

SL-and-N construction blog

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06-27-2018, 08:33 AM #181

To point that jig is.


railman28 Senior Member
Join Date: Mar 2010 Posts: 6713

It's only make-believe

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06-27-2018, 09:19 AM #182

Trimmed and added the new joist and riser.



I also added more 'scenery apron' and homabed (along the left wall). Now I need to prep 3 more turnouts.

dave

Modeling 1890s (because the voices in my head told me to)

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06-28-2018, 01:58 PM #183

Dave,

Looking at the layout drawing and the as built blob. Will there be Plexiglas or some sort of fascia surrounding the outside edge? Will you attach it directly to the splines?

Jim

Take the red pill

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06-29-2018, 03:43 AM #184

I'm planning 1/8" hardboard, tacked to the edges of the joists. I'll have to extend some joists in a couple of places. Runs in my mind I've seen some good articles in MR on tacking hardboard over curved layout sections.

First, though, I want to get the main line track down and tested, and that'll take at least a couple more weeks at the rate I'm going.

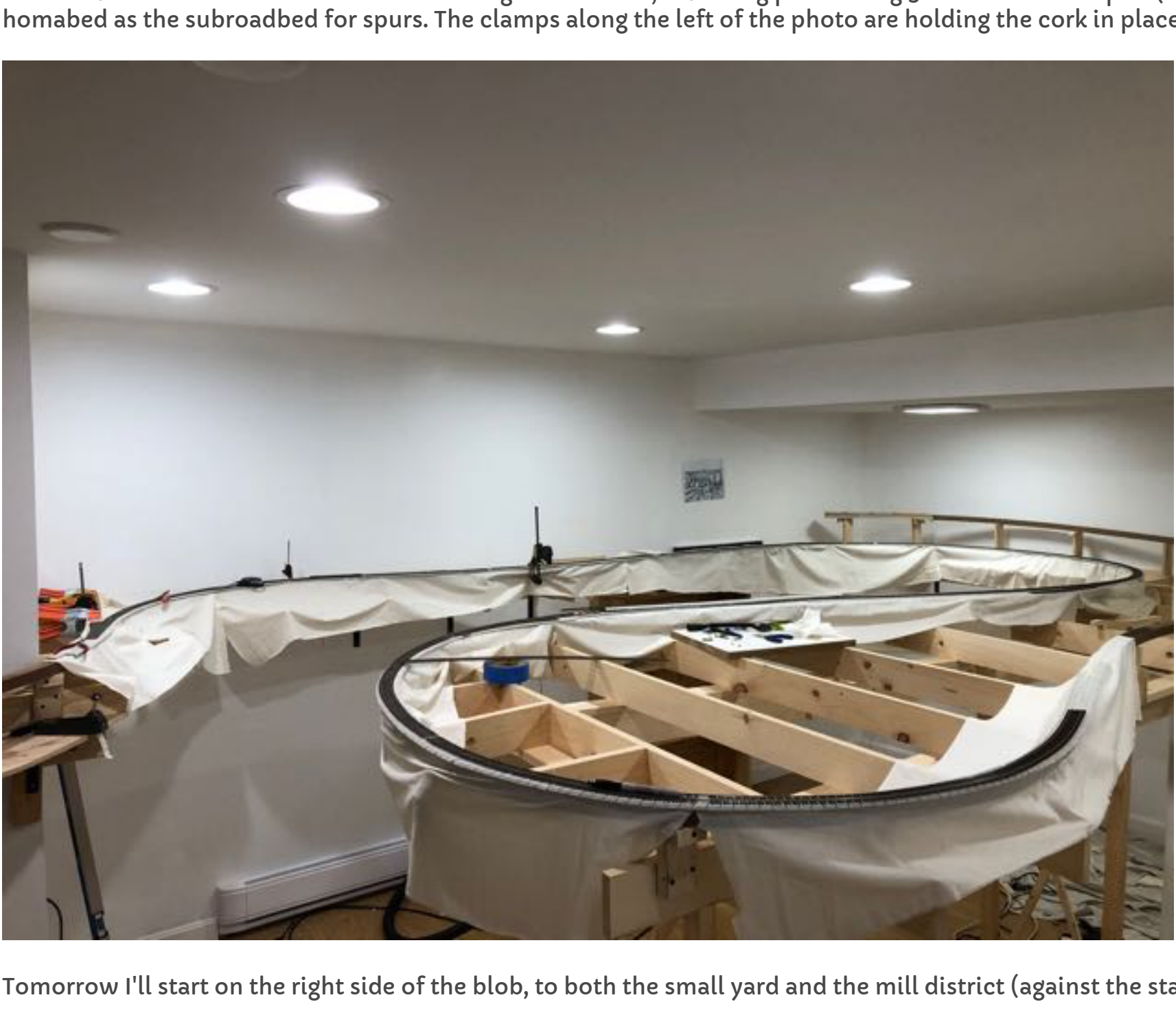
dave

Modeling 1890s (because the voices in my head told me to)

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06-29-2018, 01:25 PM #185

I laid track from the left side of the blob along the left wall, including positioning 3 turnouts and a spur. (I'm using thin sheet cork with a ramp up to the homabed as the subroadbed for spurs. The clamps along the left of the photo are holding the cork in place while the glue dries.)



Tomorrow I'll start on the right side of the blob, to both the small yard and the mill district (against the stairwell)

Have I mentioned that I really don't like doing trackwork?

dave

Modeling 1890s (because the voices in my head told me to)

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06-29-2018, 02:22 PM #186

What's your thinking behind the 'scenery apron'?

railman28 Senior Member
Join Date: Mar 2010 Posts: 6713

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06-29-2018, 03:07 PM #187

The scenery apron provides an easy way to tie in the subroadbed to more conventional methods. For the city in the blob, I'll put down a level base of styrofoam (so I can build up level building foundations.) For the rest, I'll probably do either cardboard web or possibly newspaper balls, with plaster cloth over top.

dave

Modeling 1890s (because the voices in my head told me to)

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06-29-2018, 03:10 PM #188

Dave,

I think you've gotten an amazing quantity of work done. Very neatly built with a lot of thought put into it at every step.

Mike

I was so much older then, I'm younger than that now *Bob Dylan*

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06-29-2018, 03:17 PM #189

The scenery apron is Craig Bisgeier's idea. I kneel on the shoulders of giants! :-)

dave

Modeling 1890s (because the voices in my head told me to)

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06-29-2018, 03:48 PM #190

Thanks Dave, I don't recall seeing that before. But I think it's a good idea. I think it should make the scenery easier.

railman28 Senior Member
Join Date: Mar 2010 Posts: 6713

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06-29-2018, 04:56 PM #191

Dave, I think Jim might have been wondering about protecting trains from the elbows where they're close to the track test phase; if you don't like building track, I expect you like kludging it after the fact even less. Do you plan on test with .088 wheels, or .110? After I get home, I can stop by with some .088 cars if you'd like.

James

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06-30-2018, 03:45 AM #192

I have half-and-half .110 and .088 wheelsets. Once I get the next section of track laid in (to the small yard), I'll go back and clean the track, and then start testing and tuning. :-)

dave

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06-30-2018, 04:22 AM #193

For someone who dislikes laying track you are doing a bang up job. I like that scenery skirt idea but too late for me.

TomO

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07-01-2018, 08:21 AM #194

Trackwork continues slowly, as I'm suffering from heat, humidity and motivation. I need to prime and paint a couple turnouts before I can do the next run of track.

dave

Modeling 1890s (because the voices in my head told me to)

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07-01-2018, 02:18 PM #195

Originally posted by deemery

Trackwork continues slowly, as I'm suffering from heat, humidity!!!!

dave

[quote

I thought you were working inside???

Jerry

"And in the end, it's not the years in your life that count. It's the life in your years." A. Lincoln

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