

# THE POWERLINE UPDATE

The Official Newsletter for Powerline Direct and all the latest news concerning Powerline Models Pty Ltd  
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2006

2006 is now well upon us and it would appear that for the Australian Modeller, Pandora's Box is open. New surprises, new announcements and new models are appearing all around us. The question now upon the lips of modellers is not what is going to be produced now but what is not going to be produced or what could possibly be added to the list of planned or projected new models and which will actually make it into the hands of modellers within the short term.

Simple issues such as artwork, paint batches, correcting any error in the sample, adjusting build techniques, production slot availability, assembly slot availability and secondary component availability create delays. Even the best laid plans can come undone without warning by a simple component delay or a need to move production slots due to issues with another separate production run causing delays. This is why I mention availability in the short term, as delays can be very costly.

The Australian model train market for ready to run HO scale model trains has never had this good as bench marks are raised and new products are being planned, announced and produced.

The Powerline Team has been keeping its plans very much under wraps with production now coming out of Australia, China, Brazil and India to name a few. Production planned and to be released in the future includes up grades to the existing range, new liveries and artwork, new rolling stock and new locomotives. The T Class raises the bar and sets a new benchmark on the Australian market place and also heralds in a new era for Powerline Models Pty Ltd.

## The T-Class Story.

### **In the Beginning.**

There has been much debate about when the T Class was actually planned. Well the very beginning of the Powerline Models Pty Ltd T Class is actually back in the early 1980s, about 1984, when Brian Comport produced the T Class series 2 and series 3 locomotives as a white metal kit with a limited production of ready to run models. It was then he had it in his mind to produce the T Class. In the later half of the 1990s, about 1996-1997, when Brian Comport first became involved in Powerline Models Pty Ltd the idea again arose. Later in about 2000, after Powerline Models Pty Ltd moved to Melbourne, the idea moved into project phase when planning began. Plans were changed, up dated and modifications made until a finished design was settled on and tooling commenced. The vision was an affordable, detailed, well finished, accurate and quality model that ran, looked and performed well. Unfortunately the best-laid plans can face hurdles and hiccups and a late 2005-release date now appears to be an early 2006 release date.

### **PRE Production Samples**

Pre production samples of the Powerline T Class have been in Australia since about May 2005 and have visited various exhibitions and displays across Australia. All those who have seen the locomotive in front of them have openly commented on how well it runs and how good it looks. Commonly referred to as silver streaks the samples released in 2005 were never painted and finished models but fully finished and assembled test beds to be used and abused.

### **The model**

Great attention has gone into the planning and production of this model. It is the first model to be produced from concept to finished and on the shelf ready to run model by the current owners and managers of Powerline Models Pty Ltd. From the ground up this is a new model by a new team. Virtually nothing has been borrowed, utilised or taken from any other model meaning this locomotive's components have nothing in common with any other model in the range. The Powerline T Class marks a new beginning for Powerline Models Pty Ltd and there is more to come.

## **The mechanism.**

The T Class comes standard with a world-class mechanism. This mechanism incorporates what modellers now tend to expect with some refinements and additional new technology as standard. The mechanism starts off with a 5 pole skew wound can motor mated to twin brass flywheels, these in turn drive refined bogies that are all wheel drive, all wheel pick up and contain RP25 wheels. All this is contained in a purpose built and refined full metal chassis to maximise weight for traction. This new mechanism reflects the future of models to come from Powerline and the direction of up grades for previous productions.

## **The Body**

State of the art tooling resulting in clean, crisp and well-detailed plastic components and a finely finished locomotive from Powerline Models Pty Ltd. The T Class body is a world-class product from the basic body through to the detailed parts. Powerline Models Pty Ltd has selected locomotives it could physically examine to map down the various features that make a T Class locomotive a series 2 or a series 3. Noting that virtually every locomotive is different or distinct from any other in some way, a balance was struck to best represent the T Class locomotive in series 2 guise and in series 3 guise whilst also allowing for design, tooling and cost limitations. The results have been most pleasing as many have noted and seen for themselves.

## **The Couplers**

The T Class Series 2 and Series 3 by Powerline Models Pty Ltd will come standard with both the Kadee No 5 metal coupler and the Powerline Draft box coupler in the box with the choice being yours which to fit. You can fit a metal knuckle coupler or an NEM Australian/European coupler or both with one at each end. Also the coupler box is now body mounted, not bogie mounted and as such Powerline have done away with the need for a slot in the pilot opting for a snugly fitted coupler box making this locomotive more accurate looking straight out of the box. This has also done away with the need for adaptors, mounting plates or Kadee converters. No unsightly holes in the pilot or recognisable fill ins or masking of the pilot to worry about. We are sure the end result will be much more pleasing to modellers.

## **The Lights**

The Lighting of the T Class series 2 and series 3 by Powerline Models Pty Ltd is direction lighting with both the headlights and the marker lights being lit. Yes headlights and marker lights are lit and lighting will be directional. This is a standard set by Powerline since the 1987/88 releases of the 81 Class locomotives. Brightness of the lighting has been an issue but we are sure modellers will be pleased with the directional lighting of both headlights and marker lights.

## **The Detail.**

Separately applied brass etch steps, brass etch grills, brass etch mirrors, plastic hoses and window wipers set the scene for a finely detailed model. Added to this are details like lift rings, cab detail, detailed bogies with correct bearing applications and Speedo cable plus the bogies are sprung.

## **The livery and artwork**

Powerline Models Pty Ltd has always finished its models off well with good paintwork, fine lining and attention to artwork finish on its models. Recent examples of the 48 Class (Tuscan, Candy, Red Terror, Silverton and Austrac) show a very high level of finish, as do other models including the Freight Australia G Class. The new T Class in no different with artwork, colour matching and finish being well attended to by the Powerline Team. Each model produced is match to an actual photograph so that the model represents that locomotive at a point in time because on the railways no one locomotive remained that same for any length of time. Sun fade, maintenance, accidents, modifications, touch ups, refits, repairs, different facilities, different paint manufacturers and paint batches, driving crews and changing ownership has seen to that.

## **The Chassis.**

Like the 48 Class, Powerline Models Pty Ltd wanted to maximise weight in the T Class locomotives. To do so the chassis, fuel tank and toolbox are made out of metal as diecast components. All are accurately and finely finished to ensure maximum weight and best fit. The motor, a 5 pole skew wound can motor, is fully encased in the chassis as is the twin brass flywheels. Attached to the chassis are the DCC decoder, lighting, bogies, coupler boxes and body. Having such a chassis with a fully encased can motor and plastic body attached does present some problems and issues concerning noise and reverberation within such a small model. This too has been minimised with the general comment being that the locomotive is not considered noisy. In fact all who have seen the pre-production samples running and in action have commented on the quiet smooth running of the units.

## **The DCC Decoder**

Powerline Models Pty Ltd will be releasing the T Class as a DCC Equipped locomotive that is with a decoder fitted. The recently proposed decoder to replace the previous smart decoder, or automatically switchable from conventional DC to DCC, is a manually switched decoder. You physically switch the decoder from standard DC operation to DCC operation, which effectively eliminates any of the issues associated with the automatically switchable decoders. It must be noted though that when switched to DCC mode the decoder will be able to detect and auto switch between DCC and convention DC operation. So those that still want that ability and its associated functions will still have it.

There were no problems with the original decoder as such but it was felt that the inherent detection issues of the decoder must be addressed for improved DC operation. Masks and programming as used by all manufacturers to cover up the issues was

thought to be inadequate or to diminish the shunting operation of the locomotive whilst operating on a DC layout. So like another well known, and world leading manufacturer, it was decided we should employ a switch.

Our decoder complies with NMRA requirements and is compatible and will operate on all NMRA compliant systems. Systems we recommend include NCE, Lentz, Atlas Master and Uhlenbrock. The programming and functions of our decoder are the same or similar to other leading brands as is its quality.

### **The delay**

The original date officially announced by Powerline Models Pty Ltd for the release of the T Class was December 2005 in time for Christmas. Unfortunately even the best laid plans come undone and this date could not be met. This was mainly due to the DCC decoder; the push to make it better and the fact that there is a component supply issue for decoders. It was thought best to fix it and get it right now rather than rush the locomotive out now and fix it later or in another production run. The wait is considered well worth it as the team at Powerline and all who have seen the T Class believe it will set a new benchmark in quality, finish and accuracy. As soon as everything is to hand and a production is in place an announcement will be made as to the date of the release but only after production and delivery dates have been confirmed.

### **First production Run liveries.**

Powerline Models Pty Ltd has announced the liveries it will be doing but recently went a step further by allowing for variations within the liveries themselves. Note that T384 has been replaced by T393. Anyone with an order for T384 will automatically be issued with T393 but can change their order, if they so wish, any time up till the production and delivery dates are confirmed and an announcement made..

#### **T Class Series 2 High Cab**

PT2-1 Victorian Railways  
T357 early VR  
T359 later VR

PT2-2 V/line  
T366 early V/Line  
T364 later V/Line

PT2-4 WCR  
T363 as WCR

#### **T Class Series 3 Low Nose**

PT3-1 Victorian Railways  
T367 early VR  
T395 later VR

PT3-2 V/line  
T393 early V/Line  
T375 later V/line

PT3-6 Freight Australia  
P388 Short wings  
T400 inspection hole

The use of the words early and later is generalisations relating to changes in locomotive and livery over a period. Changes can be as subtle as handrail colour, valence colour, the radio equipped logo, builders plates and minor changes in livery application or major appearance changes like with or without staff exchange pockets. Generally speaking liveries have been matched from photographs. It must also be noted that during the life of the T Class that different paint brands have been used, that colours did change from paint batch to paint batch and that if taken to the finest detail each T Class in the Victorian fleet would be a virtual individual.

### **Standard Features.**

Full cast metal Chassis  
Centrally mounted motor  
5 Pole Skew wound can motor  
Twin brass flywheels  
RP25 wheels  
All wheel drive  
All wheel pick up  
Kadee® metal knuckle couplers  
Snug coupler box  
Powerline couplers  
Well-detailed body  
Separately applied detail  
Brass etch grills  
Brass etch steps  
Metal handrails  
Sprung bogies  
Interior cab detail  
Directional headlights  
Directional marker lights  
DCC decoder runs on DC and DCC.

Yes all the above come standard on the T Class by Powerline Models Pty Ltd. Plus you also get the body detail, accuracy, artwork, paint livery and finish that modellers have grown to expect from Powerline Models Pty Ltd. Many in the hobby, plus some magazines, have not picked up on these features and failed to mention or highlight them but this model will be as good, if not better, than any other on the Australian HO ready to run plastic mass produced market. Make no mistake this is a new beginning and a sign of things to come.

### **Introductory Offer \$198.00 per T Class Locomotive extended.**

Due to the delay in producing the T Class the \$50.00 deposit per locomotive with Powerline Models Pty Ltd for an advanced order of a T Class has been extended. In fact the offer will stay open until the production and delivery of the T Class has been set down and locked in. Once a delivery date has been set the final advanced order acceptance date will be announced and set. Powerline Models Pty Ltd expects to announce the release date and the expiry date of the special offer in March 2006. The advanced order along with a \$50 deposit per locomotive secures and guarantees that order and the introductory price of \$198.00. Yes \$198.00 for the Powerline T Class with all its standard features. All orders plus \$50.00 deposit per locomotive should be made as soon as possible to secure and lock in your order; those who leave it too late will miss out. The outstanding balance of \$148.00 is not due and payable until the locomotives are in Australia and ready to be delivered. Notices will go out when the locomotives have arrived in Australia and delivery to customers will occur after the locomotives have been paid for in full.

Powerline Retailers are also able to guarantee and secure T Class orders with a \$50.00 deposit per locomotive. The collecting of the deposit and the full payment will be the responsibility, and at the discretion of, the retailers. Retailers can take orders and do the regular back order but there is no guarantee on supply as orders with deposits will be supplied and guaranteed. Back orders without deposits will get what is left and available on a first come first served basis.

### **T Class in Stores**

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The Powerline Models Pty Ltd T Class series 2 and series 3 locomotives will be available from all Powerline Retailers that have placed orders for them. For those who want to look, admire and try before they buy a list of Powerline Retailers who will have stock of the T Class will be available after the release of the T Class. This list will come directly from known back orders and advanced orders made by retailers. Powerline Retailers are also able to accept advanced orders for the T Class on their own terms. The price per locomotive after the advanced order special expires will rise.

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

### **Some Brief T Class Details**

Here are some brief details concerning the building of the T Class locomotives. More information and history will follow in time over future issues.

The first batch of T Class Diesel-Electric locomotives built for the Victorian Railways by Clyde were the T1 or Flat top T Class. Delivered between the 2<sup>nd</sup> August 1955 and the last on the 23<sup>rd</sup> December 1955 they were numbered T320 to T346 the total built number 27. Between November 1982 and January 1985 13 were converted to P Class locomotives, approximately 6 are preserved and/or still operational, 4 went to an electrical contractor and the remainder were scrapped.

The Second batch were the T2 delivered between 22<sup>nd</sup> June 1959 and the 14<sup>th</sup> December 1959. These were the High Cab or Series 2 T Class locomotives without end walk ways and were numbered T347 to T356. Total produced was ten units with all but two scrapped.

The third batch or T3 were delivered between the 14<sup>th</sup> December 1961 and the 21<sup>st</sup> May 1962. These were the second batch of High Cab or Series 2 T Class locomotives and number T357 to T366 with again only ten being produced. These differed from the early batch of High Cab Series 2 T Class Locomotives in that they had vertical grills, not the horizontal of the T1 and T2, and did not have mansard roof corners. Later T 360 got rebuilt to look similar to a T Class series 3 after an accident. Only 3 of this build have survived with the rest being scrapped.

The fourth batch or T4 was the Low Nose T Class also known as the Series 3. Technically the T4 batch was delivered in 3 separate batches; 10<sup>th</sup> Feb 1964 to 21<sup>st</sup> May 1964 T367 to T386, 4<sup>th</sup> September 1965 to 23<sup>rd</sup> December 1965 T387 to T396, and 3<sup>rd</sup> December 1966 to 15<sup>th</sup> December 1966 T397 to T398. 20 in the first batch, 10 in the second batch and 2 in the last making a total of 32. At least 11 have been scrapped, 2 are known to be used as spares and may well be scrapped or about to be scrapped and rest are described as operational.

T5 the last batch were delivered in 2 batches. 1<sup>st</sup> April 1967 to 13<sup>th</sup> July 1967 T399-T406 and 27<sup>th</sup> September 1968 to 13 March 1969 T407-T417. T413 to T417 became H1 to H5, T401 and T403 to T407 went to Australian National and became their CK

Class locomotives. Three locomotives in the T5 batch are known to have been scrapped and the rest are believed to be operational and/or preserved.

Note the 413 Group has preserved the Geelong Cements D1 from Portland that was re-numbered to T-413 on the 9<sup>th</sup> September 1969 after it entered service with the VR. This locomotive was not originally made for the VR and featured Dynamic brakes on the short nose end and ran on the Fyansford Railway until it was replaced by a conveyor system. This locomotive is preserved in Geelong. The real T413 was converted to H1 and still survives today.

Powerline Models Pty Ltd is producing the T3 to T5 batches of T Class Diesel-Electric locomotives from the Victorian Railways under their better-known titles of Series 2 (High Cab) and Series 3 (Low Nose).

### **V-Class Steam Locomotive from Link Line**

Available and in stores since December 2005, the Link Line 2-8-0 steam locomotive painted up as a Victorian Railways V-Class is a competitively priced locomotive for all. This locomotive is similar to locomotives that operated in Australia and can be modified to suit locomotives that ran in NSW and Victoria. It is not intended to be for the modellers but more a steam locomotive for beginners, starters and young enthusiasts. The expected retail price is to be around the \$155.00. to \$165.00

The first production run is in the livery of the Victorian Railway V-Class, in its later years when they had been converted to simplex cylinders. Black with white lining, builders plates on the cab and tender sides and class and number plates front and rear. As a shadow the locomotive is very close to representing the V-Class and some careful changes and modifications will bring it even closer. Feedback from all who have seen and know of it has been more than positive. A dress up kit is expected to be available soon.

The Victorian V Class steam locomotive was used extensively for coal trains and on the Wonthaggi line and ran up till the late 1920s.

This the first of many planned projects to come from our Brazilian manufacturer.

### **Stainless Steel Coaches**

Three stainless steel coaches of a type similar to those used on the Southern Aurora, Indian Pacific and The Overland are to be available any time now. Produced by Frateschi in Brazil and sold under the Linkline banner these coaches represent a good economical product for the Australian market place. These coaches will fill a void left by the Lima range of coaches and at a better price. This will give starters, beginner and novices in this great hobby some coaches to run behind their locomotives and modellers something to tinker with, detail and improve.

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The Coaches we are to release in March 2006 are as follows:

#### **LLF-101 Stainless steel coach (1<sup>st</sup> Class)**

This is close to a Commonwealth (Indian Pacific) AG and a Southern Aurora LAM

#### **LLF-102 Stainless Steel coach (Dinning)**

This is close to a Commonwealth (Indian Pacific) DF

#### **LLF-103 Stainless steel coach (Sleeper)**

This is close to a Commonwealth (Indian Pacific) ER or a Southern Aurora DAM or NAM.

BGB Models produce a range of decals that would be great, and easy, to add that special touch to these coaches. They include D7 Vineland name plates, D54 Overland basic set, D55 Overland set, D56 GSR The Overland name set, D129 Ghan Sleeping Car names, D146 Ghan Name boards, D147 Indian Pacific Name boards, GSR name boards and D174 GSR Name boards.

Brunel Models are also doing a range of decals to suit these coaches. This also should be available in stores soon and as soon as we have details to hand we will announce them.

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### **RTR N Scale X Class**

PNX-12 is currently available and can be purchased from your local Powerline retailer. There are no plans currently to re-run PNX-1 or PNX-11 for now as Powerline move onto new production runs of different liveries. So once sold out that will be all for the near future

PNX-12 is the current X-Class production run in VR blue and yellow. This livery project struck a delay in the decal process due to alignment and the shade of yellow required. None the less our sub-contractors pulled through resulting in a satisfactory locomotive. Demand for this locomotive has been strong and we expect the limited production run to sell well.

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.

Why did Powerline Models Pty Ltd produce an N-Scale X-Class?

Powerline had thought for some time about going into N-Scale but the opportunity had never been quite right. Plans for the T-Class followed by an X-Class had been on the board since 2000 and before. In fact the X-Class is a locomotive favoured by a Powerline Director. Thus when Austrain announced they would do the X-Class and the opportunity arose to do an N-Scale one, Powerline decided to change tracks from doing an HO-Scale X-Class to an N-Scale X-Class. So then plans were put in place to enter the N-scale market and do an X-Class. With the assistance of some well know modellers and their expertise the

project became a finished product on the shelves and in shops. These are not perfect locomotives or intended to be highly detailed and finished perfect models. These are handcrafted and finished locomotives for N Scalers and modellers. These are not crisp, clean and plastic looking models but locomotives of character like the real locomotives.

The next, third, batch of PNX-12 N-Scale VR X-Class have been released. There will be another 2 batches to follow and that will be the end of the VR X-Class.

### **The Next X.**

Yes Powerline are also about to release the next series of X-Class in N-Scale, the series 3 X-Class locomotive with its distinctive small short nose. This is a whole new body and fitment to an Atlas SD9 mechanism utilising the same techniques and successful applications used on the previous series of X-Class in N-Scale. So that is a new X-Class with an Atlas mechanism, Micro Trains ® MAGNE-MATIC ® couplers, 5 pole motor, twin flywheels, a resin body made here in Australia, paint made here in Australia and decals made here in Australia. The end result is a hand assembled and finished ready to run model. It will also be an improvement on the previous model. The first finished models are expected to be available in 2006. The liveries to be done are as per the previous X-Class with a view to do all possible liveries over time.

Are there plans to do more in N-Scale?

Yes there is and yet another new model could be available as early as mid 2006.

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### **MHG**

P500 NSW Black MHG and P504 LAB 550 in Tuscan are now in stock and available with a delivery delay of about 3-4 days. Stock has been sent out to stores. There are some delivery delays at present as production runs have been limited and done based on orders and demand only.

### **A NEW MANUFACTURER**

There has been a great deal of expansion in the Australian model train scene in terms of products to be produced and manufacturers that plan to produce them. One that has slid under the radar is Redfern Model Trains. Redfern Model Trains is a producer of standard gauge and narrow gauge model trains in HO and O scale. Scales include O, On30, HO, Hon3 and Hon30 to name a few. The production based for Redfern is in India. This is a new enterprise and venture by Peter Grace and his Indian business partner. In 2 years the venture has gone from zero to production in a very short time and shows great promise. New model released include an On30 G42 VR Garratt in On30, an On30 NQR wagon, an On30 Ore wagon, an assortment of Hon3 American wagons and two versions of the NSW BD Wagon, Queen post and King post. Powerline Models Pty Ltd supports this courageous new venture and looks forward to a new range of ready to run products for the Australian market place. Redfern Model Trains products are supplied exclusively to one model train shop per state. In Victoria it is Train World Pty Ltd, in NSW it is Begs Hobbies and in Queensland it is Christmas Everyday. Other state outlets are yet to be announced. For those who want to run Redfern HO models with the Powerline range, the Powerline P1007A coupler will do the job, other wise use the Kadee no 5 or No148 couplers.

### **81/BL/G Class Locomotives**

There are still a number of these locomotives available including:

P204S 81 Class Stealth  
P206 81 Class Freight Rail  
P207 81 Class Freight Rail  
P216 G1 V/Line  
P218 BL Class NR (early)

There is still stock of the above listed locomotives. These are likely to be the last model locomotives of their type as Powerline Models Pty Ltd moves to redesign and up grade its existing range of product. Until this action is completed there is not likely to be any new production runs or liveries so only product in stock will be available for the time being.

### **48 Class.**

There is still a range of 48 Class locomotives available. These include:

P230B Tuscan 4897 & 48116  
P232A Candy 48107, 48121 & 14125  
P233A Red Terror 4894 & 4895  
P234Y Silverton48s35 & 48s37  
P239 Austrac 4814 & 4836

### **Changes and new mechanisms planned.**

As we go to press the T Class project is completed awaiting a DCC decoder and component issue to finalise a production and release date. With this finished Powerline Models Pty Ltd is pushing ahead with other projects and production plans. One of these is the upgrading and re-mechanising of existing locomotives such as the 81, BL, G1 and G2. This is now not a matter of if but when with planning moving ahead. This will bring this entire range of big locomotives up to the standard of the T Class

locomotives and possibly a little bit further. Changes involve the standard T Class features such as can motor, twin flywheels, all wheel drive, all wheel pick up and DCC decoder equipped. Other issues such as allowance for speakers and sound may also be addressed. The plan is to bring the Powerline range up to current expectations and improve the product and the range as we progress.

## **SOUND**

In recent years there has been a growth of sound equipped locomotives and an improvement in the actual sound and its characteristics. One of the leading lights in this improvement has been QSI ® Quantum Systems with their product installed into locomotives by Broadway Limited, Atlas and Proto 2000. Now a few Australian manufacturers are planning to release some of their product sound equipped.

Until recently sound has been either primitive, layout bound, tinny or at times a compromise. Then it improved but under the domain of DCC. Under manufacturers like QSI ® Quantum Systems sound equipped locomotives have now been able to operate on DCC and conventional DC but left DC operators with primitive or limited operation. The release of the Quantum Engineer in mid 2005 by Atlas has changed all this. This new unit that simply wires between the controller and the track has given DC operators all the operations and features previously only available to DCC users. See the MTC article further on in this issue of the Powerline Update.

## **Exhibitions**

### **Warrnambool**

The first exhibition for 2006. The West Coast Railways group may have disappeared and those operating the Warrnambool railway line may well be removing infrastructure in Warrnambool but the Warrnambool Railway Club is still alive and well as this years exhibition proves. With eleven layouts, three demonstration displays, 2 retail stands and two miniature railway promotional displays this exhibition had a good mix of scales, proto-types and layouts. It was how ever missing an N Scale layout this year. The Powerline Models Pty Ltd T Class spent the exhibition running on LAL-RHUSE pulling goods trains as well as shunting at the front of the layout.

### **Corio**

Bush fires at Anarchie saw the venue for the 2006 exhibition become the Command Centre. and assembly point for the SES and CFA. The loss of a venue was a last minute hurdle that for some may have resulted in a cancelled exhibition but the Corio Club team sprang into action, finding a new venue and getting the new details out. The West Geelong Town Hall became the new venue. For an 11<sup>th</sup> hour bid and a last minute fit this was fine effort as the new venue was set up and laid out very quickly. Both the Series 2 and the Series 3 T Class locomotives by Powerline Models Pty Ltd were on display as was a new range of Australian product in On30 and HO by Redfern Model Trains. There were layouts and display to see and even at this last minute venue it is easy to see why the Corio Exhibition is considered on of the must visit exhibitions in Victoria and the leading regional exhibition. Yet this writer felt that the retail and commercial content at the 2006 exhibition was too high.

### **Max Miller**

It is with great sadness that we belatedly announce the death of Max. Max was a gentleman and an intricate part of the BGM team. Along with Brian Chester, Max and the BGM display were present at many exhibitions in Victoria and South Australia. For years it has been the norm to see Max behind the BGM stand assembling one of the numerous steam locomotives produced by BGM and making it all look so easy. The Warrnambool Exhibition was the last for Max and ironically I must note it was not a BGM locomotive he was assembling as I took his photograph. Brian Chester has lost more then a business partner and the BGM stand will seem alien and strange without Max. His absence from the Corio Exhibition was noticed by many who attend and visit this exhibition each year. The Brotherhood Of eXhibitionists (BOX) has lost a life long member and friend. Our condolences go to Max's wife and family, he will be missed and remembered by many.

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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.

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. Access at the website is by [www.powerline.com.au/1999-q1](http://www.powerline.com.au/1999-q1) or whichever year and quarter you require. These files are PDFs.

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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:

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