

# THE POWERLINE UPDATE

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

Vol 11 Issue 2

Published Quarterly

2009

Second Issue of the Update for 2009 and I can hardly believe it is April already. So far Powerline has only attended one exhibition for 2009 and that was Hobsons Bay Model Railway Club's Australian Model Railway Exhibition at Collingwood. None the less we have been busy on numerous projects, some go back prior to 2000, as well as a number of products that are due out soon. More information on these will follow in this Update.

The Powerline Update is now available as a printed mail out or as a PDF from the Powerline web site. Previous issues, back issues, of the Powerline Update are available on the web site as a PDF at [www.powerline.com.au](http://www.powerline.com.au)

## ELX Open wagon

The ELX open wagon (corrugated) by Powerline Models Pty Ltd is selling very well. It is available in various liveries, there is a mix of fleet number in some liveries and you can buy the ELX with either a Kadee No 5 metal knuckle coupler or a P1007A Powerline coupler. The listing of what was produced is:

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

Powerline Models Pty Ltd has already sold out of PD-601A and other wagons are in very low supply. It is most likely that another production run with new fleet numbers will be produced within the next 12-18 months.

Note the versions produced with P1007A Powerline couplers can easily be changed over to Kadee No 5 knuckle couplers, as it is as simple as unscrewing the coupler box and swapping the couplers over. So when the versions fitted with Kadee No 5 knuckle couplers sell out changing those with P1007A Powerline couplers over to Kadees is less than a 5 minute job.

This wagon is available in all good model and hobby shops across Australia and most are still in stock and available.

## VKOX/RKUX/AKBX/RKBX Slab Steel wagon

Following on from the successful ELX release is the Slab Steel wagon as converted from the ELX/VOCX. These are the wagon without doors. 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.

A mix of liveries and fleet numbers is being produced with a choice of couplers once again and the price will be similar to the ELX but will depend on the exchange rate. Like the ELX this wagon is produced in China and will be available from all good model and hobby shops across Australia.

## 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 will be around \$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 new model is looking fantastic and we have sent back some minor corrections to our contractor. Most of the corrections have been minor but had to be done. Powerline Models Pty Ltd does not want to give too much away but this new locomotive will be the must have NSW Diesel-Electric 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, all 4 marks of the 48 Class are being done, and the first production run will be NSW Tuscan.

The locomotive will have a centrally located can motor, flywheels and be all wheel drive and all wheel pick up as well as a metal chassis, knuckle couplers and all lighting.

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 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 price of \$220 with a deposit of \$80 will be available shortly and due to cost blowouts and the declining dollar it will be a very limited offer with an expiry date of the 30<sup>th</sup> June 2009. A pre-production advanced order offer will follow the introductory offer that will run until just before the locomotives are produced and this will be available from Powerline Models Pty Ltd only. All orders and payments must be sent to Powerline Models, PO Box 2100 Brighton 3186.

More details will be released on the Powerline Website and in future Updates. Order forms are on the web site.

### The next T Class Production run.

The second production run of the T Class should be in production shortly and delivery should take place in the later half of 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 and this offer is expected to expire on the 31<sup>st</sup> May 2009. An order form will be on the Powerline Web site shortly.

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	Great Northern T Class		Series 3	Low Nose (T4)	T373
PT3-10-387	York Peninsula Railway T Class		Series 3	Low Nose (T4)	T387

### 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.

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

Advanced ordering with a special advanced order price is available and will run until the models are ready for shipping to Australia. The special order price of \$220 is being invited with a \$75 deposit and this offer is expected to expire on the 31<sup>st</sup> May 2009. An order form will be on the Powerline Web site shortly.

### 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 (stocks running low)
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 (stocks running low)
PT3-2-375	V/Line T Class		Series 3	Low Nose (T4)	T375 (stocks running low)
PT3-2-393	V/Line T Class		Series 3	Low Nose (T4)	T393 (stocks running low)
PT3-6-388	Freight Australia T Class		Series 3	Low Nose (T4)	T388 (stocks running low)
PT3-6-400	Freight Australia T Class		Series 3	Low Nose (T5)	T400 (stocks running low)

### The Powerline T Class Locomotives, the 2007 production run.

In 2007 Powerline Models Pty Ltd produced their first batch of T Class locomotives, producing enough to last a planned 2 years. So that stock would be available from shops for a decent period. Well 2 years and a month on and 2 lines are sold out and a further 6 lines are almost gone as well. VR blue and gold coming in first, Freight Australia a close second, followed by WCR and V/Line. It is expected that by the time the second production run arrives that the only remaining stocks will be the T Class series 2 V/Line locomotives.

### T Class spare parts.

There has been a request for T Class spare parts. It is planned to bring in the handrails, full valance and walkway, the can motor with flywheels (skew wound can motor) and the bogies.

The spare handrails will allow people to replace ones they have damaged or misplaced.

The full valance with walkway will allow people to individualise their T Class with a Full valance or a correctly cut away valance to suit an individual T Class series 2 locomotive.

## Powerline 'S' Cars

The 'S' cars or Spirit of Progress carriages will be re-produced.

An initial run of VR blue and yellow, V/Line tangerine, West Coast Railways Pacific blue and the V/Line Passenger Corporation liveries will be done. A date is yet to be set as are the variances and coach numbering.

## NSW Coaches

Following on from the 'S' cars there are also plans to re-run the FS, BS, BSR and MHO cars in Tuscan, Tuscan and Russet and possibly Candy. More details on these will be announced later on this year.

## The BIG Locomotives 81/BL/G1/G2

Powerline Models Pty Ltd has been working on and planning a new mechanism for the 81/BL/G1/G2 locomotives. This new mechanism will be a full metal chassis, centrally placed can motor with twin flywheels, all wheel drive, all wheel pick up and with directional lighting as well as an allowance for DCC decoder and sound decoder (with speaker) fitment.

Since this time the G3 and G4 have been looked at as well as providing a limited number of locomotives with DCC sound decoder fitted. Both of these will be gone into further.

The bottom line is that the 81 Class, BL Class, G Class mark 1 and the G Class mark 2 will be produced with an all-new mechanism with all the features listed above and be DCC decoder and sound ready. They may be released DCC decoder equipped and ready for sound and a limited number may be produced with sound.

More will be announced on this topic in later Powerline Updates and on the Powerline web site NEWS section.

## Gondola Re-run

The following Gondolas are now available:

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

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 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

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](http://www.powerline.com.au) is now operational. 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](mailto: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.

## **Future new Productions**

Powerline Models Pty Ltd currently has 6 locomotives and at least 12 rolling stock items lined up for future productions and more under consideration. This includes productions that were previously shelved or set aside.

It was the policy of Powerline Models Pty Ltd to cancel any model that another manufacturer announced or was further ahead with. Examples of models that were cancelled were the Victorian X Class Diesel-Electric locomotive, the Victorian N-Class Diesel-Electric locomotive and the NR Class locomotive as well as numerous other items. This act of being the gentlemen in the hobby only put Powerline Models Pty Ltd at a disadvantage when it became apparent others would not think twice. Another example was the Victorian T Class Diesel-Electric locomotive that was set down and planned in 2000 and was common knowledge within the industry, believing Powerline would not go ahead is no excuse. Costs involved in the X-Class and the N-Class projects were planned to be recouped in the N scale production of these models. As such projects planned or underway from now on will not be cancelled or stopped if another business announces they will do them after we have started on the project.

## **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. The current turn around time is 8 weeks from the time the product lands at a Powerline Repair facility to the time it is sent. 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 how few repairs, or warranties are outstanding

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