

THE POWERLINE UPDATE

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

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Welcome to 2009 and Volume 11 issue number 1 of the Powerline Update the first Powerline Newsletter for 2009. In 2008 we only published 3 issues due to time restraints and other issues.

The economic roller coaster we are experiencing has yet to dent the model train industry as more products continue to be produced and a multitude of new models get released. In China a large number of model manufacturers have closed up, gone out of business or changed industries. One of the biggest model train manufacturers in China, Sanda Kan, was sold in 2008.

Sanda Kan has revenues of about US\$104,261,000.00 (2007), made a net loss in 2007 of 186,804,000.00 after tax, had consolidated net assets of about US\$141,032,000.00 (2007) and was sold in November 2008 to Kader Holding Company Limited for US\$8,500,000.00. Sanda Kan is a large manufacturer with a number of factories making models and more for customers that include Atlas, Life Like/Proto 2000, Walthers, Hornby and numerous others. Previous to the purchase of Lifelike/Proto 2000, Sanda Kan owned Lifelike/Proto 2000 and now continues to manufacture Lifelike/Proto 2000 for Walthers.

Kader, the purchaser, is also a large manufacturer in China that also owns and manufactures well known brands including Bachmann, Bachmann Branchline, Spectrum, Lilliput and Graham Farish. Formed in 1948 by Ting Hsiung-chao it rapidly developed into a leading manufacturer when it started producing HO model train in 1952 for Bachmann whom it purchased in 1984. From there it went on to develop its markets in the USA, Britain and Europe.

On the Powerline front there have been a number of changes. The web site is finally up and running, the ELX wagon has been released, the slab steel wagon is next, the GJF/VHGY/VHGF steel Victorian wheat hopper 201-350 is under way and numerous other projects are being finalised and slotted into the mix. Other Projects underway also include the second production run of the T Class, the all-new 48 Class and the 81/BL/G1/G2 locomotives with an all-new mechanism.

ELX Open wagon

The ELX open wagon (corrugated) by Powerline Models Pty Ltd is now available and in shops. The new open wagons arrived on time and were in stores in early December 2008. It is available 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. 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

These will be followed by the Slab Steel wagon as converted from the ELX/VOCX, the version without doors, and the new steel version of the Victorian wheat hopper. The Slab Steel Wagon as used on the Slab Steel train from Albury to Hastings should be available in 2009. This is the version with the doors removed and not the ESX, VODX version as previously listed. This model is along the lines of the VKEX 51-80 or the VKOX.

All produced in China.

The GJF/VHGY/VHGF steel bodied Victorian bulk wheat hopper.

Powerline Models Pty Ltd will be producing the GJF/VHGY/VHGF steel bodied bulk wheat hopper in HO scale. The version being manufactured is the 1972 GJF 201-350 that were constructed at Newport Workshops, 250 units (General Arrangement Drawings G-6). This same model is being manufactured in N Scale by Aust-N-Rail. The new wheat hopper will be manufactured in China, will be sold individually, will be produced in a number of liveries, there will be a number of fleet numbers available over time and the expected pricing point is between \$40-\$50 in shops but this will depend on the exchange rate.

The level of detail and finish will be similar to the recently released ELX open wagon. It will also be available with either the Kadee number 5 Kadee or the Powerline type coupler.

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 2011 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 price of \$220 with a deposit of \$75 will be available shortly.

. Further details will be available in future issues of the Powerline Update and on the Powerline Web site News section.

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.

The next T Class Production run.

The second production run of the T Class should be produced in 2009. A few changes have been made to this second production run compared to the previous first run. The changes include a modification to the packaging, changes to the fitment of the metal handrails and a modification to the DCC decoder. These changes will build on an already world class model locomotive. Making a great locomotive even better.

The liveries currently available and those to come in the second production run are listed below. Advanced ordering with a special advanced order price is available and will run until the models are ready for shipping to Australia. An announcement will be made when we reach that point. The special order price of \$220 is being invited with a \$75 deposit

The H-Class

The next production run of the T Class includes three Victorian H-Class locomotives; Victorian Railways blue and yellow, V/Line tangerine and grey and Freight Australia green and yellow. These will be a little more accurate than previous H-Class offerings, as they will have the inspection porthole, a key detail on the T5.

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)
PT2-1-359	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 (SOLD OUT)
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)

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

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 | | |

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 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, and some like the Tuscan have sold out. All are available now and should be in stores.

P232A-107	NSW Candy 48 Class Mk3 48107	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	Frnt Rail 81 Class	8108
P233A-95	NSW Red Terror 48 Class Mk3 4895	P206-81	Frnt Rail 81 Class	8181
P234Y-35	SILVERTON 48 Class Mk1 48s35	P206-84	Frnt Rail 81 Class	8184
P234Y-37	SILVERTON 48 Class Mk1 48s37	P207-77	Frnt Rail 81 Class	8177
P239-14	AUSTRAC 48 Class Mk1 4814	PD Prices 48s-\$140, P206-\$165, P207-\$180, P204S-\$195		
P239-36	AUSTRAC 48 Class Mk1 4836			

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.



Production Numbers:

Unlike many manufacturers Powerline Models Pty Ltd does not produce minimal production runs of product, such as minimum order quantities demanded by manufacturers or advanced orders plus a few spares for some last minute orders, repairs or warranties. Powerline Models Pty Ltd produces enough product to meet existing advanced orders plus enough product to meet expected requirements for about 2 years. That is why Powerline Models Pty Ltd never sells out within the first few months of a models release.

The Powerline Web site “OPEN and RUNNING”

The Powerline web site www.powerline.com.au is now up and running. 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 basically complete but will continue to evolve, change and improve over time. 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. A retail price list is available online.

Available on the Powerline web site is a NEWS section that will list the latest news and should be updated weekly if not more. Also there will be online only specials every month or so as well as information on new projects or models.

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 attend an exhibition that will be distributing them, have not got a local hobby shop who stocks them, who 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. I also understand that Gordon & Gotch has now made the magazine available through Newsagencies and selected outlets.

Contrary to local myths, rumours and stirrers the magazine **is not** a Powerline Direct or a Powerline Models magazine, but Powerline Models Pty Ltd will be advertising in it. Powerline Models Pty Ltd has the TM and copyright on the description of its product “Model Railways of Australia”, note that it is “OF” and not “IN”. 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 [yahoogroups: groups.yahoo.com.au/group/Model_Railways_in_Australia](http://yahoogroups.com/groups.yahoo.com.au/group/Model_Railways_in_Australia)

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 where 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. Previous turn around times have been 6-8 weeks 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. It is our aim to get the repair time down to 2 weeks, which looks achievable considering that there are no repairs, or warranties outstanding

The Powerline Coaches

Contrary to the rumours and misinformation out there, Powerline Models Pty Ltd will be re-releasing previously produced passenger carriages and in various liveries. Over time the NSW BS, FS, BSR and MHO will be re-releases as will the Victorian S Cars in VR, V/Line, VPC and WCR. Added to this there are plans to produce other carriages as well.

The same applies to locomotives such as the 81/G1/BL/G2 locomotives that will be produced with a new mechanism.

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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