

THE POWERLINE UPDATE

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

Vol 10 Issue 3

Published Quarterly

2008

Hello and welcome to the third issue of the Powerline Update for 2008. Unfortunately due to numerous other projects and a few delays we did not get to 4 issues for 2008. As many of you would be aware there is a lot happening in the hobby of model trains and it is not all just overseas. There is a lot happening within the hobby in Australia as well as overseas. The phrase "modellers of Australian model trains have never had it so good" continues to ring true with a huge selection of Australian product available; locomotive, rolling stock and accessories.

For Powerline Models Pty Ltd it has been a roller coaster of a year. The potential of the new product range produced in India failing to meet expectations, the delays in the all new DL-531 48 Class project, the finalisation of the yet to be released ELX open wagon (due Dec 2008), the delays in getting the N Scale X-Class series 3 released, the so near but not quite there release of the N-Scale N Class locomotive, the impending new mechanism for the Powerline Big locomotives (81/G1/G2/BL Classes) and the continuation of new project that will include the next Victorian wheat hopper (the steel bodies version) being done in China.

Issues that could possibly affect the Australian market will be the current economic situation, the possibility of a credit crunch and changes occurring overseas in terms of manufacturers and production. Marklin, ROCO and LGB have all changed hands in terms of ownership, in China some manufacturers have just closed (these are the smaller companies), legal actions in the USA have caused changes in the hobby in terms of manufacturers/tooling ownership and copy right and more recently two of the largest toy/model manufacturers in the world today have come under one ownership with Kader acquiring Sanda Kan. Three of the five major Australian brands that produce Australian model trains are manufactured by Sanda Kan as well as Hornby, LifeLike, Proto 2000 and Atlas. Also some of the big American brands, such as Bachmann, Atlas and Broadway Imports Ltd/BlueLine, are looking at and producing Australian based model locomotives. Such as those operated on mining railways in Western Australia and possibly some locomotives that operate in S.A, NSW and Victoria. Time will tell because nothing is set in concrete as yet.

ELX Open wagon

The ELX open wagon (corrugated) by Powerline Models Pty Ltd is expected to become available in shops in mid-December 2008. It will come in various liveries, there will be a mix of fleet number in some liveries and you will be able to buy the ELX with either a Kadee No 5 metal knuckle coupler or a P1007A Powerline coupler fitted and the retail price in stores is expected to be between \$30 and \$35 each. The listing of what is to be available initially is:

PD-600	V.R	ELX	Red, PLM coupler
PD-600A	V.R	ELX	Red, Kadee coupler
PD-601	S.A.R	ELX	Grey, PLM coupler
PD-601A	S.A.R	ELX	Grey, Kadee coupler
PD-602	V.R	VOCX	Red, PLM coupler
PD-602A	V.R	VOCX	Red, Kadee coupler
PD-603	V/Line	VOCX	Red, PLM coupler
PD-603A	V/Line	VOCX	Red, Kadee coupler
PD-604	A.N	AOBX	Green, PLM coupler
PD-604A	A.N	AOBX	Green, Kadee coupler
PD-605	SAR	ELX	Lt Grey, PLM coupler
PD-605A	SAR	ELX	Lt Grey, Kadee coupler

Retail shops and Powerline Retailers are aware of these new wagons and have already been given order forms. So the ability to advance order is there as well as booking your requirements with your local hobby shop. When the Powerline Web site is operational, Powerline Direct will have the Powerline coupler versions available at \$30.95 each and the Kadee versions at \$34.50 each. As noted previously there are a couple of fleet numbers in the range so you will need to look at your purchases carefully. A photograph of the ELX is on the Model Railways in Australia yahoo group at:
http://groups.yahoo.com/group/Model_Railways_in_Australia/

These will be followed by the ELX version without doors and the new steel version of the Victorian wheat hopper. All produced in China.

The ALL NEW Alco-Goodwin DL-531 48/830 Class locomotive.

This is an all-new locomotive from the wheels upwards. New body, new details, new mechanism and new electrical. It will utilise all the latest tooling and production techniques to bring you an accurate model of a 48 Class. It will have similar features to the current T Class and will truly bring the 48 Class model into the 21st century. All 4 marks of the 48 Class have been drawn and planned.

A release date is yet to be set but as more samples become available in 2009 for review we will have a better idea of the release date but expect early to mid 2010 at this stage. All liveries will be produced over time with the new model allowing us to improve on the accuracy and finish of liveries we have already done to such a high standard.

An advanced introductory order is now available with an advanced order price of \$220 with a deposit of \$75.

As soon as the Powerline Website is operational Powerline Direct will be accepting orders for these locomotives.

The introductory offer is open until the 48/830 Class locomotives are shipped from China, an announcement to this affect will be made in time.

N-Scale X-Class.

Right now, as of mid-November 2008, there are Freight Australia and Victorian Railways X-Class series 2 locomotives available in N-Scale. These are available immediately but there is only a limited stock.

The X Class series 3 N-Scale locomotive is now available in the Freight Australia livery.

When the Powerline web site becomes operational Powerline Direct will have these locomotive available at \$260 each.

N-Scale Victorian N-Scale Locomotive

The Victorian N-Class locomotive produce ready to run in N-Scale should be released by Powerline Models Pty Ltd in early 2009. These will be very similar in features, running and operation as well as detail and finish to the X-Class locomotives.



HO V/Line Tangerine Passenger carriages (NQR).

A number of NQR P455 V/Line passenger carriages have been distributed to retail shops across Australia and are available now. These coaches are NQR (Not Quite Right) due to paint peeling on the roof and/or windows that have popped out and are rattling around inside the carriage. Both are really minor issues that are quite easily fixed by most modellers. Powerline Models Pty Ltd has distributed all its P455NQR stocks and sold out, so all that now remains is in retail stores.

The Buffet car in V/Line, P458S, is now also available again with all NQR versions now being sold off as P458SNQR. Again these have a slight paint defect and/or windows that have popped out. These too are available in stores now and Powerline still has some stocks left with which to supply stores.

When the Powerline Web site becomes operational these coaches will be available at \$45 each for the P455NQR and \$47 each for the P458SNQR.

The Powerline T Class Locomotives.

The first production run of the T Class was:

PT2-1-357	VR T Class	(Early livery)	Series 2	High Cab (T3)	T357 (SOLD OUT)
PT2--3591	VR T Class	(Late livery)	Series 2	High Cab (T3)	T359 (Available)
PT2-2-364	V/Line T Class	(Early livery)	Series 2	High Cab (T3)	T364 (Available)
PT2-2-366	V/Line T Class	(Late livery)	Series 2	High Cab (T3)	T366 (Available)
PT2-4-363	West Coast Railways		Series 2	High Cab (T3)	T363 (Available)
PT3-1-367	VR T Class	(Early livery)	Series 3	Low Nose (T4)	T367 (Available)
PT3-1-395	VR T Class	(Late livery)	Series 3	Low Nose (T4)	T395 (Available)
PT3-2-375	V/Line T Class		Series 3	Low Nose (T4)	T375 (Available)
PT3-2-393	V/Line T Class		Series 3	Low Nose (T4)	T393 (Available)
PT3-6-388	Freight Australia T Class		Series 3	Low Nose (T4)	T388 (Available)
PT3-6-400	Freight Australia T Class		Series 3	Low Nose (T5)	T400 (Available)

Most of the first production run is still available except for PT2-1-357 T357 in VR has this has sold out. T367, T359, T400 and T395 are not far behind with stock of these locomotives being very low. It is most likely these numbers will sell out before the new second production run arrives. The price from Powerline Direct is \$260 each plus postage.

The 2nd production run is to be

PT2-1-360	VR T Class	(Early livery)	Series 2	High Cab (T3)	T360
PT2-1-358	VR T Class	(Late livery)	Series 2	High Cab (T3)	T358
PT3-1-403	VR T Class	(Early livery)	Series 3	Low Nose (T5)	T403
PT3-2-386	V/Line T Class		Series 3	Low Nose (T4)	T386
PT3-4-369	West Coast Railways T Class		Series 3	Low Nose (T4)	T369
PT3-7-373	G.N T Class		Series 3	Low Nose (T4)	T373
PT3-10-387	York Peninsula Rwy T Class		Series 3	Low Nose (T4)	T387
PH1-6	Freight Australia H Class		Series 3	Low Nose (T5)	H1
PH2-2	V/Line H Class		Series 3	Low Nose (T5)	H2
PH3-1	VR H Class		Series 3	Low Nose (T5)	H3

This production run will also feature some improvements over the 1st production and orders are now being invited. For now there is no release date but advanced orders with a special order price of \$220 are being invited with a \$75 deposit. The introductory offer will cease as soon as shipment from China is pending and an announcement will be made.

MHG.

P504 L550 Lab test car and P509T Tuscan undecorated are both now in stock. These like the gondolas are produced, assembled and packaged in Australia, even the insert and box is made in Australia.

Gondola Re-run

The following Gondolas are now available again:

P510	Black Undecorated
P511U	Blue Undecorated
P671	V/Line (red)
P675	BHP Steel (blue)
P676A	Yellow Undecorated (yellow)

Gondolas with containers

The following Gondolas with containers have been released and are currently available. The containers are 40 footers.

P671BN	V/Line with BN 40 foot container
P671HL	V/Line with Hapag Lloyd 40 foot container
P678BN	National Rail with BN 40 foot container
P678HL	National Rail with Hapag Lloyd 40 foot container

Coaches.

These are still some coaches available and in stock now. They include the following

P424B	KB Parcels NSW Tuscan	P463	MHO Yellow
P443	MHO NSW Candy	P465	MHO Bicent
P444	KB NSW Candy		

The 48 Class and 81 Class still in stock.

There is still a stock of both the 48 Class and the 81 Class in the warehouse, although some lines are getting low in numbers, especially Tuscons. All are available now and should be in stores.

P232A-107	NSW Candy 48 Class Mk3 48107	P239-36	AUSTRAC 48 Class Mk1 4836	
P232A-121	NSW Candy 48 Class Mk3 48121	P204S-67	STEALTH 81 Class	8167
P232A-125	NSW Candy 48 Class Mk3 48125	P204S-75	STEALTH 81 Class	8175
P233A-94	NSW Red Terror 48 Class Mk3 4894	P206-08	Frt Rail 81 Class	8108
P233A-95	NSW Red Terror 48 Class Mk3 4895	P206-81	Frt Rail 81 Class	8181
P234Y-35	SILVERTON 48 Class Mk1 48s35	P206-84	Frt Rail 81 Class	8184
P234Y-37	SILVERTON 48 Class Mk1 48s37	P207-77	Frt Rail 81 Class	8177
P239-14	AUSTRAC 48 Class Mk1 4814		PD Prices 48s-\$140, P206-\$165, P207-\$180, P204S-\$195	

LinkLine stainless steel coaches.

For over 3 years now LinkLine, a Powerline Models range, has sub-contracted to Frateschi the exclusive manufacturing of undecorated stainless steel/silver coaches as close matches to coaches used on the Indian Pacific and the Southern Aurora. Recently these featured in the June 2008 AMRM. These coaches come in the Frateschi box ready to roll and are readily available from Powerline and all Powerline retailers. They come with the standard Powerline/European type coupler and interiors.



Repairs.

All Powerline repairs and warranties must be returned to the place of purchase before being sent onto a Powerline Models repair Centre. No warranty or repair can be sent directly to, or accepted by, a Powerline Repairer without prior authorisation from Powerline Models. All warranty forms relating to locomotives should have been sent in just after the purchase of the locomotive and should therefore be logged with Powerline before any warranty related locomotive is sent in or considered.

For 48/81/BL/G1/G2 locomotives produced between 1988 and 2006 the Powerline Production Centre in NSW is the place for all warranties and repairs. For the T Class it is the Powerline Repair Centre in Melbourne. For general repairs to rolling stock either is acceptable.

With so few repairs or warranties, repairs are done on a very casual basis about once every month or two or when spares are available or time permits. Exhibitions, displays, new projects, work commitments, availability of spares, illness and family additions have interfered with the ability to act on or complete repairs stretching delays out across months. This is not intentional, nor desirable but all repairs will be completed as soon as is possible. Currently the delay is 6 weeks minimum from the time the product lands at a Powerline Repair facility. Warranties and guarantees take priority over all other repairs and any requested modifications are left to last.

The Powerline Web site

Like the Powerline Update, the Powerline web site is owned and operated by Powerline Direct not Powerline Models Pty Ltd. The new web site is complete except for about a few photographs and bits of information and it will not have the cutting edge set up and activities it once had or be as comprehensive but it will be a user-friendlier site.

All correspondence for the Powerline Update and the Powerline Web site will be via info.powerline@powerline.com.au

It must be noted that Powerline Direct does not compete with retail outlets and encourages people to visit and buy from their local retailers. Powerline Direct is only intended to be a source of information and a supplier of last resort for hard to get items or for people who do not have a local Powerline retailer or are overseas. The Site is expected to be up in Dec 2008.

Powerline product availability.

Product by Powerline Models Pty Ltd is available through all bona fides Model, Hobby and Train retail stores across Australia. This includes all registered business in shops in retail, business or shopping zones that are open regular trading hours. Powerline Models Pty Ltd is not responsible for what retailers stock or have on their shelves and does not set or enforce any retail pricing.

Model Railways in Australia, the magazine.

The new Australian published magazine "Model Railways in Australia" is now up to issue 2. It is a 44-page colour magazine focussed on beginners, starters, younger modellers and the general public that is owned and operated by the Australian Exhibitions and Publications Co-operative Ltd.

For those that want to get copies of the MRA magazine but who do not have a local hobby shop, do not belong or get to a club often or who are too far away for exhibition, there are subscriptions. The cost of a subscription is \$20 for 4 issues.

This is not a Powerline Direct or a Powerline Models magazine but Powerline Models Pty Ltd will be advertising in it.

Model Railways in Australia can be contacted at mramagazine@yahoo.com.au or via PO Box 2109 Brighton 3186.

They also have a How To, help, information and discussion group on line at yahoo groups

http://groups.yahoo.com/group/Model_Railways_in_Australia/

Information on the Net.

These is unfortunately a lot of misinformation, lies, on the web concerning the model railway industry as well as Powerline Models Pty Ltd by misinformed and unknown individuals. Whoever they are and whatever their motives we would like to make it very clear that the only official sources of information regarding Powerline Models Pty Ltd is Powerline Models Pty Ltd itself, the Powerline Website and the Powerline Update. Beware you cannot believe what you read on the Internet.

The Powerline DCC Decoder

The initial Powerline DCC Decoder as installed in the T-Class has had a couple of issues, 2 in fact. It has been found that with some of the DCC decoders there has been an issue with the PIC and/or a particular diode. This only affects operation in DCC mode and nothing else. The problems have been sorted and fixed but for those with existing T Classes who operate on DCC, and who tend to play with the CVs and change addresses, only about 25% will come across a problem. The quickest and easiest fix if a decoder fails and does not reset is to fit an NCE SR-DA decoder. This fit requires little effort, as it is a straight drop in that just requires attention to wiring. Note the common wires and swap over the red and black motor wires. For those experiencing jittering running or hesitations the suggested fix is to make sure the wheels and track are clean first and if that fails it often means the pickups in the bogies need to be cleaned.

Powerline Models Pty Ltd takes no responsibility for statements, opinions or discussions expressed in this Update as the Powerline Update and the Powerline web site are owned and operated by Powerline Direct. Due to changes and the constant movement of stock Powerline offers no guarantee on stock availability. Powerline Models Pty Ltd has no responsibility for the range or level of stock carried by individual retailers and Powerline dealers or the level of service they provide.

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