

# THE POWERLINE UPDATE

The Official Newsletter for Powerline Direct and all the latest news concerning Powerline Models Pty Ltd

www.powerline.com.au

Published Quarterly

Vol 5 Issue 4

2003

## HAPPY CHRISTMAS 2003 HAPPY NEW YEAR 2004

Welcome to the forth and final issue of the Update for 2003. Since our last edition nothing has stopped as more plans and productions are put into place. So far this year we have seen the OCX OCY style flat cars and containers in various liveries and guises, then came the V/Line G Class, followed by the National Rail BL Class and then the unexpected bonus of the Freight Australia G Class. On top of this various parts returned to stock and freight car liveries also made a come back.

### 2004 and beyond.

Powerline Models Pty Ltd is looking to new productions and production re-runs in 2004.

New productions in 2004 are being planned and by this we do not just mean new liveries and paint jobs. New models or ready to run products are being examined. This includes locomotives, rolling stock, containers, liveries, details and detailing kits as well as the future possibility of entering into different scales. One of the Directors at Powerline Models Pty Ltd is an O scale, ¼ inch to the foot, enthusiast. So there are possibilities out there and some pre production samples have been made and are under going testing and evaluation.

As mentioned in previous issues of the Update some of these pre production samples can be seen at exhibitions attended by Powerline Models Pty Ltd.

What I can say is that Powerline Models Pty Ltd is very much alive and operating. Powerline Models Pty Ltd has not been sold or closed down and is actively looking at other production options. Further to this I will add that Powerline product is still available in over 100 model and hobby stores across Australia.

Many of our delays in recent times have been caused by artwork and planning delays due to a desire to get it right both in accuracy, appearance and colour. As well as looking into Australian content and Australian production, which has seen a different set of delays. None the less we will continue to operate and produce ready to roll Australian HO model trains.

Some have called this approach of not stating what we will make a bit wishy washy but the bottom line is Powerline is reluctant to state an item is being produced or a set date for that item until it is here in Australia because too often production dates and shipping dates can and have changed. The 48 Class has been announced for example but production and delivery has been set back because of issues and details that arose. See further down for details.

### Locomotives

The V/Line mark one G Class, the National Rail BL Class and the Freight Australia G Class have sold out and Powerline Models Pty Ltd has no stock for sale. These locomotives have sold well and have been well received by all. On top of this P237A the AN 830 Class is also sold out. The only way to purchase one of these models is to find a shop that still has stock, get Powerline Direct to try and chase one up for you or wait for one to turn up second hand at a hobby shop or exhibition.

The Freight Corp 48 Class, Freightline 81 Class, Austrac 48 Class and Linkline series of locomotives are all currently available and in stock. As we go to press all are readily available.

The Candy and Red Terror 48 Class locomotives will go ahead and the production run of these will be small and short with just enough to meet orders, plus a few extras being produced. Orders for the Candy and Red Terror 48 Class locomotives are still being accepted. At this time we can confirm that it has been proposed to do the Tuscan 48 Class as well, to make up the numbers and that these will be made available to stores on a pro rata basis only. That is stores will be allotted Tuscan 48 Class locomotives based on their Red Terror and Candy order. The ratio will depend on how many Tuscan 48 Class locomotives actually get made. As such the Tuscan 48 Class IS NOT OPEN TO ORDERS BUT WILL BE ALLOTTED. The price for these locomotives has yet to be set but will be little different from previous 48 Class pricing, i.e. the Freight Corp and the Austrac 48 Classes.

For early 2004 some new locomotives have been planned as well as some new projects. Due to the fact that at the time of going to press these locomotives and new projects were not quite ready, specific details are not being released.

For news on what the future hold, well Powerline Models Pty Ltd has plans and you will need to read the Powerline Update, keep an eye on exhibition displays and keep an eye on the web site to find out. Only from these three sources will you be up to date and one of the first to be informed.

## **ORDER YOU RED TERROR OR CANDY 48 CLASS LOCOMOTIVE NOW!**

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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

In September 2003 Associated Distributors Pty Ltd has added to this range of etched brass components with brass-etched scales. Yes scales, as in weighing scales, as seen at railways stations and on railway platforms. These come as a brass etching in HO Scale and N Scale with instructions. The retail price will be around \$6.00 each as well and will be available in good hobby stores across Australia. This fine little detail will be a welcome addition to any layout or station platform.

- PSB HO HO brass etch scales
- PSB N N brass etch scales

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.

**These are all available NOW!**

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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. These models continue to be produced to meet existing orders and will continue to be produced until all orders are met. Supply has been scattered and slow but non-the less it continues.

### **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
  
- 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
  
- 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

**These will start to become available now and into 2004. 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

If you would like one of the above listed models please get in touch with your nearest local hobby store to check whether they have stock available on order. At this point in time only stores with orders will be supplied. Should any excess stock result or a store cancel their order, then the stock will be made available to other stores.

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## **OTHER CONTAINERS**

In 2004 40 foot, 45 foot and 48 foot containers have been planned. These will initially only be available on the 700 series flat car, as listed before this article. Further liveries are being developed and thus a bigger variety should be in stores in 2004. This should inject more variety and colour into the range. Liveries such as CSR, TF, TNT and K&S as seen on the 20 foot containers are running low and will be faded out. These liveries may be replaced with new and more current liveries.

At this point in time due to the low container number the new containers will only be available on the 700 series flat cars but should production numbers permit and if demand exists containers may be made available separately. This is not official and will not be confirmed till a later date.

P700 series flats will be in Indian Red, Green, Grey and Blue.

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## **Back in Stock**

The following items have returned to stock over the past month and are currently now available.

P1218A-1	Kadee Adaptor kit for 81 Stealth
P1218A-2	Kadee Adaptor kit for 81 Stealth
P1218A-3	Kadee Adaptor kit for BL NR
P1218A-4	Kadee Adaptor kit for BL NR
P1218A-5	Kadee Adaptor kit for 81 Frt Rail
P1218A-6	Kadee Adaptor kit for 81 Frt Rail
P1218A-7	Kadee Adaptor kit for G V/line
P1218A-8	Kadee Adaptor kit for G V/line
P1500 RP-25	Wheel set Blackened
P1501 RP-25	wheel set Nickel Plated
P671	V/Line Gondola (brown)
P674	A.N Gondola (green)
P675	BHP Steel Gondola (blue)

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## **Out of stock.**

The following items are no longer in stock and not available:

P216, P217, P216FA, P217FA, P218, P219, P237A, P438S, P420, P422, P423, P464, P485, P486, P604, P622A, P682, P684 and P1003t.

The only place to get these now is from stores who still have stock or via a second hand dealer. With some items Powerline Direct may be of assistance and should be contacted only via email, allow a few days for a reply. There is no plan to re-produce any of the above listed items at this point in time.

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## **An Issue with the SM/2**

All manufacturers who use mass manufacturing processes have a percentage of faulty models or faults that occur. No one escapes this as can be seen from automotive production to model production. This is not an excuse but a fact of life that some times faults slip through.

In the latest batch of locomotives we had QC checks at the sub contractors plus QC checks before we sent the locomotives out to stores. Just to be sure that they looked right and operated within expectations. The result was a very few locomotives that needed some attention. The main issues being broken wires, broken soldering joints and height and level issues at the dynamic brake end of the locomotive.

This height and level issue was found to be the result of varying thickness in the PCB. This varying thickness meant that on a few models the top bogie screw fowled the body causing the locomotive not to sit 100% correctly. The initial fix was thought to be adjusting the end columns but in fact the best fix was to either fit a thinner PCB or put a recess in the body to alleviate the screw fowling the body. The requirement being to ensure the PCB is flat and level. The recess into the body was found to be the easiest fix. There is enough depth in the plastic body to do this and all you need to do it file or remove enough plastic in the triple fan end to make sure the screw does not fowl the body.

The long-term fix is a thinner PCB of something stiff like Fibreglass. With this PCB fixed the SM/2 mechanism becomes a reliable, trouble free and all round good mechanism that is Australian designed, Australian owned and Australian operated. Very few Australian manufacturers or ready to roll HO Australian model trains can claim to have a mechanism that is their own and which they designed. Actually right now I cannot think of one.

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## **Buying Powerline.**

More and more it is becoming apparent that some people are finding it hard to source Powerline product. Well the product is available to over 100 Hobby retailers across Australia that we like to call Powerline retailers. These stores do have terms of trade with Powerline Models Pty Ltd and the ability to order stock and to carry the full range of Powerline and associated products. So on our part we can supply all currently available product to all the major, good, model and hobby stores across Australia and the onus of stocking and ordering really rests with them.

Powerline Models Pty Ltd has always preferred face-to-face dealings and people contact over mail order and Internet sales. As such we have not encouraged or pushed Internet Sales and in many instances have gone out of our way to service shops first above Powerline Direct. Yet we make this one statement, should anyone not have access to a model or hobby store that stocks Powerline product or should their local store not carry or order Powerline product, Powerline Direct will retail Powerline product by Internet, E-mail, fax or mail order. All orders need to be in writing and all details need to be given. Overseas sales will not be sent until funds have cleared. All transactions will be in Australia dollars and by bank draft, bank cheque, bankcard, Master card or Visa card only.

All current and new products will be available from Powerline Direct at the standard retail price plus delivery/postage cost

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## **A Powerline catalogue**

There are plans to produce a Powerline Models Pty Ltd colour pamphlet or brochure again. The last one did not last very long and this time we are planning to do more. This brochure should have photographs and description of currently available product and maybe some photographs of some products still available in some stores. Please do not send any request or SAE for this just yet as we will inform people when they become available and this time hope to have plenty to go around.

Copies of the 1995 Catalogue are still available and although out of date this catalogue has some great colour shots and was an expensive little book to put together. Other wise the best place to view product, descriptions and information is the web site at [www.powerline.com.au](http://www.powerline.com.au).

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## **The Web Site**

This will under go some more development in 2004. News has been kept up to date and although the Powerline Update has been up loaded there has been issues in getting it accessed. Hopefully this will improve further in 2004 with more information, new product photos and few modifications to make it easier.

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## **Spare PARTS**

Yes Powerline Models Pty Ltd does have a stock of spares and accessories for its products. These spares and accessories are available through Powerline Retailers or Powerline Direct. Items available include handrails for the 48, RP25 wheel sets for locomotives, traction tyres, couplers, side frames, bogies, corridors, contacts, electric motors, Flettner vents, Power bogies, detail parts and screws. A listing is available with retail prices on the web site and can be purchased or ordered from any Powerline Retailer or from Powerline Direct via E-mail.

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## **DCC, It can be easy.**

Recently I have been involved in various discussions and in various activities involving DCC.

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The first issue is points, turnouts, switches or whatever you like to call them, I call them points. The issues here was DCC and compatibility with DCC and the product you run. One gentleman has a layout with all shinohara points, these have a metal draw bar across the blades. This can cause a short especially with long wheel base steam locomotives where wheels and flanges can make contact with both blades. Then there is the live frog issue. Solution, cut the rail and wire in the frogs, and remove the metal draw bar across the blades and replace it with something insulated. Sounds easy and there is more than one way to achieve these solutions but initially it is quite difficult. After further investigation it is interesting to note that many points are not 100% compatible with DCC and are often the cause of small problems, persistent little glitches and little operating anomalies. So if you appear to have a DCC problem you can not seem to solve or fix, check your points and the locomotives you run through them. The solution maybe as simple as isolation, by a simple cut or removing of a contact point, or a modification to the point.

Every so often I hear about decoders letting go or blowing up. Most of the offenders tend to be one brand but the issues causing the fault are not always apparent or easily identified. More often than not it is not a decoder issue but something else. Culprit number one is fitting the wrong chip to suit your locomotive. Always check the AMPS capacity of your decoder and try to ensure you buy a decoder that is regulated and short protected, I recommend NCE, Uhlenbrock or Atlas. Culprit number two is the fitting of the chip and correct wiring. Always ensure you connect the decoder correctly and that all components are isolated properly. Take the time to ensure all wiring is correct even if the NEM362 8 pin plug is given. Just because there is a plug does not mean it is wired correctly, many Australian modellers with DCC found this out with a non-Powerline product. Another unlikely culprit is your power source, is it correctly rated for your system requirements. Buying another transformer brand or something less expensive is ok as long as its output meets the requirements of the manufacturer and the DCC system and no more. A less likely culprit is arcing. Arcing across contacts, arcing across brushed and arcing across pick-ups. This can cause small pulses and power surges that over time can damage a decoder but the arcing needs to be at a level that is noticeable and would need to be over a prolonged period of time and would not affect all decoder brands. The last cause of decoder failure is a faulty decoder. In anything mass produced there has to be a tolerance for faults appearing. The solution here is to check your equipment, ensure what you have is compatible with what you are using and that it is installed correctly. Transformers should be of a good quality and have an output of 14-16 volts AC with 2-5 Amps and should have a circuit breaker or heat cut out. A poor quality transformer can have great voltage variances and may create surges. More often than not ratings are nominal and not always accurate so always get a good quality unit. For HO the decoder should be rated at 1 Amp or more and be regulated and short protected.

As proven by various magazines and groups, setting up in DCC can be quick and a whole layout can be done in an evening. Then it's just a quick process of programming your locomotives. As long as the layout is not too difficult and there are not too many locomotives it can be quick but claims that it is quicker and easier than a conventional layout is not quite true. On a simple and relatively uncomplicated layout it usually comes out with conventional operations being quicker to set up, including programming of locomotives. It is on complicated and large layouts where the operations of a well installed DCC system come into their own and the need for many blocks and switches is removed creating a time saving. Yet issues that need to be considered are the points you use, reversing loops and the complicated nature of your track work, which need to be taken into account when setting up a DCC system that works well. DCC is a commitment that needs to be adhered to if you want it to work properly and that presently is more expensive than the conventional system. When prices drop the gap will close and DCC may one day become the preferred system.

Another debate I have been involved with concerning DCC is, how many locomotives to put onto DCC? Many of us have collected quite a number of locomotives and converting these over to DCC by fitting a decoder is seen as a daunting and costly exercise. So to change things around my American friends raised the debate of locomotive to rolling stock ratios. That is basing the number of locomotives you operate as a ratio of the rolling stock numbers. Also many of us noted there are some locomotives we run all the time, some we run very rarely and some we have never run. This too is a consideration. In America the railroads in real life have ratios from about 1 locomotive to 15 rolling stock, Union Pacific, to 1:16.6, BNSF, and thus it goes on with rolling stock numbers to the locomotive increasing. In Australia I am not sure what the ratio is for each operator but I am sure this is a ratio we could use to decide on how many locomotives we run in our DCC converted fleet. So next time you are thinking about DCC and converting over, do not think about converting your whole fleet of locomotives, think about which locomotives you actually use and what ratio of locomotives to rolling stock the operator you model has. Over time, and as decoders become cheaper, you may eventually convert your whole fleet.

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## **CLUBS ARE YOU COMPLIANT?**

The GST issue will not abate. Clubs who run exhibitions and fund raising activities must have one of three positions if they wish to sell exhibition space, charge for trade space, charge legitimate businesses for goods and/or services and turn over more than \$5,000.00 in revenues per year. They must have an A.B.N (Australian Business number), be registered for G.S.T or have an Exemption Certificate. Those clubs, groups, who have exhibitions, run fund raising activities and/or accept money for services or goods from non-members run the high risk of falling foul of the Australian Tax Office. Note little ideas like membership for a day are not acceptable. The issue of compliance is now a key A.T.O agenda. It is most important for the future of the hobby, for the future of the exhibitions and for the future of the clubs that we make sure we are all compliant. Being a minor fundraising event may not be an acceptable defence.

Being incorporated, a club or an association is not relevant. Compliance is the issue. It is strongly recommended that Incorporated Associations and clubs who have an annual turnover of over \$5,000.00 should be registered with an A.B.N.

Failure to do so is at the clubs risk but any legitimate business or company that deals with a group or club that is not registered or that does not have an exemption certificate must withhold 48.5% and pay this amount with their Business or Instalment Activity Statement.

## **CLUBS THIS MAYBE OF INTEREST**

Incorporated Clubs and Associations should be aware of Section 3 (2) and Section 51 (1) of the Associations Incorporation Act 1981, Act No. 9713/1981.

Section 3 (2) states "For the purpose of this Act, an association or incorporated association shall not be deemed to trade or to secure pecuniary profit for its members or to be formed or carried on for the purpose of trading or securing pecuniary profit for its members by reason of only one or more of the following circumstance-" these are listed in the ACT.

Section 51 (1) states "An incorporated association shall not-

- (a) trade;
- (b) secure pecuniary profit for its members; or
- (c) as trustee, trade or secure pecuniary profit for persons who are members of the incorporated association."

Are you operating correctly?

It all comes down to your statement of purpose in your constitution and the constitution itself. This must state clearly the intentions, operations and activities of the Incorporated Association and must have been approved by the registrar. The big issue being trade and fund raising. This includes exhibitions, swap meets and the like. There are ways and means of adhering to the Act. It must be noted here that members must not derive income or profit from the activities or operations of the incorporated association. For more information consult the Associations Incorporation Act 1981, Act 9713/1981. Fund raising for a Bona fides charity is an exception but a transaction log, invoices, receipts and a paper trail must exist to prove the movements of funds.

If in doubt or if you have concerns speak to a professional, Accountant-Solicitor-Tax consultant, and make sure you get their advice in writing on paper. Anything verbal is not acceptable.

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## **Exhibitions**

### **Newcastle**

#### **Broadmeadow.**

This exhibition, "Our Town Model show", continued the trend of growth, expansion and improvement. Moving to the Newcastle Entertainment Centre proved a success in many ways. In fact the venue was that big and that well set out that it was hard to believe there were more displays and larger attendances but a count and measurements can not be wrong. With about 93 plus displays and only about 20-21 of them could be labelled commercial or trade stands. That's about 22% commercial displays or close to 1 in 5, an excellent mix. New and second hand trade stalls were present as well as many modelling and building clinics as well as operating layouts and displays. This exhibition would surely rank as one of the biggest and best exhibitions in Australia. This exhibition really did have something for everyone and if you missed it this year, do not miss it in 2004. Layouts present included Dunblurtin, Moss Vale, Brisbane Water, Muddies Flat, Deloc, Longwaite, Blagdon, Dungog, Gunning, Great Falls, Magnolia 11, Kickatinalong, Dirt, KT&M, New Vic, Jembaicumbene, and the Zig Zag Railway to name a few present. Get the date for 2004 and put it in your diary.

### **Hahndorf**

This South Australian convention is not an exhibition but is a must for those interested in modelling and learning more about the railways of South Australia. This is an annual event in Hahndorf. Clinics, How To presentations, proto type seminars and modelling clinics are all part of the convention along with convention notes and trade and commercial stands showing off what is new. This is a must for all in to or interested in modelling South Australian railways.

### **Mildura**

This little annual exhibition continues to develop and grow. Being near the borders of three States it attracts people from Victoria, South Australia and New South Wales. Mildura fills a void and does it well, as other nearest exhibitions are quite some distance away and at a different time of year. This is a young exhibition that like Stawell, Portland, Warrnambool and Chelsea has the potential to expand, grow and increase its depth.

### **Liverpool**

This was the first Liverpool exhibition for Powerline Models Pty Ltd in many years and the response was great. We would also like to report that feedback from some of the trade stands indicated that Powerline product was selling out at the exhibition. The reason for the sell out of Powerline product at exhibition stands and the great response was that many had thought Powerline was no more and had found it hard to purchase. So this year at Liverpool was a success in terms of Powerline Models Pty Ltd as people re-acquainted themselves with the brand whilst others saw and found out first hand that Powerline

was still available and that they in fact had missed out on some new lines and re-released products. Liverpool the exhibition in 2003 had a renewed vibe about it with a good choice and field of layouts and displays as well as the commercial traders and retailers that show case products for sale. This is where you can catch up with what is new and make those purchases of products you have not seen or thought you had missed out on. For some Liverpool is a pilgrimage to see what is happening in the hobby and what is new, and this tradition continues.

### **Portland**

Firstly, after comments from Warrnambool and Portland Club members, and others, this year I did get to ride on the Portland Cable Tram and two Warrnambool members have the photographic evidence. In fact a whole group of us including Portland, Warrnambool, Stawell and SARMA club members took a short trip on the tram. Portland this year was another good regional exhibition. The SARMA were there with a rather substantial layout, Colins Powell Town layout was there, Portland's layout with the wharf, baths and foreshore scene was there as were other layouts from Warrnambool, local and interstate. Sorry Tony everyone knows your two level European layout with the helix at each end but right now the name fails me. Also in attendance was Laurie Green, with his O scale buildings and a fabulous sawmill, and the Hamilton Model Railway Group with a display of brass and built up models of Australia locomotives that made many of us drool. Although this is a small exhibition and some distance from a capital city, it was well worth the visit. The Portland layout for example is a must see and if plans I have seen for the expansion are anything to go by it will be a must see every year. Unfortunately due to size and build this layout is unable to be transported to other exhibitions, which have continued to request its attendance. The Portland Exhibition is the only place and chance you will get to see this layout that accurately depicts the Portland Wharf, baths and railway. As a final note I must apologise to the members of the Portland Model Railway Club, as it is apparent that I did fail to list the exhibition in the previous Update.

In 2003 the general trend of exhibitions appeared to be positive with moves, growth and expansion being evident. Not one exhibition visited could be labelled disappointing or seen as stagnate. In all exhibitions visited the mood and activities have been nothing but positive. On this note it must be said that there are some exhibitions that have been resting too long on reputation and the existing infrastructure. If these exhibitions do not start being more positive and pro-active they may just find themselves left behind. On an individual basis for the modellers, missing even one exhibition for the keen could be a mistake as exhibitions strive for interstate, un-usual, new and interesting displays. Missing one exhibition could mean missing that one layout or display that you may never have a chance to see again and could have made your trip worthwhile.

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## **Exhibitions in 2004**

So far the list stands at:

### **Warrnambool**

Saturday 10<sup>th</sup> Jan to Sunday 11<sup>th</sup> Jan 2004

10am to 5pm.

Archie Graham Centre

Timor Street

Warrnambool

### **Corio**

Friday 23 Jan to Monday 26<sup>th</sup> Jan 2004

Friday 6pm-9pm

Sat & Sun 10am-6pm

Monday 10am-5pm

Centenary Hall

Cox Road

Norlane

(Just next to the Waterslides)

### **Boxhill**

Friday 6<sup>th</sup> March 2004 to Monday 8<sup>th</sup> March 2004

Friday 6pm-10pm

Sat-Mon 10am-6pm

Whitehorse Aquatic & Leisure Centre

Surrey Drive Box Hill.

**Canberra**

Sat 3<sup>rd</sup> April-Sunday 4<sup>th</sup> April 2004  
National Hockey Centre

**Bendigo**

Friday 9<sup>th</sup> April-Monday 12<sup>th</sup> April 2004  
Friday 1pm-6pm  
Saturday 10am-6pm  
Sunday 12 noon -6pm  
Monday 10am-5pm  
St Andrews Church Hall  
Myers Street  
Bendigo

**Hobsons Bay**

Saturday 10<sup>th</sup> April-Monday 12<sup>th</sup> April  
Saturday 10am-6pm  
Sunday & Monday 10am-5pm  
Albert Park College  
Danks street  
South Melbourne

**Brisbane**

Sat 1<sup>st</sup> May-Mon 3<sup>rd</sup> May 2004.  
9am-5pm  
RNA Show grounds  
Sheep & Wool Pavilion plus Building 9  
Fortitude Valley

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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:

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 to assist organisers with additional displays, layouts and stalls.

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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 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>

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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### **NOTE.**

A few individuals have sent emails and correspondence concerning comments made by individuals, Internet groups and commercial competitors. We appreciate the concerns of many modellers and that they have taken the time to keep us informed.

### **Internet delays**

Due to some hiccups on our web site and due to the SPAM issue on E-mail, some E-mails and orders have not get through in a timely fashion, have been accidentally deleted or received or found some time after the order. So if we do not get back to you with in a few days of placing your order we strongly advise contacting us by E-mail till you get a reply.

**2004 marks 17 years of Powerline Models Pty Ltd**

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