

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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2004

Again the Powerline Update has been delayed as we hold off the publication pending news. The news concerns new productions in 2005 including the T Class Series 2 (High Cab) and the Series 3 (Low Nose) as well as other projects that are moving along. It is current policy of Powerline Models Pty Ltd and its Directors not to release too much detail until production is put in place. This has obvious disadvantages but Powerline Models Pty Ltd is now more inclined to let its models and the finish of the models do the talking.

The T-Class.

The Powerline T-Class.

Firstly it must be stipulated that this model is brand new from the ground up. This is the first major project by the current owners and Directors of Powerline Models Pty Ltd. This model is of no relation to any previous project or model except that it is being produced by Powerline Models Pty Ltd.

The mechanism is all new and has a cast metal chassis. It will have a central can motor, 5 pole skew wound, with twin flywheel and will feature all wheel drive and all wheel electrical pick up. No traction tyres as the locomotive will come with RP-25 110 wheels. This is nothing like the mechanism used by the G/BL/81 or 48 Class locomotives. It is considered to be as good as the best used overseas and hopefully is the start of a new era for Powerline Models Pty Ltd. In addition to this new mechanism will be a DCC decoder. This is the first time Powerline Models Pty Ltd, or any other Australian Manufacturer, has offered a locomotive fitted with a DCC decoder as standard. This mechanism will run and be at home on any conventional DC layout as well as on a DCC layout. Powerline Models Pty Ltd expects the new mechanism to be a state of the art feature and a sign of things to come from Powerline Models Pty Ltd

The body, well this is as good as everyone expects from Powerline Models Pty Ltd. The level of detail is as good as the G/BL/81 and like the G/BL/81 body it is considered to be world class. The level of finish will be as good as that seen on all our locomotives, which is considered to be excellent. Additional details and etchings will be present on this new model.

The completed and finished locomotive will be as good, if not better, than similar locomotives seen on the Australian market from local and overseas manufacturers. The aim of Powerline Models Pty Ltd has been to produce a good quality locomotive at a reasonable price for the Australian market.

The model will come with both the standard NEM type couplers, as used by Powerline, and metal knuckle couplers as standard in the box and both will be easy to install, remove and change. The knuckle couplers will not be plastic couplers but real Kadee metal couplers.

The models to be produced will be the T-Class series 2 High Cab and the T-Class series 3 Low Nose. The series 2 with VR, V/Line and WCR liveries and the series 3 with VR, V/Line and Freight Australia liveries will be the first to be produced followed in 2006 by other liveries. This project has been in the pipeline since 1995 when Brian Comport initiated it and planning has been on going since 1997. This project was on-going in tandem with the Explorer project and was originally planned for a 2004 release.

The T Class Mechanism.

The mechanism for the T Class locomotives by Powerline Models Pty Ltd is an all new mechanism. From the metal chassis on it is a brand new design. The driving force in this mechanism will be a 5 pole skew wound can motor that will be centrally mounted into the metal chassis. These locomotives will have twin flywheels as expected by the market place. The bogies are all new and will have all axles geared and driven with all wheel electrical pick up as well, the wheels will be RP25. The electrical operation will be through a switchable DCC decoder that will operate on both conventional DC layouts and on DCC operated layouts. All these features will be standard.

The T Class Couplers

Management and the R&D team at Powerline Models Pty Ltd decided, after reviewing the T class plans, to make sure that out of the box this new model could have either the standard Powerline NEM type coupler or a knuckle coupler. It was not a matter of being easily convertible but about having both couplers available and easy to fit straight in with no modifications. In doing so Powerline Models Pty Ltd has also decided to include the choice of couplers with the model as standard. To ensure that the couplers used are in keeping with the quality of the model it was decided that metal knuckle couplers by Kadee® be used and included with the model. There for the T Class model locomotive by Powerline Models Pty Ltd will come standard with both the Kadee ® and the Powerline couplers. Both will be easy to fit and replace as well as being reliable and durable.

Liveries planned for 2005.

For the 2005 production run Powerline Models Pty Ltd plans to do the Victorian Railways blue and yellow, the V/Line tangerine and grey and the Freight Australia green and yellow. The series 2 T Class will not have the Freight Australia livery applied but will feature the West Coast Railways livery of blue as per T363. So there will be three liveries in the T Class series 2 High cab and three liveries in the series 3 Low Nose. In each individual livery we plan to do two numbers where possible, that is 2 locomotive numbers per livery per series making a total of 11 different locomotives.

Introductory Offer

Powerline Models Pty Ltd is offering a special deal for those who order locomotives in advance with a deposit of \$50.00 directly from Powerline Models Pty Ltd. The price for the T-Class series 2 or the T Class series 3 will be \$198.00 each. This will be a special offer from Powerline Models Pty Ltd, which will only be available directly from Powerline Models Pty Ltd.

Payment to Powerline Models Pty Ltd of \$50.00 should accompany the advanced offer form, which must be filled out in full. Payment can be by VISA card, Master card, Bank card, Money Order, Bank cheque or personal cheque. Orders without the deposit will not be accepted.

More information on this will be available on the Introductory Offer Brochure and at Exhibitions attended by Powerline Models Pty Ltd across Australia.

Otherwise the T Class locomotives will be available through Powerline Retailers as per normal. You can order your T Class locomotive through your local Powerline Retailer today but the only orders that can be guaranteed and that are secure will be those with a \$50.00 deposit, should some liveries or numbers of the T Class sell out. Orders via stores without a deposit will be accepted but not guaranteed or secure as all orders with deposits will have precedence and be guaranteed.

T-Class ETA.

Initially Powerline Models Pty Ltd had planned a 2004 release for the T Class but delays with the G/BL and then delays with the 48 Class set that back to 2005. Powerline Models Pty Ltd had originally decided not to release details or announce the T Class until it was in production. This decision changed in October 2004 when the decision was made to announce the impending model. No production date or release date was to be announced.

The impending release date for the new T Class was slated in for July 2005 but due to some changes made to the tooling, the addition of DCC and an increase in production numbers the official release date now set down is December 2005. Although later then Powerline Models Pty Ltd would like, it is felt the additional improvements and the DCC decoder will make the delay well worth while and the model will be the best of its type on the Australian market.

The new Powerline Models T Class will be here in time for Christmas 2005.

The 2005 T Class release.

In November/December 2005 Powerline Models Pty Ltd plans to release the following T Class locomotives.

T Class Series 2 High Cab

T Class series 3 Low Nose

PT2-1 Victorian Railways

PT3-1 Victorian Railways

PT2-2 V/line

PT3-2 V/line

PT2-4 WCR

PT3-6 Freight Australia

Identifying the T Class Locomotives.

Firstly the identification of the T-Class and their relevant variations is an issue we need to clear up.

The first series of the T-Class, the series 1, is well known as the Flat Top version. This version was built in two batches. The first batch started with T320 delivered on the 2nd August 1955 and ended with T327 delivered on the 28th May 1956. The second batch started with T328 delivered on 18th June 1956 and ends at T346 delivered on the 23rd December 1956. About 13 of the Flat Top T-classes were rebuilt to become P-Class locomotives.

What we call the second series T-Class was also produced in two batches and this locomotive is commonly known as the High cab version. The first batch of 10 started with T347 delivered on the 22nd June 1959 and ends with T356 delivered on the 14th December 1959. The second batch starts at T357 that was delivered on 14th December 1961 and ends with T366 delivered on 21st May 1962. The most noticeable difference between the two batches was that the first batch had a car body similar to the Flat Top T Class with a horizontal grill where as the second batch had the vertical grill at the end of the long nose. The differences between these two batches and the Flat Top T-class was in the physical size, length, as well as the cab and nose arrangement.

The last batch of T-Class locomotives that we call the Low Nose was actually built in 4 batches with some becoming H-Class locomotives and others going to South Australia as their CK-Class locomotive. The batches were T367 delivered on 10th February 1964 to T-386 delivered on 26th November 1964, T387 delivered on the 4th September 1965 to T396 delivered on the 23rd December 1965, T397 delivered on the 3rd December 1966 to T406 delivered on 13th July 1967 and T407 delivered on the 27th September 1968 to T417 delivered on the 13th March 1969. Please note T401 became CK-1, T404 became CK-2, T405 became CK-3, T406 became CK-4, T407 became CK-5, T413 became H-1, T414 became H-2, T415 became H-3, T416 became H-4 and T417 became H-5. Each batch had internal differences and some slight external differences but were all generally similar.

It must also be noted that over time the T-Class locomotives have undergone various changes and modifications. T360, a series 2 T Class, was rebuilt to a series 3 type due to an accident, valences were cut up and removed, the curved fillet section on the side of the cabs have over time been removed and obviously liveries changed as well. On top of this some excess locomotives were sold overseas, to China for example. Some Flat Top T-Class locomotives were rebuilt to become P-Class locomotives.

The models that Powerline Models Pty Ltd will be doing will be:

T Class series 2 High Cab (second batch) T357 to T366

T Class series 3 Low Nose (all) T 367 to T417.

This will include H1 to H5

Future T Class Plans

Powerline Models Pty Ltd plans, over time, to produce every livery and locomotive number it can within the T class series it is producing. In time this will result in some 8 liveries per series T Class and a plethora of locomotive numbers. This will not happen all at once but over time it will happen.

Final Comment.

There are numerous HO versions of the T Class available or about to be released in kit form and as ready to run models. We cannot comment on the finished product of other manufacturers but we strongly believe that our T Class series 2 and series 3 will be amongst the top available if not the best of its type. For this reason we strongly recommend to those considering a T Class purchase to wait and see so they can make a real choice. Choice is about seeing all that is available and picking what you want and those who buy any other may, after seeing our model, wished they had waited.

The above comments and articles it is hoped will answer most questions you may have about the T Class locomotives as being produced by Powerline Models Pty Ltd.

DO NOT BUY ANY OTHER T CLASS UNTIL YOU SEE OUR T CLASS
You will be glad you did.

The 48 Class

Although running a little late this latest batch of 48 Class locomotives in Tuscan, Candy, Red Terror and Silverton liveries has been well received. Fortunately the delay had an advantage in that we were able to increase the size of the production run and therefore at the last moment could produce more than we had locomotives ordered. This meant we could meet all existing orders and back orders as well as have stock to meet any additional demand. Therefore these four liveries are still in stock and still available. Yes we still have stocks of P230B Tuscan, P232A Candy, P233A Red Terror and P234Y Silverton available and in stock.

Unfortunately Powerline Models Pty Ltd has sold out of the P235B Freight Corp 48 Class locomotive but P239 Austrac 48 Class locomotives are still available in two numbers.

The current locomotives available are:

P230B Tuscan 4897 & 48116
P232A Candy 48107, 48121 & 48125
P233A Red Terror 4894 & 4895
P234Y Silverton 48s35 & 48s37
P239 Austrac 4814 & 4836

48 Class Kadee Adaptors

The Kadee Adaptor for the 48 Class locomotives is now back in stock. The adaptors are available in Black, Blue and Red from all good Powerline Retailers right now. These are the only modification for couplers authorised by Powerline for the 48 Class and requires either a No5 or a No38 Kadee coupler. Instructions for the modification are included with the adaptors.

P1238K	Black
P1238B	Blue
P1238R	Red

Freight Australia Adaptors.

The complete Kadee adaptor kit for the Freight Australia G Class is now available. This comes with the colour correct adaptor, the relevant Kadee, screws and instructions. This is now available at all good Powerline Retailers now and comes in two version, short or long, to suit your applications and needs.

P1218A-9	Short
P1218A-10	Long

Mechanism refits

For those with older Powerline BL/G/81 Class locomotives with the ringfield/pancake type motor it has been a hassle upgrading to the current Powerline mechanism due to the headlight/light guide changes not being available. Well finally they have arrived. 81 Class and BL/G Class headlight and marker light guides have arrived so that the new mechanism can be retro fitted into bodies previously fitted with the older mechanisms and have the light operational and in place. Modifications required are minimal and the hardest part is fitting the new headlight/marker light guides. So all those older locomotives can now be fitted with the current mechanism and have all lights operational.

P1406	G/BL Headlight & light guides
P1407	81 Headlight & light guides

Other parts back in stock.

Recently production of the following has arrived:

P1206	Traction Tyres
P1290-2	PCB non DCC for BL/G/81
P1007	compact Couplers
P1007A	Draft box couplers
P1007E	NEM clip couplers
P1403	G/BL Horns

Along with other parts and products mentioned previously, these parts are all now available from your Powerline Retailer and are in stock at Powerline Models Pty Ltd.

Retail Prices.

Powerline Models Pty Ltd does not set, enforce or decide on the retail price of its products in retail stores. The retail price is set by the retailers and they decide how it will be. Powerline Models Pty Ltd has however given SRRP, Suggested Recommended Retail Price, based on what some retailers have told us they will sell for or from what we have been told the mark up on the wholesale price will be. Therefore any retail price presented by Powerline Models Pty Ltd is purely a suggestion or guideline.

RTR N Scale X Class

PNX-1 Freight Australia and PNX-11 Freight Victoria X-Class locomotives in N-Scale RTR are currently in stock and available. Powerline Direct has them available on the internet at \$245.00. The production of PNX-1 and PNX-11 is finished for now and production of the VR X-Class in Blue and Yellow is due to start soon.

PNX-1 and PNX-11 are both now available and can be purchased from your local Powerline retailer. PNX-12 N-Scale X-Class in VR blue and yellow is expected to become available in April/May 2005.

The X-Class in N-Scale by Powerline Models Pty Ltd features a one piece resin body, an Atlas SD-9 mechanism, Micro-Trains® MAGNE-MATIC 1016 Knuckle couplers, correct decals, brass hand rails and all assembled and finished by hand. Each and every locomotive is different due to paint, livery, logo and locomotive number differences available.

For some time now customers, shop owners and people I meet have asked me do I model or operate trains. The simple answer is yes but not as much or as often as I would like.

The interest in trains and model trains goes right back through my family. From first hand knowledge I know that my grandmother had a passion for British model trains as she personally had quite a collection with her favourite being the Flying Scotsman. My father and his brothers had model trains as children and I have seen photographs of O-scale railways operated by my father in my grandparents back garden. I can also recall various temporary set ups at home and at my grandparents house. So an enthusiasm for trains is in the blood.

I was given my very own train set in about 1976, a two track oval plus Bachmann locomotives and rolling stock. Also in 1976 my grandmother brought me a Hornby Silver Series N15 Sir Dinidan in Southern plus 3 Grafar coaches to match. From here on my collection grew as layouts were made and sold.

In the 1980s I moved into American model trains with Rio Grande and Western Pacific, which eventually expanded to include Southern Pacific and Union Pacific. During the late 1970s and early 1980s the late Gordon Duncan was a constant source of information, hints, tips and how to. In the 1980s I also started to dabble with Australian kits made by manufacturers like Broad Gauge Models, later Steam Era Models, Broad Gauge Bodies, Rails North, ABL and the odd bit of Lima. I can well remember my first introduction to MEK whilst learning to model with Gordon at his place in Waratah Ave Glenhuntly.

In the 1990s I still had my British Models and my American Models but was more active with Australian. I can still remember the day I bought a Powerline 81 Class Bicentennial brand new as well as a G Class and an AN BL Class. Since then I have dabbled and brought a wide variety of Australian models plus the odd American piece. Like many modellers I still have a large number of unfinished projects in storage somewhere.

In the late 1990s my father and his business interests became involved in Powerline Models Pty Ltd. My first activities with Powerline Models Pty Ltd were the V/Line Passenger Corporation and West Coast railways coaches, the Austrac 48, the Freight Corp 48 and the Freight Australia G Class. As well as re-runs and productions of various other pieces including spare parts, gondolas, containers, train sets and the remote control unit.

These days unfortunately I do not still have the time I would like and the birth of our daughter robbed me of my train room.

The Tree Kit Returns

The very successful L601 Bottle Brush Pine Tree Kit from LinkLine has returned and is in stores now. For around \$2.50 a kit you can make up to 40 trees. All you need to add is a spray can of brown paint, a packet of Woodland Scenic Foilage and a bit of time. Tools required are a piece of wood for a work bench, a nail, a hand drill and some wire cutters. With one packet of L601 and the above listed components and tools you can make up to forty trees from one tree kit. Over the years we have sold out of these kits quite quickly selling thousands.

The L601 Bottle Brush Pine Tree Kit is available at your local Powerline Retailer now. So go make yourself a forest and have fun.

DCC

Is It Anymore Realistic?

The simple answer is NO. There are also claims that using DCC makes your operations more realistic. To this I must also answer NO. DCC to put it simply is another operating system for model trains, a different form of train operation and as some like to tell me it is a more modern approach to the operation of model trains. Many individuals, who prefer to be called proactive, believe that DCC is the new tool with which to attract new people to our great hobby and that the new technology will bring model trains into the 21st century. In 2004 I would have to agree with this but will add it has taken over 20 years to get to this point. The concept has been around for over 30 years with GE In America, amongst others, Hornby with the ZERO One and H&M, going broke trying, all having a go.

In real life railways and railroads have different operating systems and control systems and in the world of model trains DCC is just another system. The only aspect of DCC that I could honestly call realistic is that the operation of the locomotives is occurring in the locomotives and we are operating it by remote control.

Do not get me wrong I am not saying DCC is wrong, bad or otherwise but what I am saying is that it is not the be all and end all. Sure manufacturers and producers are jumping onto the DCC band wagon but that does not mean it is it. They are jumping onto the technology band wagon as it is perceived DCC will attract more to the hobby, will make it more universal, value adds to the product and is another good marketing and profit making tool.

My greatest fear is that in the short term the current cost of DCC or perceived technical jargon will scare away starters and beginners from the hobby. Bachmann is attempting to address this with their E-Z DCC System but that system is limited to 10 locomotives.

Adding DCC to an existing layout.

A number of people have written or spoken about going DCC but fear the need to change or re-wire their existing layout. The simple answer to this is simple. There is no need to re-wire an existing layout with block wiring, just add the DCC command controller like any other controller to your block wiring. For example I have a layout that is controlled by blocks with two cabs using double wiring and double pole-double throw-centre off switches. I simply added another switch which had the top two poles wired to the standard controller, the bottom two pole connected to the DCC Command unit and the centre two poles went to the cab selector switch to the cab B two poles. So when I switch to cab B I can then select either the standard unit, switch up, or the DCC unit, switch down. On this system it does not matter if my DCC system is powered by AC or DC current. Those using block control and common wiring, the process is similar except that the DCC unit must be using DC power only. DCC can be as simple or as complicated as you want it to be and no matter what anyone says I do not believe DCC is all good for the hobby and essential, its all a matter of personal preferences.

Track Curves.

A recent editorial has sparked a rush of emails and questions regarding track laying, track size, track radius and the realistic operation of locomotives on track. Just to answer a few of the questions out there I have compiled the following list.

Firstly I can openly, and confidently, state that 90% of us do not have the time, money or space to build a model railway to scale with correct scale curves. For example a 4 foot radius curve in HO is roughly a 100 metre radius in real life and real railway radius curves can be in kilometres. To represent 1 kilometre in HO scale is 11.494 metres.

Secondly a need for masses of space and large curves will not attract new enthusiasts and modellers to the hobby. A few firms in the USA noted some disappointing sales on product that required 24 inch or greater radius curves.

Thirdly, many people in society today do not have the space, recreational and free time, and the money to build or fit large layouts into their homes. This has resulted in growth for N-Scale and Narrow Gauge. In todays society people like product compact, functional and user friendly.

Fourthly, the minimum radius we recommend is 18 inches. The bigger the radius the better off you are but if you need to be compact always aim for 18 inches or greater, never less than 18 inch radius.

Fifthly, this maybe move off to left field but the issue of gradients raised its head as well. We recommend no steeper then 1 in 20 or 5%. The shallower and more subtle the rise the better with many preferring a 1% to 3% gradient.

Lastly, the production of locomotives and rolling stock is a fine balancing act. The issues include cost, level of detail and finish, accuracy, user friendliness, mechanism, what track it will run on and its radius requirements. In terms of track there are three issues to consider, NRMA or NEM standard, what code of track will it run on and what radius curves will it require and run on? Thus there are compromises in production, finish, detail and accuracy.

The FUTURE of the Hobby and Model Trains.

In many facets of our great hobby there is an air of concern and uncertainty. There is a general feeling that the hobby is in decline and in the USA a group of interested parties got together to do something proactive. The result is the Worlds Greatest hobby campaign. Clubs are running clinics, open days, exhibitions and promotional campaigns.

The recreation, modelling and hobby market has expanded, competition has increased, people have less time and often people also have less space. Model trains, model boats, model cars, model trucks, model planes, military models, role playing games, remote controlled models, video games, adventure games, computers and computer games are all competing against each other. The significance, importance and exposure of rail in Australia has been undermined. Real train shops have disappeared with general model and/or hobby shops taking their place whilst toy stores move away from trains to more profitable cheap and nasty disposable products, that have a short popularity and life span, so that they can maximise profits. On top of this backyarders, internet sites, discounters and mail order businesses with less costs, lower over-heads and often no interest in guarantees or warranties, are hijacking customers.

The future and survival of our great hobby rests on getting new people and young people into the hobby. This can only happen through shops, exhibitions, open days, displays, clinics, promotion, advertising and railway activities. Mail order, internet and backyard businesses do not promote the hobby, they exploit it because it gives them minimal outlay, fewer costs, closed exposure, limited responsibility, the need for little knowledge and just a means to maximise profit and undermine shops. This to some may seem extreme but the future of the hobby rests with exposure, promotion, display and accessibility.

The future of our Hobby is in our hands and its survival and growth depends upon exposure, promotion, advertising, exhibitions, How to clinics, encouragement, access, shops and producers. This means we must support those interested, encourage beginners, teach what we know, keep the hobby simple, support exhibitions, and support our local retail shop that specialises in trains. Failure to do so will see the hobby fall backwards.

Exhibitions

Adelaide

South Australia's premier model railway exhibition was on again over the Queens Birthday long weekend. This is South Australia's largest trains show and its premier model train exhibition. If you are a South Australian Modeller or if you have an interest in the South Australian Railways, Commonwealth Railways or Australian National then this exhibition is a must visit.

Glen Waverley

Strictly speaking this exhibition was nowhere near Glen Waverley but it was the Glen Waverley Model Railway Club that was running this exhibition. Due to changes at the World Vision Centre this exhibition moved to the Hungarian Community Centre in Boronia Road Wantirna. The new venue in many ways was an improvement.

Stawell

What can one say about Stawell in July, it is cold. Yet the cold did not stifle this exhibition with a full house of good displays bursting at the seams and good crowds. People came from all over Victoria, New South Wales and South Australia to see this exhibition and I doubt any went away disappointed with their efforts. Although the venue is not grand and the location is a bit out of the way for most, the content, number of displays and variety would rival any other exhibition in Victoria. In fact the origins of most of the exhibits was more diverse than the visitors coming to see it. This show is popular with visitors and exhibitors, so much so that organisers have to turn down some exhibits or slot them in for following year.

South Oakleigh Club

After a lay off of some years due to a fire and some administration delays, the SOC exhibition was on again. This is only a very small and tight exhibition aimed at starters, beginners and children. The main aim to create interest, to encourage everyone to have a go and to attract new people to the hobby. All proceeds raised from the exhibition going to the SOK, Sign Of Kindness, run by the SOC to raise money for children. During the exhibition Bruce Ritchie, Murray Johnstone and Donna demonstrated various aspects of the hobby including track laying, ballasting, doing scenery, making trees and buildings, detailing buildings and building a complete layout. The result over the weekend was a finished and fully scened layout complete with locomotive and rolling stock which was raffled off over the weekend. The layout was finished and operational before the drawing of the prize winner. Also on display were Laurie Green and Grant McAdam showing how to scratch build, Ted Allan with his GWR layout, Corio Model Railway Club, Adrian Hoad with his mini layouts, Tony from Warrnambool and his G gauge shunting layout, Trainz Simulators as well as a four track U-Drive for the kids.

Sunshine/Braybrook.

This year's exhibition had 27 exhibits and 11 being operational layouts. There was something on display to interest everyone, and the cartoons in the program were pretty good too. Held at the Braybrook Secondary College this one of very few train exhibitions to display and promote our great hobby to the western suburbs. So this is the premier model railway exhibition of Melbourne's western suburbs.

NEWCASTLE

This exhibition continues to provide one of the biggest shows in Australia. This is more than a train exhibition, this is a hobby exhibition that fills the Newcastle Entertainment Centre spilling outside to include remote control car competitions and races as well as miniature trains rides on Thomas the Tank Engine and friends. There is definitely something here for everyone with model trains being a major force of the show. A good show for the whole family with ample parking and right next to the railway line. I also found it an excellent forum from which to poach and lure modellers of other forms to our great hobby. Once they saw the light and realised model trains is the original and leading hobby with the greatest variety of facets they were hooked. Well worth the visit and must visit for enthusiasts and families next year. You live in NSW got a car or are you near a railway line and time on weekends then you have no excuse.

LIVERPOOL.

The Australian Model Railway Association of NSW model train exhibitions in Liverpool is a much anticipated and popular exhibition amongst train enthusiasts. Promoted as Australia's Premier Railway Exhibition this is one of the largest shows in Australia and considered a must visit by train enthusiast across Australia. It was at Liverpool this year, 2004, that the very first pre-production samples were seen of the impending release of 48 Class locomotives.

Exhibitions in 2005

Warrnambool

8th & 9th January 2005.

Archie Graham Centre

Timor Street

Warrnambool

Geelong/ Corio

28th-30th January 2005

(31st Jan as well if Govt Gazettes Holiday)

Centenary Hall

Cox Road

Corio

(next to Water Slide).

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.

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 50 cent stamp cover costs and speed up delivery.

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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

News in Victoria

West Coast Railways operations from Melbourne to Warrnambool via Geelong is no more.

CFCLA purchases West Coast Railways locomotive fleet.

Freight Australia sale to Pacific National goes through.

Melbourne to Bendigo railway line becomes single track operation.

New faster passenger train operations not living up to expectations.

What is to happen to the WCR steam fleet?

Rowville and Peninsula rail lines??

Australia lagging behind

In terms of passenger trains and passenger train operations, Australia sadly is seen as having third world operations as England, Europe, America, China and Japan leap ahead with high speed passenger trains. At present only Queensland with its Tilt Train is seen as the exception. China for example is spending \$17 Billion up grading 2000 Kilometres of track to run at speeds of at least 200 Km/h and some lines up to operating speeds of 275 Km/h. In the USA you have the Acela and Jet Train attaining operating speeds of 241 km/h, the TGV is expanding across France and operating at 320 km/h, in Japan the MAGLEV is recording speeds of 581 km/h and is expecting operational speed of 500 km/h, I guess we do not need to mention the Japanese Bullit and its improvements and others in Europe are looking at passenger trains operating regularly at speeds of 250 Km/h to 350 km/h. Makes the new Vlocity's 160 km/h insignificant.