as a multiple unit lash-up consist on the one section of track, track wiring is simplified and reduced and the operation of each independent locomotive can be programmed to run realistically with every other locomotive in your fleet. Anyone who tells you that DCC will not work with your locomotives or on your layout is wrong, as there is a system and a decoder now to suit all and any application on any layout that utilises commercially available products.

The problems and issues surrounding DCC include; people spending too much time on CVs(Configuration Variables) and programming their locomotive than actually operating them, that the whole idea of blocks and safe working operations are lost in DCC and that all variables in operating DCC must be right. Should a chip fail, a commander malfunction, electro frogs be used, the track work be dirty or the wiring not be perfect a DCC System generally will fail and should a reversing loop be a part of your layout you will need a circuit to make this work on DCC which is an added expense. Also at the start up stage

DCC is very expensive. This is even before I go into the complexities of programming, using and fine-tuning the system. DCC is great if that's what you really want but for those starting out or just wanting to operate their trains it adds other elements and complexities which can be frustrating or off putting. We are quick to adopt technologies and implement them but often we lose sight of what we want to achieve and what is the easiest or best way to achieve those aims. DCC is not a replacement for the conventionally operated layout, it is an alternative.

Another source of questions and comments was the issue of decoders. In short there is now a decoder to suit any application with up to 8 functions as well as sound. Decoders also come as basic circuit boards or as circuit boards with a loose wiring pattern, 6-pin plug or 8-pin plug. This is an area I will cover in more detail in another issue of the Update.

The move into DCC is not a cheap option in any way and is not a decision to be taken lightly. You must look at what you want to get out of it and what you want it to do. Remember Form, Function and reliability not to mention the ability to expand, use other systems, NMRA compatibility, warranty and repair or service turn around times.

Exhibitions

Box Hill

This year's exhibition by the Victorian AMRA featured over 44 displays. Japanese, N scale British, N scale USA, O and Oe European, HO American, HO Australian, O scale English narrow gauge, HO German, trade stands, Club stands, buses and trams meant there was something for everyone. Again commercial, display and information based stands dominated with approx 13 operating layouts out of 46 stands. There was more to this exhibition than just layouts and the trade stands as a move towards how to and information based stands/displays gave the general public information on the different groups and clubs as well as showing the public how many of the layouts, models and scenes on them are created. Although I personally feel that an exhibition should have at least 50% of its content as operating and operational layouts, practical stands of a how to or informative nature are always good. As an AMRA exhibition Box Hill seemed to lack support and although good in terms of other exhibitions it lacked fire or enthusiasm.

Chelsea

Cancelled.

Bendigo

Cancelled

Canberra

To put it very simply this was an excellent exhibition with 49 displays and of those 16 trade or commercial stands. The mix was very good with a large selection

of scales and proto types represented. The layouts were of a high standard with the likes of Glen Logan, 12th Street Yard, Gunning, South Park, High Splint, Dungog, Dibley, Moss Vale and many other layouts putting on an excellent show. Any person interested in trains and model trains in Canberra should have attended this show, as should anyone who had the opportunity to get there because all those who did not attend missed one of the best exhibitions in Australia this year. Bob Hesse, Julie Hesse and their exhibition team did a great job this year and it is with some sadness that I learned at the exhibition that both Bob and Julie would be taking a back seat after some 15 years of running this exhibition. None the less this was a great exhibition of which Canberra could be proud.

Hobsons Bay

Many call this the great Aussie Train Show as this exhibition focuses on Australian trains and Australian models. This year was no exception with the best of Australian on show, on display, operating and up for sale.

Brisbane

With about 25,000 square feet of display area, over 130 exhibits and displays and aisle ways big enough to drive down in your car, this has got to be Australia's biggest railway exhibition and possibly its premier railway exhibition. This is a big show held in the sheep pavilions at the RNA show grounds and outside in the car park children could ride the miniature live steam trains. There was a lot to see and buy here and to do it properly you would need all day. There was definitely something for everyone here and at times it was so busy you could not move in some aisle ways. The pure size of the venue and number of displays made you forget about the tin walls and concrete floors and the size of the crowds amongst all those displays created enthusiasm and energy. At the Powerline display was a slightly new and revised show stand with the Candy and Red Terror 48 Class locomotives in mark one form to show the livery of the new mark three variations due later in the year as well as a brand new proposed livery having its very first showing. Also on display were the examples of the next delivery of G and BL Class locomotives plus the future BL and 81 Class locomotives in proposed liveries.

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

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
Kernot Hall
Old Princess Hwy
Morwell
(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
Best show in this area.

Stawell

Grampians MRC
12th-13th 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
9th-10th August 2003
Ukrainian Community Hall
3-11 Russell Street
Essendon
Opposite Essendon Railway Station
(Go by car train or tram)
Good family outing.

Broadmeadow, Newcastle

Our Town MRC
30th-31st August 2003
Newcastle Entertainment Centre
Showground
Broadmeadow
NSW
(By train or car)
New Venue
One of Australia's biggest
Always worth a visit, something for everyone
A good family day out.

Braybrook, Sunshine

Sunshine MRC
Braybrook Secondary College
23rd-24th August 2003.
Sports Stadium
Burke Rd
Braybrook.

Mildura

Mildura Model Railway Exhibition
Committee
20th-21st September 2003.
Irymple Leisure Centre
Karadoc Ave
Irymple

Liverpool

AMRA NSW Div
4th-6th October 2003.
Whitlam Leisure Centre
Memorial Ave
Liverpool.
One of Sydney's biggest Exhibitions
A must in NSW.

Public Liability

This issue continues to fester with exhibitions either cancelling or finding it difficult. Some are lucky enough to attach Public Liability to their existing club insurance policies whilst other get support from

their local community or council for Public Liability Insurance.

Many are finding it hard and Powerline Models Pty Ltd has conducted some enquiries in regards to public liability with very poor results from Australian Insurers. It would appear that the Australian Insurers are not interested in Exhibitions, clubs or model railways. What they all failed to realise is that model railway exhibitions have a good history with few if any claims, the exhibitions as a whole are the best run by any hobby or interest group and that generally model railway exhibitions lead the way in organization, safety, and professionalism.

A Melbourne based Insurance broker has managed to attain interest from a large overseas, British, Insurer. Public liability could be purchased for roughly \$400-\$500 per exhibition if we could get enough Australian based model railway exhibitions to subscribe. The more exhibitions we could get to subscribe the cheaper the public liability insurance would be. On top of this we could get cheaper deals for clubroom insurances, asset insurance, as well as better insurance policies for club or members railway collections as well as possibly better insurance deals for club members.

To make this work it would require clubs to subscribe to a master policy and the more clubs we get on the policy the cheaper it would be for each club. It is all a matter of club support and club participation. In this way all the clubs would be supporting one another as well as providing for a better future for our exhibitions.

It is time for the hobby to co operate, get together and do what is best for the future of the hobby and for future exhibitions because one day it may be too lat.

A.B.N and the G.S.T

In a previous issue we spoke of the need for clubs and/or exhibitions to be registered for an A.B.N. (Australian Business Number) To put it simply any club or society dealing with commercial and trade stands that requires payment from a commercial or trade stand must have either an exemption certificate or an A.B.N number, or have the payment paid as a donation. Should any club or society receive payment from a trade or commercial operation they must issue upon payment a Tax Invoice, an A.B.N or an exemption certificate. Failure to do so requires by law the trade or commercial group to withhold 48.5% of the payment. Failure to meet these requirements is illegal and there are no exceptions.

This is a very serious matter and it is for this reason we are repeating the issue as it has come to our attention that some clubs still take payments from

commercial and/or trade stands without having at least an A.B.N or an Exemption Certificate. Either of these is a bare essential. Anyone with advice to contradict this should send this in writing by mail to us to look at.

It is most important for the survival of this hobby and its exhibitions that we stick together, look after one another and do things correctly. Anything contrary to this is uninformed and very bad advice, which if you act on you must have in writing so you have some recourse. The information above comes from an FCPA, Tax Consultant and Registered Tax Agent highly qualified and respected in his field. To highlight the seriousness of the situation the ATO has officially stated that it is considering the examination of model train exhibitions. They are looking into train exhibitions being treated as businesses and will no doubt cause the Tax Department to look at the operations of the club themselves. The consequences of them finding the above issue are many. Those commercial and trade business that did not receive a Taxed Invoice, A.B.N or an exemption certificate will be charged interest on the 48.5% they should have withheld and fined for failing to meet GST requirements. Those clubs or associations that operated the exhibitions will see themselves fined for operating outside the GST guidelines and possibly charged interest on any funds the ATO may consider it is due. The matter is very serious and it will only take one zealous ATO auditor to bring the roof down.

Recommendation to all Exhibition Organisers, managers and Committees serious about their exhibitions, get an A.B.N now. After your next exhibition it could be too late.

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.

Powerline Models Pty Ltd
P.O Box 2100
North Brighton 3186
Phone (03) 9596-8123
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of stock Powerline offers no guarantee on stock availability.

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Articles and comments for submission.

The Powerline Update is accepting 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 author's 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:

Powerline Update	E-Mail
The Editor	ian@powerline.com.au
P.O. Box 2100	Fax
East Brighton 3186	(03) 9596-3917

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