

SL-and-N construction blog

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08-15-2018, 06:52 PM #226

your layout is looking good Dave. I like the "snuzzle". It should do a swift, neater job of spreading caulk.

railman28
Senior Member
Join Date: Mar 2010
Posts: 6713

It's only make-believe

08-15-2018, 07:09 PM #227

Ahh! Progress starting to shape up nicely.

TRAINS1941
Senior Member
Join Date: Mar 2005
Posts: 17112

Jerry

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

08-15-2018, 07:25 PM #228

Dave,
Just catching up on your thread again, nice layout room and a great beginning to a future layout. It appears you will have a good stretch of landscaping to do and a great number of acres in order to plant many structures. Nice quick work.

Pennman
Senior Member
Join Date: Oct 2010
Posts: 5142

Rich

08-16-2018, 02:30 AM #229

quote:
Originally posted by Michael Hahn
Dave,
That's a pretty cute knife in the colors of a watermelon. XActo knives should be red for all the cuts I've sustained using them.
Dover Orogeny: you've been paying attention in your geology class.
Mike

I knew you'd get the joke. My first official class starts in 2 weeks, it's titled "Landscape Evolution." :-)

dave

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

08-16-2018, 07:49 AM #230

Interesting approach to your scenery. While I want my scenery to be plausible you are one of the few that are modeling a specific landscape. Nice idea, it really is. I look forward to seeing you develop it more fully. The geology class sounds fun.

railman28
Senior Member
Join Date: Mar 2010
Posts: 6713

It's only make-believe

08-18-2018, 09:23 AM #231

quote:
Originally posted by railman28
Interesting approach to your scenery. While I want my scenery to be plausible you are one of the few that are modeling a specific landscape. Nice idea, it really is. I look forward to seeing you develop it more fully. The geology class sounds fun.

I'm not trying to duplicate specific geology of any area. Dover (NH)'s geology isn't all that interesting from a modeling perspective. But in general I'm after the look of the Allegheny Plateau, with some deep gullies and some relatively rolling flat surfaces.

dave

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

08-19-2018, 03:27 PM #232

I installed the two passing siding's homabed, and was working on filling turnout, when I knocked over my jar of thinned glue. After cleaning that up, I decided it was time to stop.srrm:
I'll finish the homabed tomorrow.

dave

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

08-19-2018, 04:14 PM #233

quote:
Originally posted by deemery
quote:
Originally posted by railman28
Interesting approach to your scenery. While I want my scenery to be plausible you are one of the few that are modeling a specific landscape. Nice idea, it really is. I look forward to seeing you develop it more fully. The geology class sounds fun.

I'm not trying to duplicate specific geology of any area. Dover (NH)'s geology isn't all that interesting from a modeling perspective. But in general I'm after the look of the Allegheny Plateau, with some deep gullies and some relatively rolling flat surfaces.

dave

oh, OK, you want the general character of the scenery. So do I. trouble is instead of looking like the Oregon coast it came out looking like the high Sierra [A] But I get to try it again.

It's only make-believe

08-20-2018, 12:55 PM #234

I got the standard gauge homabed in place, and installed track for 2 passing sidings and the long spur. I need to prep more flextrack and get a couple more turnouts. I also need to design the crossover (single or double?) just before the drop gate and the big yard lead. (This completes the passing siding along the front wall.)

I'm hoping James Van Bokkelen will come by and look at my track before I glue everything down. I've opened on his layout, and the trackwork is superb!

update James was able to stop by, and we walked through the entire track to date. He pointed out places where I needed to adjust some kinks, talked about some additional track items, and generally caught up. (It's been a while since he's seen the work-in-progress.) I really appreciate his taking the time to lend me his expertise.

dave

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

08-21-2018, 06:25 PM #235

Progress is good. I don't have a lot of experience with layout design giving priority to structures, so that's interesting to watch. But for me (and I understand Rule 1), a layout's realism is the sum of landforms, watercourses, plants, trees, human habitation and human economic activity (structures, roads, railroads etc.). So I advocate railroad facilities in proportion to human population and activities (I'm trying to talk Dave into a freight house/public delivery of some size for his big city on and around the peninsula).

jbuv
Senior Member
Join Date: Dec 2007
Posts: 8212

James

08-22-2018, 07:24 AM #236

Another set of eyes is a good thing! Hopefully he saved you a lot of trouble.

railman28
Senior Member
Join Date: Mar 2010
Posts: 6713

It's only make-believe

08-22-2018, 12:24 PM #237

quote:
Originally posted by railman28
Another set of eyes is a good thing! Hopefully he saved you a lot of trouble.

Twice over! One to avoid problems with the track, and the other to learn from observing, rather than learning from experience :-)

dave

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

08-22-2018, 12:44 PM #238

quote:
Originally posted by deemery
quote:
Originally posted by railman28
Another set of eyes is a good thing! Hopefully he saved you a lot of trouble.

Twice over! One to avoid problems with the track, and the other to learn from observing, rather than learning from experience :-)

dave

Aye, Experience can be a harsh and merciless teacher.

It's only make-believe

08-26-2018, 02:06 PM #239

Turnouts and flextrack preparation almost complete. I have to paint rail on a 3/4 pieces of flextrack (I got 1 side of one rail done on a piece before deciding to stop for the night.) That's not including the 3 ME turnouts that came today from Crusader Rail, those turnouts go on sidings and places where I haven't put the homabed yet.

I start my first college course in 35 years tomorrow, a geology course at UNH. Lecture and Lab on Mondays, so that'll put a little dent in the modeling.

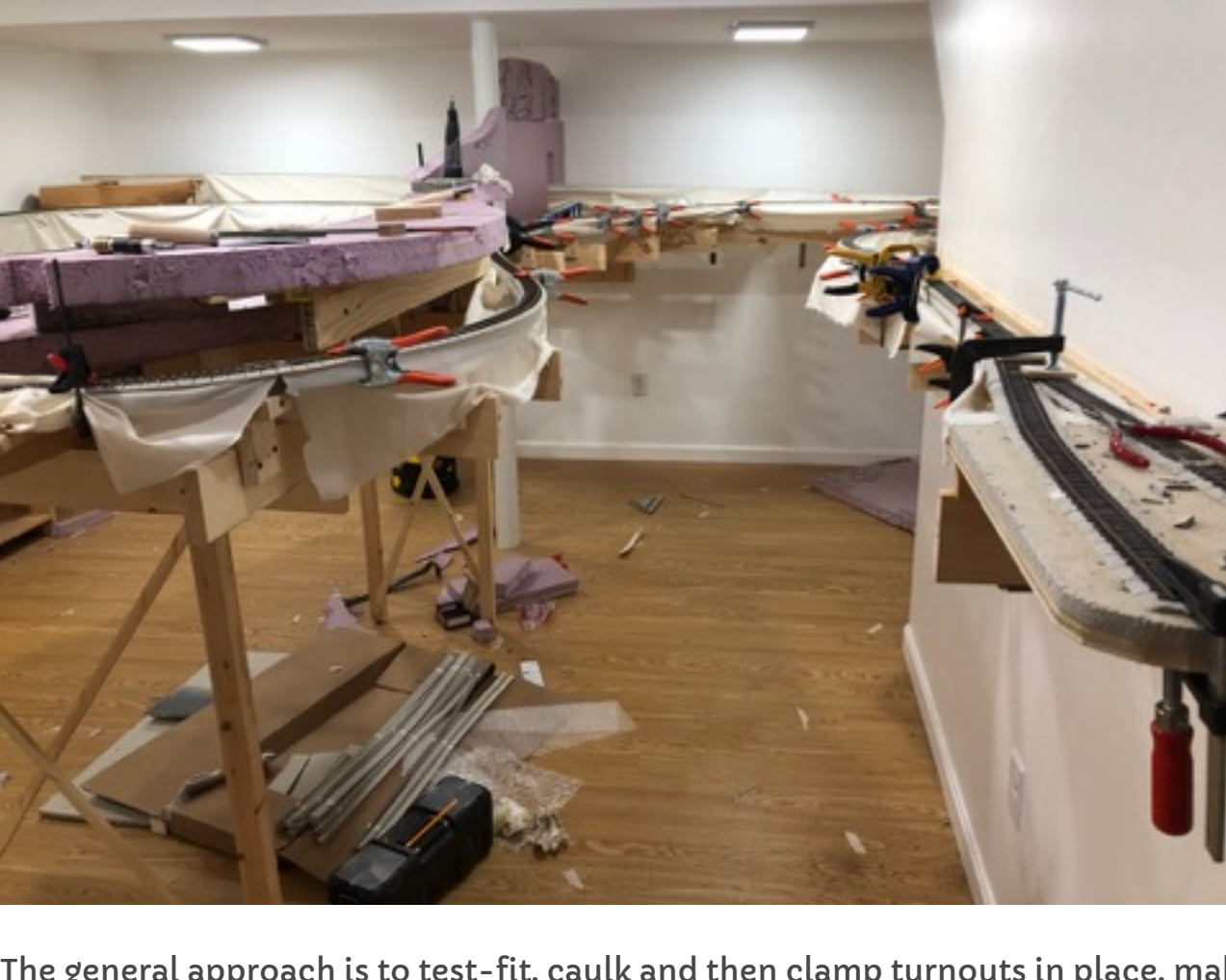
Looking ahead, once I glue (caulk) the track down, I'll install a pair of Tam Valley SwitchWright switch machine & controller (servo machines, including frog switching). If I like those, I'll probably do the rest of the layout with them. They're not cheap, but they have all the features I want. Walthers has a similar product, but Walthers IT isn't smart enough to produce a manual for their product line that I can read on a Mac (I will NOT put Adobe Acrobat on any of my machines, it's too much of a risk. MacOS Preview reads PDFs, but not quite the same way as Acrobat. What is it about Milwaukee companies and their IT departments? This is similar to the Kalmbach MR DVD that stopped working a year after I bought it, because they used some obsolete 3rd party junk software to encrypt the PDFs.)

dave

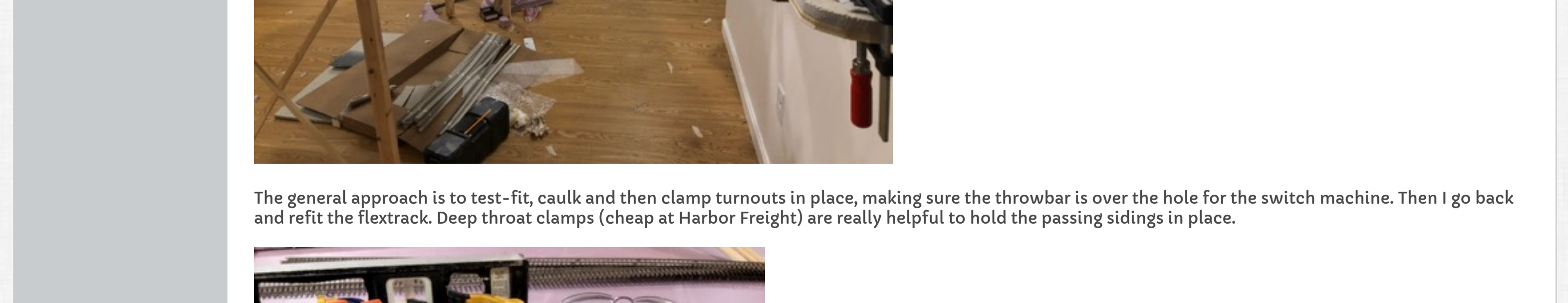
Modeling 1890s (because the voices in my head told me to)

08-31-2018, 02:34 PM #240

Tracklaying continues. I'm using a lot of clamps, in part to make sure I work out any kinks and to hold the track in place until the caulk dries. The serrated spreader I got works great, although I still get some caulk squeeze-through.



The general approach is to test-fit, caulk and then clamp turnouts in place, making sure the throwbar is over the hole for the switch machine. Then I go back and re-fit the flextrack. Deep throat clamps (cheap at Harbor Freight) are really helpful to hold the passing sidings in place.



I've glued in place all the track in the train room that I've previously cut. I need to do the spur off to the small yard (which includes removing the narrow gauge area and then bending over to work on that tight location), the small yard area, and the "near wall" in the train room that leads to the drop gate and the big yard. That last bit of work will require cutting great track, and then building a pair of single crossovers.

I'll be very glad when this is over!

dave

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