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07-01-2018, 02:50 PM #196

Heat 6 humidity drag me down even if I'm in the A/C all day. And since I was smoking a pork butt today, I had to check it about every hour or so.

dave

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


07-02-2018, 12:16 AM #197

Your track looks fantastic. I love what you have done with it. All that effort pays off, although I understand what you mean about losing motivation, especially when it seems like you have a lot of space to fill!

Build a waterfront HO layout in Ireland <https://railroad-line.com/node/11171> but now making a start in On30 in Australia <https://railroad-line.com/node/39524>

07-02-2018, 03:06 PM #198

Still more trackwork. The long spur to the mill district is not complete (on the right) I'll need to attach the blocks for the turnouts on that. But it's pretty much all straight track.



More important is to get the main line in to the small yard, that branches off from the turnout in the center of the photo and curves behind the large clamp on the right.

In the mean time, I need to prep more flextrack (straight pieces, I'm pretty much done with the curves.) I'll also need a couple more pieces of homabed to do the passing sidings, and I'll have to install the turnout going to the refinery (from the passing siding on the far right wall of the plan.)

I'm also waiting for more rail joiners. I got two packages off eBay about 2 to days ago, the post office seems to be sending this via the slow route. (I have the tracking info, so I can't blame the seller.)


Progress is slow, but at least the basement is nice and cool.

dave


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

07-03-2018, 12:54 PM #199

This area has the most complex trackage, with several curved turnouts. Eventually there'll be a standard gauge/narrow gauge crossing, too. The standard gauge track is in place.



You can see a piece of HO30 track to the left of where the crossing will be.



I'm now out of homabed. But there are plenty of things to do while waiting for that to arrive. (Last time, it took 6 weeks!) In particular, I can start on switch machines. I want to do one or two switch machines before I permanently affix the track to the roadbed.

dave

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

07-03-2018, 01:19 PM #200

That really looks good Dave. What are your plans for scenery on this corner?

It's only make-believe

07-03-2018, 01:33 PM #201

Dave,

Your attention to laying track and seeming like you know how to do everything from start to finish is impressive. It appears like a very huge layout, into two rooms? It would take me more than a couple of years to scenic all that landscape.

Rich

07-03-2018, 03:26 PM #202

The square to the right of the bottom photo is for a turntable. Not much scenery in this area, it'll be mostly yard and industrial. Behind, in the open space, I want to do some more HO30 stuff (mostly non-operational).

My big challenge is that corner that's so close to the track, not sure what I'll do there.

dave

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

07-04-2018, 12:26 PM #203

Wow Dave, I haven't checked in for a while but you have gotten a lot done. Looks really nice.

Mark

07-04-2018, 12:32 PM #204

Ditto to what Mark said. Really great progress - exciting!

Galen

My Train Blog: <http://ocalicreek.blogspot.com/>

07-04-2018, 01:17 PM #205

Dave,

I like the sweeping curves you have achieved with the spline. It's going to be wonderful seeing trains run across your layout, I'm sure.

The corner? You'll probably have enough interesting scenes to draw the eye that it won't be all that noticeable.

Mike

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

07-04-2018, 05:03 PM #206

One thing I like about splines is they provide natural easements, which should help operations and make things look better.

dave

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

07-07-2018, 03:16 PM #207

Well, I was kinda burned out for a couple of those hot days last week, so I just sat around and read (historical mysteries.) But Friday I ran the last bit of spline for the main line, and then sanded level the spline on that new stuff and the back line for the HO30 section. Then, since I was basically done with the sawdust making, today I cleaned up the train room, and took inventory on track supplies.

I ordered more homabed Friday, and more track today. (Crusader Rail has great prices and service on Micro Engineering track.) There's stuff I can do while waiting for the next batch of supplies to come in, I need to work up a punchlist of projects. I also ordered a second SwitchWright from Tam Valley, and I'll try them on one passing siding. If they work (and no reason to think they won't), I'll use those at least for all the turnouts on the main line.

dave

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

07-07-2018, 07:02 PM #208

Dave what are you using for the 'scenery apron'??

Jerry

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

07-08-2018, 05:19 AM #209

Quote: Originally posted by TRAINS1941: Dave what are you using for the 'scenery apron'??

Cheap 'broadcloth' I got at a fabric store. The primary consideration (after price) is a fine tight weave, so the cloth's pattern doesn't show through if the scenery top-coat is too thin.

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

07-08-2018, 02:28 PM #210

Quote: Originally posted by deemery: Quote: Dave what are you using for the 'scenery apron'?? Cheap 'broadcloth' I got at a fabric store. The primary consideration (after price) is a fine tight weave, so the cloth's pattern doesn't show through if the scenery top-coat is too thin.

Thanks I'll have to try that. Something new to me.

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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