



Pictures by Ernie Poole taken on his home layout

Putting the Kato SD-70MAC into Service by Ernie Poole

Kato's new SD-70MAC is a great model, even by today's exacting standards. It is available in several colorful and prototypical color schemes. The plastic shell, walkways, and railings are very well detailed. The body actually snaps into the top of the fuel tank at four locations to secure the shell to the mechanism. The model also features working ditch lights above the front walkway. A bright white LED illuminates the headlight, number boards with pre-printed numbers, as well as the ditch lights.

The mechanism is the now familiar vertical split frame, with a circuit board on top for the headlights. If you're a DCC user, Digitrax makes two different 'drop in' decoders that will work. The DN144K, designed for the C44-9, works fine, but does not have white LED's. The later DN163K1A has more features and white LED's. I did not find a Lenz 'plug and play' decoder for this unit.

The big trick for this model is fitting Micro-Trains couplers. There is no 'right' conversion on a card like we are used to. A very good result though, is readily possible. After some false starts, and after consulting with Joe D'Amato at Micro-trains, here is the answer. Use the coupler box from the 2004 card, and the coupler assembly from the 1015 card. This is a perfect marriage, and the result exactly matches the height gauge and other truck mounted Micro-Trains couplers.

So, here we are, ready to highball. Ease off the service brake, notch up the throttle, and enjoy. In model railroading, this is good as it gets. Hey, I remember rubber band drive loco's, but that, well that's a whole other story.



As you can see from these two pictures the real trains have the same problems we modelers do when the switch is not fully thrown. Picture below shows the switch condition as the train went through. This could never happen on an Ntrak layout!



(Book Review cont from page 1)

Just west of the Springfield yard and passenger station one leg of a wye connects to the northbound Springfield Terminal RR, the second leg connects to the southbound AMTRAK Hartford line. The base of the wye connects the two north-south lines. CSX? It drives two tracks through the apex of the triangle across the base line and then across the Connecticut River Bridge. You think this is crazy? Way back when the New Haven RR ran trains up the river past Springfield, they would use the wye to back into the station and use the wye to get out. It was confusing to a little kid - weren't trains supposed to go straight ahead all of the time? Craziest still exists on this line at Palmer, but that's another story.

Maximum speed for freight and passenger through Springfield and across the river is 20 mph; in the yard near the Eastern States area, the maximum speed is 40 mph. Note #12 for the Berkshire SD has rules for the use of pusher engines between MP's 123 and 147; the RR crosses the Westfield River 21 times in that distance.

It's all here and probably more than we need to know. Nonetheless, I suspect that I will be picking this book up from time-to-time to explore another subdivision from my armchair and look for another place to watch trains and perhaps take some pictures.

Author/publisher Joshua A. Moldover has the Guilford System in print; New England Short Lines will follow. His e-mail is info@oxfordjunction.8m.com and the website is www.oxfordjunction.8m.com. Prices are about \$25.00.



New club shirt: by Dan Pawling

The new logo for the monogram is larger, clearer from a distance, and visually more exciting. I am hopeful from the audience's point of view that this helps the club to appear more active, more approachable, and more like an exciting club that one would want to consider membership. This does not exclude us from the need to build great modules but at a show it will give a great appearance. I have found enthusiasm for the new Logo.

The shirt I picked with long sleeve has a 5 OZ. fabric and its 60/40 blend of cotton/poly, easy to care for and live a long life. To maintain this kind of shirt for a long life I wash it and remove as soon as it is done and put in on a plastic hanger. After wearing the blue shirt to the Hookset show I realized that it would be good to add a short sleeve of the same version to the order form. This is a lighter shirt with a 4.3 OZ. fabric 60/40 cotton/poly blend.

The polo shirt biggest difference is the color. I would have chosen a light blue but they had nothing. With two types of short sleeve shirts you can choose which you like best. The pricing is based on a minim order of 40 shirts if it drops much below that there may be a slightly extra cost. I am looking to finalize the order by the annual meeting so that we can have the shirts for the new season. So if you intend to order please get your orders in at the meeting or in mail in before that date.

Directions to Annual Business Meeting and Cookout:

From I-93 - Take the Dascomb Rd exit and head toward Tewksbury. After passing the cemetery on the right take your next right, North Street, at blinking light. It is the first house on the right after you pass Patten Green Condo.

From Rt 38 -

(heading east from I-495)

At the center of Tewksbury, Mobil Gas station on left turn left onto North Street **(heading west from Rt 128)**

At the center of Tewksbury, Mobil Gas station on right turn right onto North Street.

Once on North Street go through blinking light. It is the first house on the right after you pass Patten Green Condo.