

# 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 third issue of the Update for 2003. Since our last edition a lot has happened and been released on to the Australian market. This is only the start of plans and projects that Powerline Models Pty Ltd hope to make happen. Apart from this newsletter the only other place to get the latest news is on the first page of the Powerline web site in the news section on the right, which you can scroll through. This is up dated regularly sometimes every week.

## V/Line G Class mark one release

This release took place on Monday 23<sup>rd</sup> June 2003 with shops all receiving their stock either on the day or just after. This shipment was sold out before it arrived and many shops may well be sold out by now. Powerline Models Pty Ltd has no stock so please do not try and order through shops if they do not have stock. Your only shot at getting a V/Line G Class mark one locomotive now is through a shop that still has stock.

These locomotives have sold extremely well. Please note that only enough were produced to meet actual orders received and all orders received were filled completely. Should anyone looking to purchase one and unable to find one please contact [info@powerline.com.au](mailto:info@powerline.com.au) and we will try to assist you in your purchase.

## National Rail BL Class release

BL-27 was released on Monday 23 June 2003, along with the V/Line G Class locomotives, and BL-29 and BL 35 were officially released on Monday 28<sup>th</sup> July 2003. This break up of releases was due to part of the production run being delayed. Again all orders actually received were met and filled completely.

## Surprise Surprise Freight Australia G Class

In August 2003 Powerline Models Pty Ltd took advanced delivery of a new livery. This new liveries production was moved forward to run with the BL Class locomotives due to three factors.

1. The artwork and livery details were ready and all preliminary work had been done.
2. There was enough production capacity to enable the run to move a head
3. Our contractor was able to rise to the challenge.

The result was the release of the FREIGHT AUSTRALIA G Class Locomotives G512, G513 and G14. This had been planned for a late 2003 or 2004 release but everything came together to make it possible. Admittedly only a limited number were produced so stocks were rationed fairly so that all stores who ordered and received

G and BL class locomotives got at least one. Please note these locomotives were only made available to stores who already had ordered G and BL class locomotives. Distribution was rationed on a pro rata basis to those stores who had already ordered G and BL Class locomotives based on the quantity of locomotives already ordered. Single motor and dual motor purchases were also taken into account for the break up. These locomotives were released to stores on the 6<sup>th</sup>-7<sup>th</sup> August 2003.

## Box Labelling.

The one major problem to occur with the release of the G and BL Class locomotives was that some locomotives had incorrectly labelled boxes. This did not affect the supply or distribution of locomotives but did not create a few problems in stores.

When packaging and distributing the locomotives only the locomotive number was used not the box label as the locomotive body number dictated what the locomotive was and many stores ordered specific locomotive numbers. For example in V/Line livery G512 is a dual motor, in Freight Australia G514 is the dual motor and in the BL Class BL35 is the dual motor. So all locomotives shipped and distributed were correct.

Yet understandably stores went by the label on the end of the box, which in a very few cases was incorrectly labelled. Fortunately most stores were informed on this issue or rang up Powerline to discuss a discrepancy after unpacking their goods. In all cases stores were found to be correctly supplied, thanks to distribution using the locomotive numbers, and hopefully all stores were aware of this before they sold any locomotives.

So when you make your next locomotive purchase please note the following.

Freight Rail 8108, 8181 & 8184 single motored  
Freight Rail 8177 dual motored  
V/Line G511 & G513 single motored  
V/Line G512 dual motored  
National Rail BL27 & BL29 single motored  
National Rail BL35 dual motored  
Freight Australia G512 & G513 single motored  
Freight Australia G 514 dual motored

The box labelling was an unfortunate error that was not picked up until distribution was taking place in Melbourne. Interestingly this only came to light when staff showed off a dual motored locomotive to another individual who stated it was single motored according to the box and thus the matter unfolded. As stated distribution went by locomotive numbers and thus all locomotives were correctly distributed.

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## Wipers & Mirrors

Associated Distributors Pty Ltd has released wiper and mirror sets to suit many Australian locomotives in HO scale. These brass etched sets come in three different configurations. Single wiper blade with single arm, single wiper blade dual arm or the twin wiper blade set. All depending on what you want and all in brass. These are now all available from Associated Distributors Pty Ltd for stores to order.

- W1 Twin Arm wipers, 2 wipers per window plus mirrors
- W2 Twin Arm wipers, 1 wiper per window plus mirrors
- W3 Single Arm wipers, 1 wiper per window plus mirrors

These sets are available for around \$6.00 from Powerline Retailers and Powerline Direct. We have been reliably informed that there are also plans to do more detailing kits to suit other products in range of Australian products available including many Powerline ready to run products. Look out for Associated Distributors products in your local hobby store.

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## Flat Cars

The OCX/OCY style flat car as released by Powerline as ready to run model has been re released in moulded colours. No more spray painting and hopefully a faster production process. New liveries have been produced on the 20-foot containers with Hyundai and Evergreen. Again these are being produced locally in limited numbers with three colours available in the flat cars (Indian Red, Green and Grey) with the option of TrackFast, CSR, Allied Pickford, FCL, K&S, TNT, Hyundai and Evergreen containers so far. More in this range are to follow. Unfortunately photos have not been made available on the Internet due to the fact that none have been left around to photograph as they have all sold. They are on the price list though.

## OCX/OCY Style

### Flat Cars

- P700AP Indian Red, 2 Allied Pickford containers
- P700CSR Indian Red, 2 CSR containers
- P700FCL Indian Red, 2 FCL containers
- P700KS Indian Red, 2 K&S containers
- P700TF Indian Red, 2 Track Fast containers
- P700TNT Indian Red, 2 TNT containers
- P700HY Indian Red, 2 Hyundai containers
- P700EG Indian Red, 2 Evergreen containers
- P700UG Indian Red, 2 Uniglory containers

- P701AP Green, 2 Allied Pickford containers
- P701CSR Green, 2 CSR containers
- P701FCL Green, 2 FCL containers
- P701KS Green, 2 K&S containers
- P701TF Green, 2 Track Fast containers
- P701TNT Green, 2 TNT containers
- P701HY Green, 2 Hyundai containers
- P701EG Green, 2 Evergreen containers
- P701UG Green 2 Uniglory containers

- P702AP Grey, 2 Allied Pickford containers
- P702CSR Grey, 2 CSR containers
- P702FCL Grey, 2 FCL containers
- P702KS Grey, 2 K&S containers
- P702TF Grey, 2 Track Fast containers
- P702TNT Grey, 2 TNT containers
- P702HY Grey, 2 Hyundai containers
- P702EG Grey, 2 Evergreen containers
- P702UG Grey, 2 Uniglory containers

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## These will start to become available in September and October 2003. Place your orders now.

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- P703AP Blue, 2 Allied Pickford containers
  - P703CSR Blue, 2 CSR containers
  - P703FCL Blue, 2 FCL containers
  - P703KS Blue, 2 K&S containers
  - P703TF Blue, 2 Track Fast containers
  - P703TNT Blue, 2 TNT containers
  - P703HY Blue, 2 Hyundai containers
  - P703EG Blue, 2 Evergreen containers
  - P703UG Blue, 2 Uniglory containers

The Blue flats are new and are expected to become available at roughly the same time as the rest of the production.

Shops have been made aware of this production since July 2003 and have been taking orders since then with additional opportunities to order being provided to all stores. Production will be set to meet actual orders first. Powerline Direct has also listed the above products in its price list on the web site and is also taking orders.

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## MHG

Questions have been raised about the MHG as produced by Powerline Models Pty Ltd. The answer to the questions is YES it will be available again soon. First in Black and undecorated, then hopefully in Tuscan and Indian Red. P504 LAB 550 should also be available again as well. Timing for these is yet to be confirmed but it is expected to be in 2004.

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## Kadee® Adaptors.

In 2003 the supply of certain adaptors for Powerline locomotives began to sell out. The 830/48 Class adaptors were the first to go followed by the big locomotive variations to suit recent production runs.

With the production of new V/Line. National Rail and Freight Australia locomotives it was decided to produce the adaptors to convert these locomotives to knuckle or Kadee® style couplers in September 2003 the following Kadee® adaptors will become available.

P1218A-1	P204S Stealth-short
P1218A-2	P204S Stealth-long
P1218A-3	P218/9NR.BL-short
P1218A-4	P218/9 NR. BL-long
P1218A-5	P206/7 81 Frt Rail-short
P1218A-6	P206/7 81 Frt Rail-long
P1218A-7	P216/7 G V/Line-short
P1218A-8	P216/7 G V/Line-long

Later in 2003 the following Freight Australia variations are expected to become available.

P1218A-9	P216/7 G FA-Short
P1218A-10	P216/7 G FA-Long

These adaptor kits come complete with the adaptor plate, draft box and couplers and all you need to do is carefully assemble them and fit them to your locomotive. Please note poor fitment may invalidate your warranty and the fitting of any non-genuine adaptors or parts to a Powerline locomotive will invalidate any warranty.

## RP25 Wheel sets.

RP25 wheel sets to suit current G, BL, 81 and 48 Class production runs, post 1997, are once more available. These come as a packet set to complete a locomotive in blackened or Nickel Silver. All axles come with gears that can be removed, when not required, by the use of side cutters and/or a sharp knife. These fit into all current 48, 830, BL, G and 81 Class locomotives produced by Powerline Models Pty Ltd. The release date for these is August 2003.

The part numbers are as follows:

P1500	RP25 Blackened wheels
P1501	RP25 Nickel plated wheels.

These can be purchased from your local Powerline Retailer or from Powerline Direct. Stocks of these wheels are available now.

## 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:**

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
P218	BL Class National Rail BL29 single motor
P219	BL Class National Rail BL35 Dual Motor.
P216FA	G Class Mk1 Freight Australia G512 & G512 single motor
P217FA	G Class Mk1 Freight Australia G514 dual motor

Please note that Powerline Models Pty Ltd is basically sold out of P216, P217, P218, P219, P216FA & P217FA 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.

There is a very small residual stock being held of locomotives from stores that have closed, changed their orders or not collected their order. These include some G and BL Class locomotives, which will become available in September if they are not collected.

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 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](http://www.powerline.com.au) is updated at least monthly, sometimes more.

## 48 Class production run.

As many people are by now aware Powerline Models Pty Ltd has planned to produce a run of mark three 48 class locomotives in the NSW Red Terror and Candy paint liveries in 2003. These are to be produced to order based on orders received by Powerline Models Pty Ltd from Powerline Retailers. The plan was to produce the Candy in three numbers and the Red Terror in two as follows:

P232A	Mk3 Candy (4894, 4895 & 48102).
P233A	Mk3 Red Terror (48107 & 48121).

To date the response has not been over whelming and production may now be set back or shelved depending on a decision from Powerline management. The most likely outcome is a very small production run and limited supply or cancellation of production, at the least there is now a delay which means the September/October release date has now been set back.

Between 1995 and 2003 the most requested 48 Class locomotives for production proposals was the Candy and the Red Terror liveries. This is the reason why production was planned, proposed and put in place. With the small orders and the shops now telling Powerline they would like Tuscan 48 class locomotives, Powerline Models Pty Ltd is now considering other paint liveries for the mark 3 48 Class production.

It is being proposed that Powerline Models Pty Ltd produce the Tuscan mark 3 48 Class locomotive. Simple, No, because Powerline had already committed itself to the Candy and Red Terror liveries and had done the work and set the wheels in motion for them to be produced. So should the 48 Class production go ahead the Candy and Red Terror will need to be produced and the Tuscan added to the production run. This proposal is now being thrashed out and work, artwork-livery, is being put in place. So

stay tuned there maybe a Tuscan 48 Class yet, it may all depend on orders for the Candy and Red Terror. Noting what happened with the Freight Australia it maybe that any additional production is based upon Candy and Red Terror orders. So only those stores who order the candy and Red Terror will be able to get the Tuscan and this issue affects Powerline Directs ability to order and supply locomotives.

Stay tuned on this issue because it is not all settled yet and we maybe in for a surprise reading between the lines of a retailer newsletter from Powerline Models Pty Ltd, something other then a Tuscan maybe?

When we get the news it will be on the news section of the web site first.

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## The SM/2 Mechanism

Since the problems of 1997 a variety of people have set out to can and deride the Powerline mechanism. The SM/1 was hampered by a few faults that went un-noticed in the rush to produce locomotives. A few individuals hopped on the bandwagon to help it along and played heavily on the faults. Since this first production run research and development has taken place, which resulted in the much-improved SM/2 mechanism.

It has been pleasing to note that many doubters have been surprised by the newer SM/2 mechanism and have in fact been very positive about the slow running, scale speeds and pulling power. Powerline Direct has received many positive and pleasing emails from customers on the performance of recently purchased 81, G and BL Class locomotives.

It maybe good to play on this and beat our own drum but an issue has come to light that only affects those locomotives that have been opened up and had their bodies removed. The issue is very simple, when removing the body there is no problem but when replacing it many people fail to make sure they do so carefully. The problem being that wires from the motor to the PCB sometimes get caught between the body and the weights or in between the body and the chassis sides. The result is that the wires are either torn out, broken or break when the locomotive goes round a curve causing single motored locomotives to stop dead and dual motored locomotives to slow right down and/or leave the one powered bogie wheel spinning under load.

The proactive answer is to be careful when putting the body back on the chassis and the reactive solution once done is to remove the body, resolder the wire and replace the body carefully. So simple, so easy and a frustration best avoided.

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## Freight Australia answer

With the Freight Australia G Class locomotives being displayed and talked about, quite a few people have emailed asking when did V/Line become Freight Victoria and when did Freight Victoria become Freight Australia.

According to records to hand V/Line Freight operations were taken over by Rail America on Saturday 1<sup>st</sup> May 1999 and this became Freight Victoria. Then on Wednesday 1<sup>st</sup> March 2000 Freight Victoria began operating as Freight Australia.

The reason for the name change to Freight Australia would appear to be the need to reflect the intentions of the operator to reflect an expanding and national business and its intention to show its desire to be a national force in rail freight.

Information on Thursday 7<sup>th</sup> August 2003 suggested that Freight Australia would be sold to Pacific National at mid night that night. Rumours floating around on Friday 8<sup>th</sup> August 2003 appeared to agree with this suggestion but all comments and actions to date do not. So unless we hear anything official it was only a rumour, which was unfounded.

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## Where do the G Class Operate

The G Class locomotives have operated from Perth to Brisbane. Over the years it has been used on passenger, grain, container, log, TOLL, SCT and express rail freight operations. Before National Rail got the NR Class locomotives a few G Class locomotives were on loan to National Rail before this they were also used in Melbourne to Adelaide rail services with AN and in Melbourne to Sydney operations with Freight Rail/ Freight Corp. Only one Australian state has not had the pleasure of a G Class' presence, Tasmania. (N.T is not a state) A result of track standardisation is that the G Class is likely to be found anywhere track conditions permit their use.

Many G Class locomotives can be found operating in and around Portland, the lines that radiate from Portland, Dimboola, Geelong / Corio, Dyonon, Southern NSW and on the mainline from Melbourne to Sydney.

To date the G class has worn four main liveries (V/Line, V/Line Freight, Freight Victoria & Freight Australia) and it makes up the largest class of locomotives in Victoria and is the major source of Motive Power for its operators and will be for sometime to come.

It must also be noted here that some of the G Class locomotives have been up graded with new and more powerful EMD 645 power units.

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## G Class variation basics

In the main there are 4 types of G Class designated the G1, G2, G3 and G4. All are similar in outline with only exterior changes and slight interior changes differentiating them. The first G Class locomotives were ordered from Clyde Engineering in August 1983 and were to be made in Victoria.

### G1

In April 1984 V/Line found itself in need of more motive power in a hurry. The then production run of BL Class locomotives for Australian National at Rosewater S.A was extended by five units, becoming G 511 to G 515. These were very similar to the BL Class locomotives and marked

a return to full width car body style construction not seen since the last S Class was produced. The G1 was a JT 26C-2SS type locomotive with a V-16 WMD 645E3C engine producing 2240kW, and EMD AR-16 Alternator, EMD D-77 motors and were fitted with trimount bogies for better adhesion. The G1 was delivered in 1985 in the orange and grey V/Line livery. Builder's numbers are 84/12139 to 84/1243.

#### G2

This variation was the first ordered but second to be built. Although intended to be built in Victoria these units were built at Rosewater S.A like the G1. The locomotive numbers are G 516 to G 525 with builder's numbers 85/1229-1235 and 86/1236-1238. Internally they differed from the G1 having EMD AR-11 alternators with internal series-parallel switching. Externally they are easily recognised by their roof mounted conditioners, different cabs ends, side panels, fuel tanks, access steps, pilots and horizontal marker lights, which are rotated 90 degrees to the G1. These were introduced in 1988.

#### G3

Built at Somerton Victoria with the locomotive numbers G526 to G 536 and builder's numbers 88/1256-1265 and 89/1266. They differ from the G2 having EMD D-87 motors and are easily distinguished from the G2 externally by the double engine room doors and roof access steps at both ends.

#### G4

Essentially identical to the G3 these units were also built at Somerton Victoria with the locomotive numbers G 537 to G 543 and the builder numbers 89/1270-1276. The last unit produced having a desk type control console.

Powerline Models Pty Ltd has produced the G1 in V/Line and Freight Australia and the G2 in V/Line. The G1 is currently available in V/Line and Freight Australia liveries.

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### Hoppers discontinued?

It would appear at present that the Hoppers currently produced by Powerline Models Pty Ltd will be discontinued. At the moment the P603 Australian National variation is only available but it will mean that plans to do the P601 West rail, P602 Freight Rail, P604 V/Line plus any new liveries may be scrapped.

This has not been confirmed as yet but looks to be a very likely outcome, we will keep you posted on this.

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### Reactions to delays

After the release of the V/Line G Class and the National Rail BL Class a retailer expressed his displeasure in the delay in getting the locomotives out and the comments relating to this in the Powerline Update. At Powerline we do not get into debates or politics but feel that maybe some explanation is required.

Firstly the 2002 shipment due in December 2002 was a mess and a failure on the part of our contractor. We had production numbers allotted and quantities to meet orders

received up to August 2002 but a QC issue (Quality Control) caused many of the locomotives to be unacceptable, due to paint and finishing issues. So there was a vast short fall and distribution was done on a pro rata rated based on the size of each order to be fair. Many people missed out and there was a lot of frustration over the lack of supply and availability. This could not be helped.

It must be noted here that on a world scale the Australian market in model trains in terms of production is less than 1%, much less more like 0.01%. So when seeking to do production in Hong Kong, China or Macao we have to wait for a production slot and time, American and European orders come first. In fact some sub contractors have Minimum Order Quantities of 20,000 units per livery or body number and for the Australian market this is more production than you would need in a lifetime. Also in line with policy Powerline Models Pty Ltd has to have enough orders in place to warrant a production run of a particular locomotive and livery. So in short we have to fit our production in and try and make production economic.

For the completion of the original contract set down in 2002 we pushed for an early 2003 production run with QC and supply conditions to ensure that enough was produced to meet orders. Powerline Models Pty Ltd extended the order deadline to enable stores to order more locomotives to meet any current or future demand the stores may have. When this production run was delayed we managed to have enough production to meet all orders.

With an increase in production capacity and artwork ready to do the Freight Australia Powerline Models Pty Ltd was able to put in place a small production run of Freight Australia locomotives well ahead of the planned production run for these. Problem, we could not make enough to meet expected demand and it would be difficult to take orders and distribute fairly. In fact if Powerline Models Pty Ltd had opened the books to orders three stores would have bought up the entire production run and left the majority of stores without any stock at all. Solution, supply Freight Australia G Class at a pro rate based on V/Line G Class and BL Class locomotives ordered, that way all shops get a fair go. It would not be popular but it would give all the shops a supply based on other orders. It must also be noted here that in 2003 the Freight Australia locomotives were a bonus, not an expected and ordered locomotive.

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### What Price?

Everyone has heard about the prices and costs of the Powerline Bicentennials 81 Class. Originally retailing new for around \$100 in 1988 with the locomotive numbers 8120 and 8172, these locomotives are now selling for \$200 plus. In the box, in good condition and with the correct certificate these locomotives sell for upwards of \$450.00. In the 1990s there was talk of one selling for \$950 because of its loco number and its certificate number. Recently on ebay they have been selling for \$600-\$800.

Tuscan, Candy and Red Terror 48 Class locomotives have been sold for upwards of \$200.00.

V/Line G Class mark two locomotives have been selling for \$250 plus

Australian National BL Class locos have sold for \$200 plus

BL26 Bob Hawke has been selling for \$300 plus

Tuscan and russet coaches have been selling for \$30-\$50 each

I have been mortified to see some second hand Powerline products selling for more second hand than they are sold for still available new. Yes you read that right, some Powerline products have sold for more second hand, than what they are currently available for new.

Often emails and phone calls have been received wanting to know what price to sell or buy a second hand Powerline locomotive for. The hard part about this is to see the condition of the locomotive and if boxed the condition of the box and packing. In terms of a Limited edition, it must have its certificate, no certificate and its not worth paying for, and must be in its box. Note the P204 81 Class bicentennial came is a red box with special stickers on each end and was a single motored unit. P214 Bob Hawke was the first limited edition locomotive in a black and gold box and dual motored.

The rarest locomotives made are the P234RWL Silverton Wrong Logo, 49 units produced, P233UN 48 class Candy Undec with less than 200 made, P233UN 48 Class Red Terror Undec with less than 200 made, P230U Tuscan 48 Class with 500 units only made and the P236 Tasrail with only 500 units made.

The price of these and other Powerline locomotives and rolling stock depends on the box and general condition of box and product and must be viewed, seen, to be accurately valued. Some items such as low volume production run items and limited edition items have become quite valuable due to demand and rarity. The thing to remember is that an item is only worth what someone is willing to pay, that perceived value will be based on demand and rarity and that the bottom line is Buyer Beware. For those interested a guide is available on the web site.

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## Exhibitions

### Morwell

What an exhibition this was. The La Trobe Valley Model Railway Club really pulled one out of the hat with this exhibition. This has to be one of the best exhibitions in Victoria for 2003 and the best ever for a Morwell exhibition. A larger new venue, a larger number of displays, a well planned exhibition and good marketing paid off when more people came through in one day than for the whole exhibition of a previous Morwell. Comment from the general public was very good and from seasoned modeller and exhibition goers it was better than positive. This year the La Trobe Valley Model Railway Club did more than bring an exhibition and the hobby to the people, it brought an attraction, centre piece and a must visit show

for the long weekend. Put this one on your calendar for 2005.

### Glen Waverley

This annual event may, according to rumours, be the last time it is held in the modern, commercial and bright surroundings of the World Vision Centre. This exhibition has become a regular weekend family outing for many families. Although not as big as Adelaide or Morwell this exhibition, like all exhibitions, had something to offer to locals, beginners, new people to the hobby and young future hobbyists. Apart from this it was also the only exhibition in metropolitan Melbourne for the long weekend. Powerline was present with the official confirmation of the Freight Australia G Class becoming available in 2003.

### Adelaide

What can one say about Adelaide's premier model railway exhibition?

Ok it is the largest model railway exhibition in Adelaide, which is well-organised, well run and has much to see, wonder about, learn from and buy. If you are a model railway enthusiast or modeller in Adelaide or a South Australian modeller and you can get to this exhibition, then this exhibition is a must visit. This is South Australia's model railway exhibition for modellers, enthusiasts, beginners, all interested in the hobby and for those wanting to buy. With interstate displays and traders present often you will see and buy items and products that you otherwise may never have seen or been able to purchase, unless you travelled interstate that is. This exhibition was also the first opportunity for South Australians to view the Freight Australia G Class which Powerline announced would be available in 2003, and to also see the current production of V/Line G Class and National Rail BL Class locomotives.

### Stawell

Stawell goes from strength to strength as this club continues to put on good exhibitions that have continued to grow and improve over the last 5 years. In fact the exhibitions have been that good over the past few years that you overlook the venue. An old drill hall, which is now an SES building with a concrete floor, sounds pretty agricultural but fill it with displays and exhibits and you do not see it. Displays and exhibits came from all over Victoria as well as a large contingent from South Australia and interstate. This exhibition is getting so big that it is outgrowing its venue with some displays and exhibits put on a waiting list and/or given a spot for 2004. This exhibition is a must visit for all local and country train enthusiasts who can attend. Interesting this exhibition has also come up with a new draw card that has inspired a different element in this hobby, Drag trains. Yes they have two HO and two N gauge drag strips where production specials and highly modified creations drag for the honour of being fastest. Not a scene for the purist but still great fun with some interesting models making the run. Adrian Hoads Bondi Tram was back to defend its title and the final result I am yet to find out.

### Essendon

The Metro Model Railway Club runs this annual event opposite Essendon station in an old theatre hall. Do not let

the word old put you off because this is now the Ukrainian community centre and a well maintained venue. This a neat and tidy exhibition focussed mainly on beginners and those interested in learning more about the hobby. Those looking for something to compare with Boxhill, Liverpool and other big exhibitions may have been disappointed. Exhibitions generally are about taking the hobby to the locals, attracting locals to the exhibition and the hobby and getting people started in the hobby as well as guiding those new in the hobby. This is a niche that this exhibition fills well. For those who have never been to this exhibition, you have missed one of my favourite scenes on the club layout. Every year I am drawn to the club layout to watch trains cross the bridges at one end of the layout. Essendon also marked the official release of the Freight Australia G Class.

#### Sunshine

This year's annual event at the Braybrook Secondary College, although chilly, continued to show that exhibitions were improving and evolving. Again this is an exhibition that is placed in an area where there are no other railway exhibitions, very few shops near by that stock model railway products and is attracting the local crowds as well as educating and showing beginners and new people to the hobby what can be done. Although chilly many families braved the cold for a great weekend outing as well as for a great model railway fix.

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#### Exhibition trends.

It has become apparent over the past few years that exhibitions are focussing their attention on attracting people from the local area, younger future hobbyists and beginners. This is great for the future of the hobby and we really need to build on this. Railway operations in Australia had appeared for a time to fall from public view in to a realm of almost being seen as insignificant and run down. This along with the push and growth of new hobbies, such as radio controlled kits and computers, threatened the greatest hobby in the world, Trains.

Hopefully the changing face of Australian railways, and its operators, along with pro active model railway clubs, and groups, along with pro active and improving exhibitions, we may see a return to growth in this great hobby. The recent trend of Exhibitions can only be seen as positive and we hope this continues and that exhibitions continue to improve, expand and evolve.

Maybe in the future clubs might also look at promoting themselves more at exhibitions with a view to membership drives.

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#### 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:

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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.

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#### Exhibitions

##### Adamstown, Newcastle

Our Town MRC

30<sup>th</sup>-31<sup>st</sup> August 2003

Newcastle Entertainment Centre

Showground, Broadmeadow

(By train or car)

One of Australia's biggest

Always worth a visit, something for everyone

A good family day out.

##### Mildura

Mildura Model Railway Exhibition

Committee

20<sup>th</sup>-21<sup>st</sup> September 2003.

Irymple Leisure Centre

Karadoc Ave

Irymple

##### Liverpool

AMRA NSW Div

4<sup>th</sup>-6<sup>th</sup> October 2003.

Whitlam Leisure Centre

Memorial Ave

Liverpool.

One of Sydney's biggest Exhibitions

A must in NSW.

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#### Future Productions

At Exhibitions across the country and in the latest Powerline Newsletter to retailers Powerline Models Pty Ltd has dropped a few hints on future productions. 81 Class in National Rail livery, BL in Steel Link and the BL in AN liveries have been seen on the Powerline display at exhibitions. In the newsletter to retailers Powerline speaks of these plus V/Line Freight, Freight Victoria and the return of the G Class mark 2 (G2). Interesting but nothing confirmed as rumours have also circulated about 48/830 Class locomotives in various liveries as well as 81 Class locomotives in candy and other freight wagons being produced. What we can say is the Red Terror and Candy 48 Class locomotives are up in the air right now and there is a possibility of a Tuscan 48 being available

On the topic of freight, different containers have been spied at exhibitions. Not just the standard 20 footer in new liveries either but other container sizes have been seen.

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#### Powerline Update back issues

Back issues of the Powerline Update are available on the Internet at the Powerline web site [www.powerline.com.au](http://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 50 cent stamp cover costs and speed up delivery.

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Powerline Models Pty Ltd takes no responsibility for statements, opinions or discussions expressed in this Update. Due to changes and the constant movement of stock Powerline offers no guarantee on stock availability.

Powerline Models Pty Ltd has no responsibility for the range or level of stock carried by individual retailers and Powerline dealers or the level of service they provide.

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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:

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

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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.

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#### **Just a thought.**

Recently I have taken up reading articles and magazines to a greater depth, that is I am reading most publications I buy now from cover to cover thoroughly. These publications include Trains, Motive Power, Track & Signal, Transportation reports, Digest, CTC and many others.

The one issue that has been attracting my attention is railway/railroad infrastructure, spending and cost versus returns. In the USA it has been the debate over AMTRAK funding for the next five years, which is to be put in place by September 2003, the railway/railroad profit/returns from capital cost, the bias of bureaucrats towards roads and grab for railway/railroad land and in Australia it has been private and Government spending on infrastructure.

In reading all these reports and articles it struck me that no reference has been made to the Government and private sector spending on road infrastructure and the maintenance it requires. Taxpayers pay for the roads and there maintenance but trucks use them heavily and are the reason for 90% of the damage.

From the very beginning engineers and the developers who built cities and industries, built and used railways. For point-to-point shipping and delivery over 50 kilometres, and greater, many believe railways are the most efficient, economic and environmentally friendly over land. So why are Governments so tied up with roads, spending billions, and assisting the trucking industry?

I think truckers and trucking companies should foot 50% of all road related costs and that all Government infrastructure spending in terms of road and rail should be 50/50.

Les Smith  
Sydney NSW.

All valid except that the Trucking Industry has a larger lobby group and is privately owned-Ed.

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