

# SL-and-N construction blog

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**Orionvp17**  
Senior Member  
Join Date: Feb 2007  
Posts: 8399

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02-09-2020, 01:40 PM #601

quote

Originally posted by deemery

*I have to correct the color on the arch and touch up paint inside the tunnel, but overall this came out very nice.*

dave

Dave,  
"Correct" the exterior, visible part, maybe, but I'd consider leaving the tunnel interior alone... it looks great, and used...  
YMMV.  
Pete  
in Michigan

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**railman28**  
Senior Member  
Join Date: Mar 2010  
Posts: 6713

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02-09-2020, 07:26 PM #602

I agree it came out nice.  
Bob

It's only make-believe

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**BurleyJim**  
Senior Member  
Join Date: Jan 2014  
Posts: 7456

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02-10-2020, 03:28 AM #603

Looks good, expect a visit from the EPA inspectors.  
Jim

Take the red pill

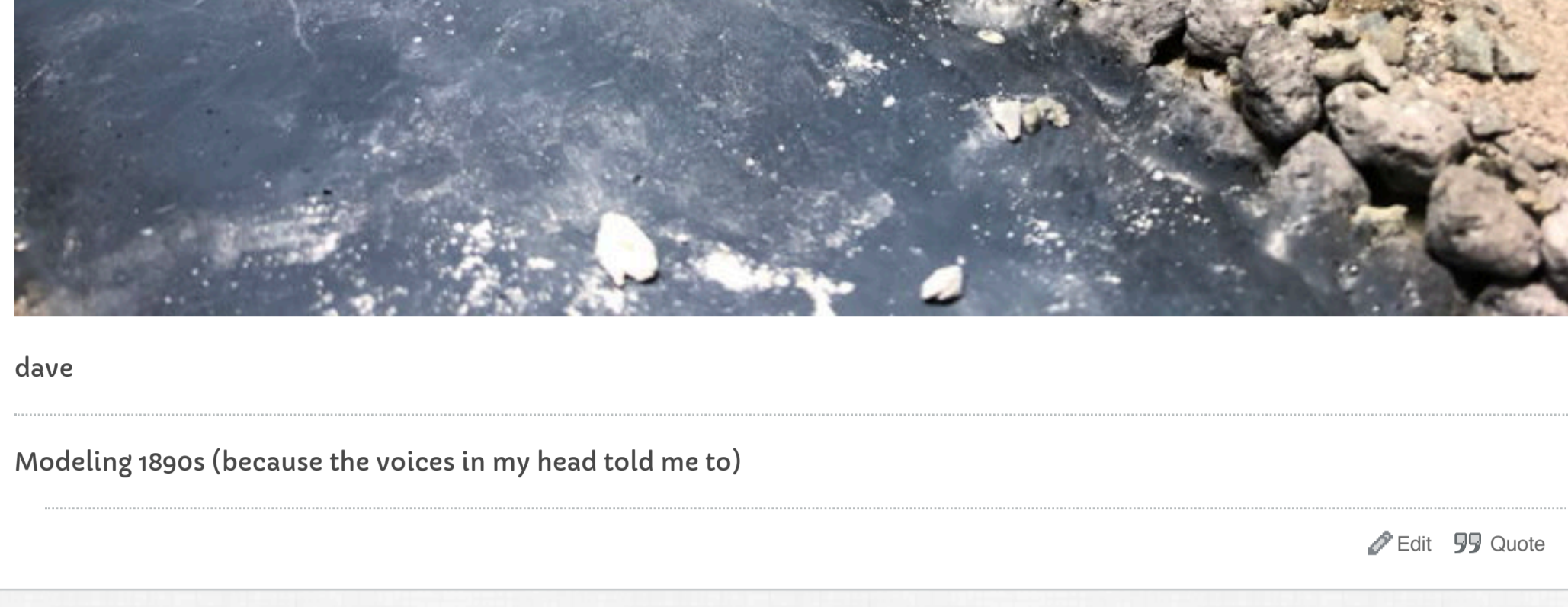
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**deemery**  
Senior Member  
Join Date: Sep 2007  
Posts: 11493

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02-12-2020, 09:48 AM #604

I touched up the paint on the outflow casting.



dave

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

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**Michael\_Hohn**  
Senior Member  
Join Date: Sep 2012  
Posts: 12238

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02-12-2020, 10:03 AM #605

Looks fantastic. A very impressive structure with all those windows and fieldstone foundation.  
Mike

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

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**George\_D**  
Moderator  
Join Date: Dec 2003  
Posts: 19018

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02-12-2020, 11:36 AM #606

Nice looking mill, Dave. I like the way you've built it into the hillside.  
George

Before each flight, make sure that your bladder is empty and your fuel tanks are full.

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**Orionvp17**  
Senior Member  
Join Date: Feb 2007  
Posts: 8399

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02-12-2020, 12:10 PM #607

Nice job, Dave. Came out well.  
Pete  
in Michigan

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**deemery**  
Senior Member  
Join Date: Sep 2007  
Posts: 11493

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02-12-2020, 04:09 PM #608

I was in that strange mood to work on track and wiring. Today's frustration was with suitcase connectors. The wire I'm using for my bus has pretty tough insulation, and I broke almost half of the connectors trying to get the metal bar through the insulation. So I didn't finish. But I did make significant progress, got several spurs wired in, connected one part of the layout that I started and didn't tie to the bus, and then started on the lead to the staging yard.  
dave

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

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**jbvb**  
Senior Member  
Join Date: Dec 2007  
Posts: 8212

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02-13-2020, 03:42 AM #609

My experience fixing other people's suitcase connectors is why I have all wire nuts under my layout. The little blue ones will even connect two 24 GA solid, though I only do that temporarily.  
James

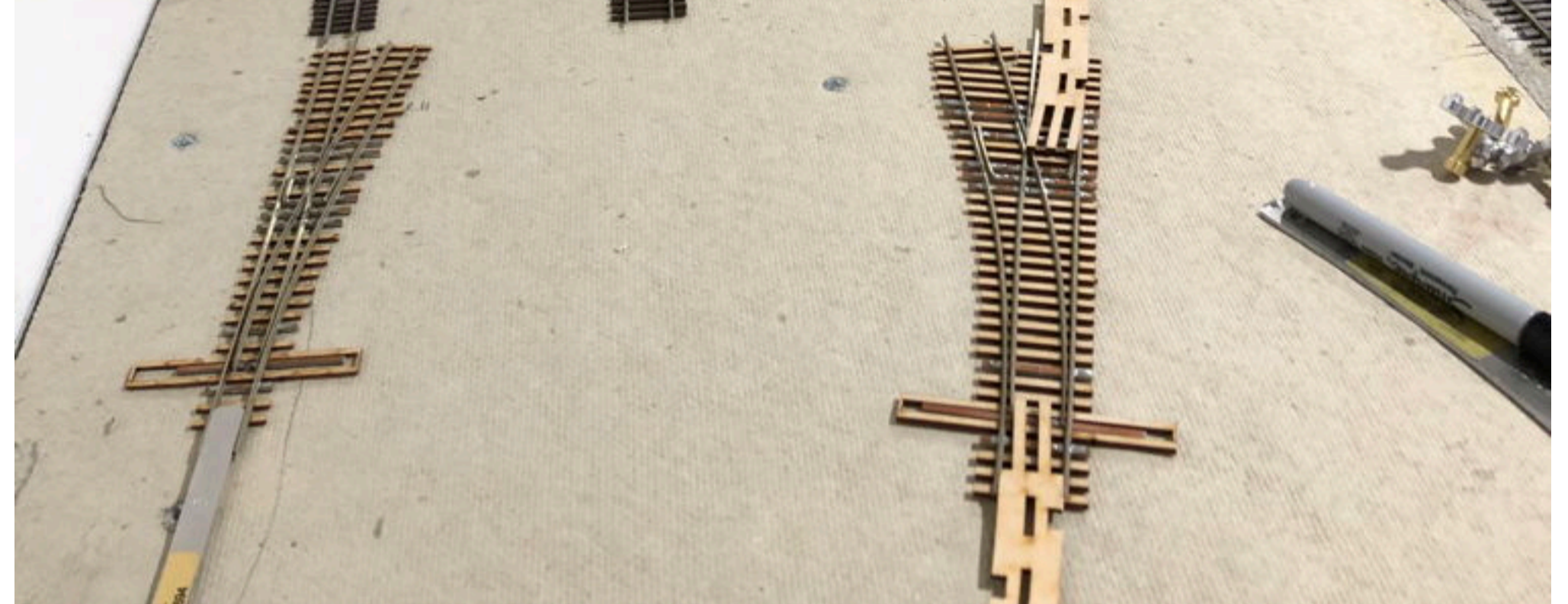
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**deemery**  
Senior Member  
Join Date: Sep 2007  
Posts: 11493

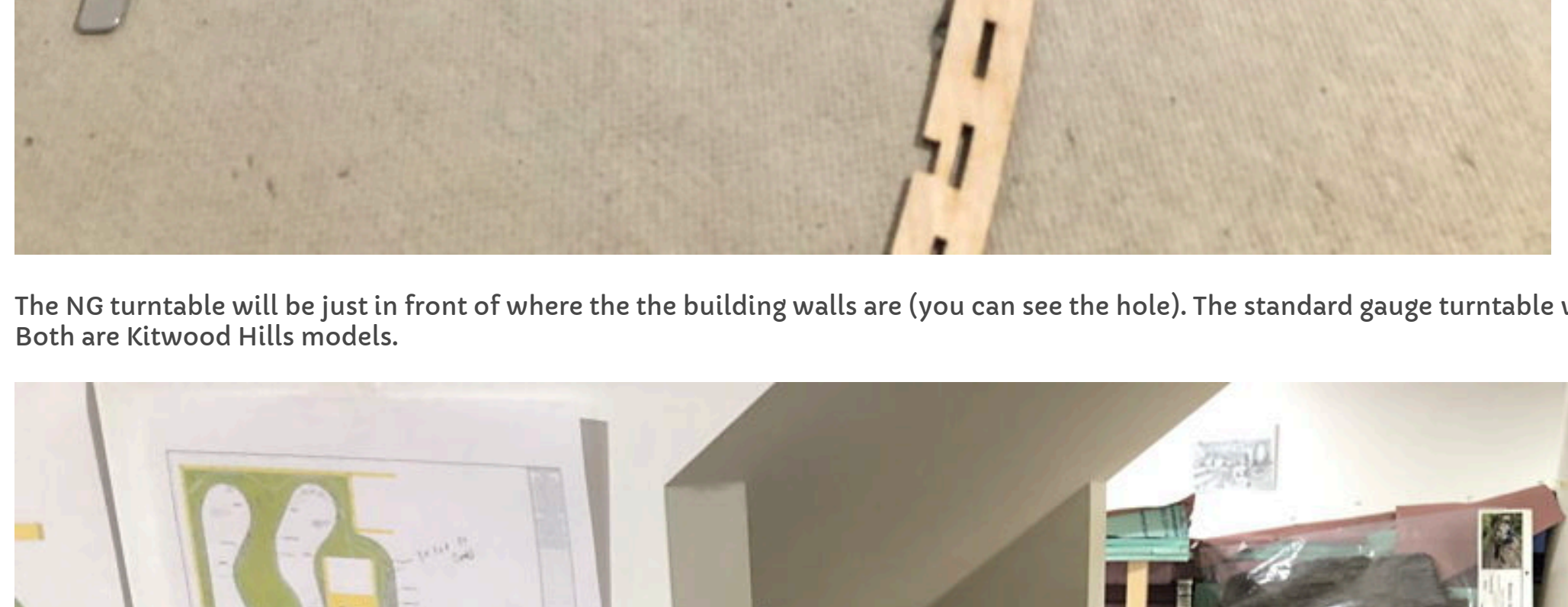
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05-03-2020, 09:31 AM #610

I haven't posted here lately, but lots going on. I ran the HO30 track from the quarry down to the start of the yard, including the small runaround and turntable lead. That includes positioning the turntable. Then I worked some more on the standard gauge track in the (same) staging yard. One thing I did last night was add back the missing ties under where I soldered track pieces together. That's a small item that made a big difference in making the track look finished.



The NG turntable will be just in front of where the building walls are (you can see the hole). The standard gauge turntable will be in that hole to the right. Both are Kitwood Hills models.



Additionally, I've been studying Arduino to control the standard/narrow gauge crossing (around the corner to the right in the other room), including a ball signal to indicate which line has authority to pass.

Turns out a couple of bricks are useful for weighing down track as you glue the roadbed (and PowerBase plates) and then track into place. The HO30 track is glued down using Titebond III (over the PowerBase plates, also glued down with Titebond III because it's a waterproof glue). The standard gauge track has been put down with caulk, and I'll probably continue that. One area of concern is the curved turnout at the staging yard throat, which is on a bit of a ramp to get up to the main line (flomated) elevation. I'm comfortable with the slope there, the fact that turnout is all-told about 15' long helps make it stable. I added a turnout at the end of both the NG line and one standard gauge line, so I can run engines around a train (instead of using the 0-5-0 to reposition the engine and caboose).

dave

I got a lot of work done on the refinery (talked about in the Early Rail Oil thread), but still have plenty of work to do there, too.

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

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**jbvb**  
Senior Member  
Join Date: Dec 2007  
Posts: 8212

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05-03-2020, 09:40 AM #611

Good to see progress. My stepson is hoping circumstances allow him to see your layout at some point (along with several others in the area).  
James

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**deemery**  
Senior Member  
Join Date: Sep 2007  
Posts: 11493

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05-03-2020, 10:24 AM #612

quote

Originally posted by jvb

*Good to see progress. My stepson is hoping circumstances allow him to see your layout at some point (along with several others in the area).*

As soon as we're allowed out of the house, you-all are welcome at any time! We can test the new track wiring, too.  
dave

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

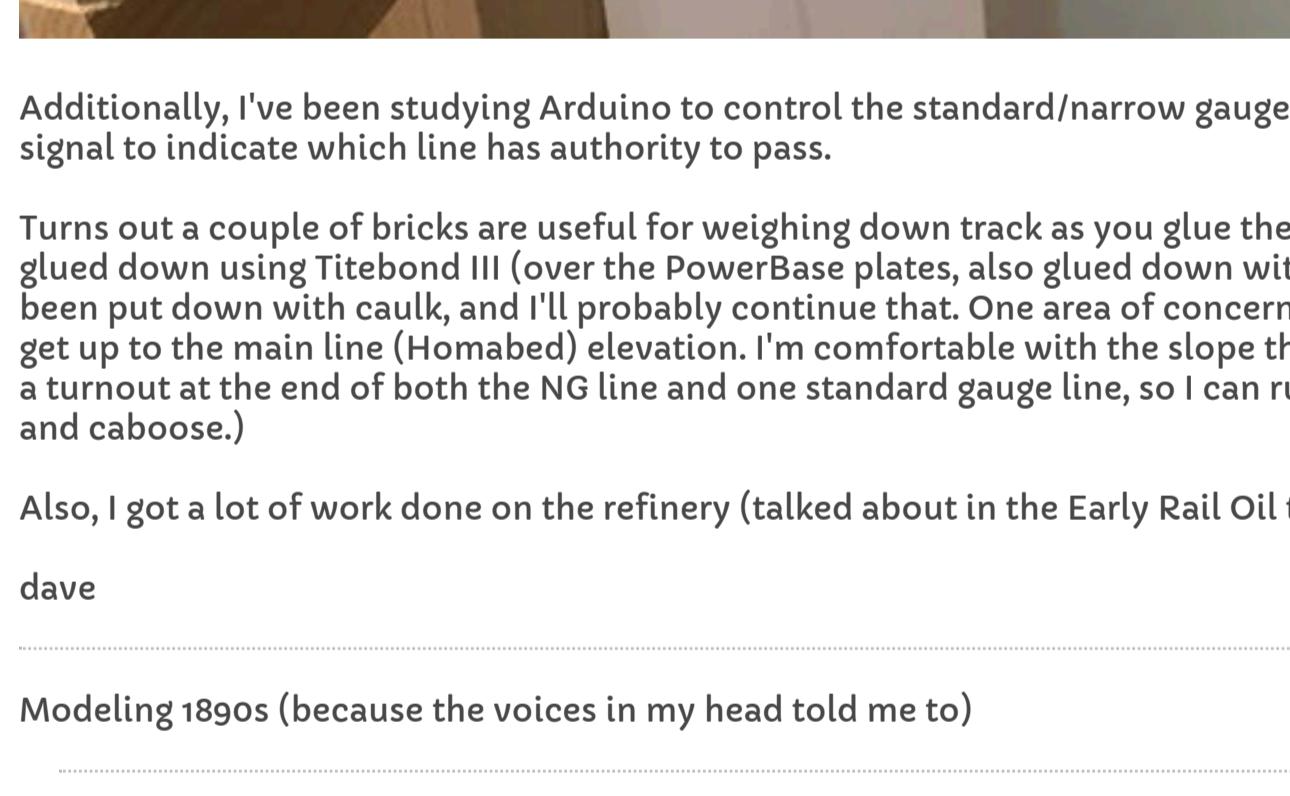
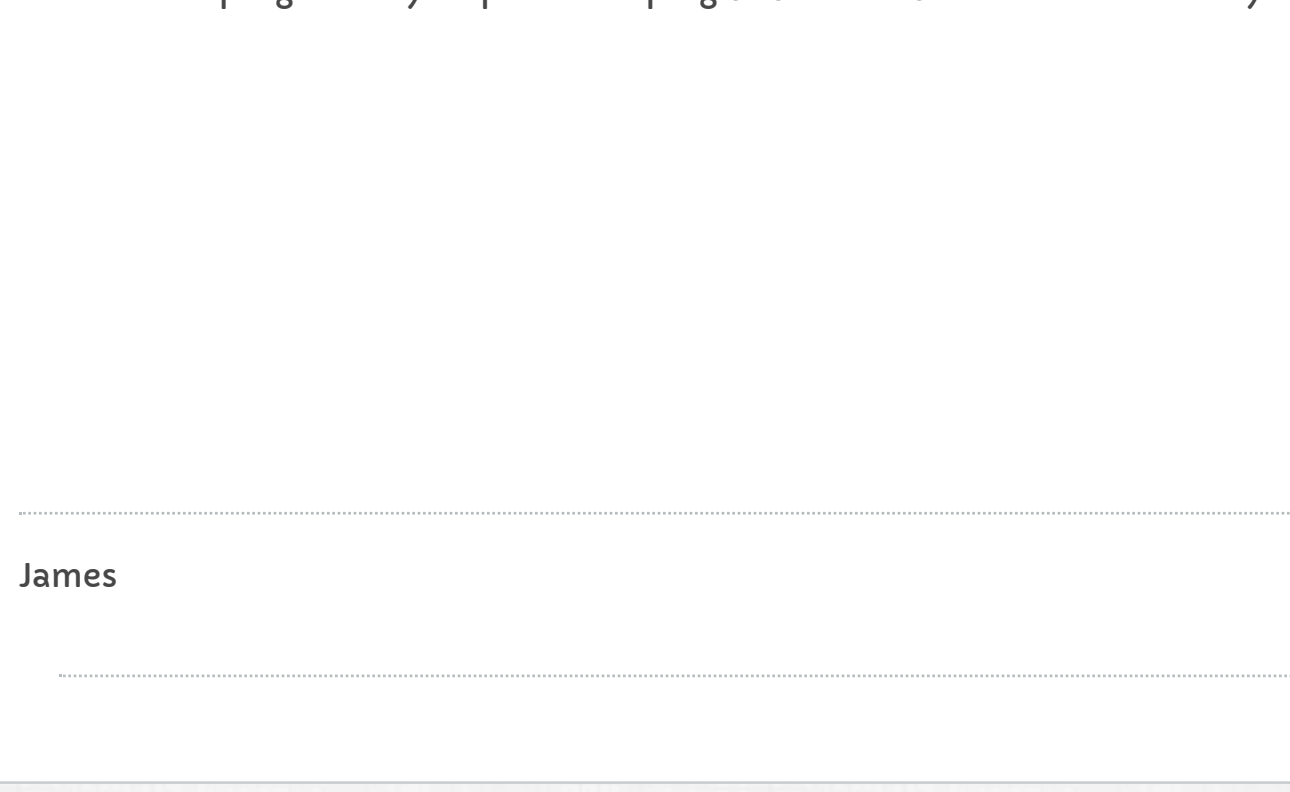
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**deemery**  
Senior Member  
Join Date: Sep 2007  
Posts: 11493

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05-09-2020, 06:48 AM #613

More work on the staging yard, concentrating on the narrow gauge track.

On both narrow and standard gauges, I added runarounds, so I could detach the loco from the train, send it to the turntable to turn around or into an engine house.

Those bricks make great (inexpensive) weights to hold down the roadbed or track while the glue dries.  
dave

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

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**Michael\_Hohn**  
Senior Member  
Join Date: Sep 2012  
Posts: 12238

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05-09-2020, 05:42 AM #614

Dave,  
It's that time of the year when model railroaders have yard work both inside and out. That's going to be a nice scene.  
Let me know if you need somebody to do a "yank test" on every drop to see if it's soldered securely to the rail.  
Mike

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

99 Quote Comment Flag Like

**deemery**  
Senior Member  
Join Date: Sep 2007  
Posts: 11493

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05-09-2020, 06:08 AM #615

Mike, you're welcome to come and yank on wires at any time (once we're allowed out of the house). NH is a nice place to visit, most of the time. (Not today, though. Snow flurries, now cold rain showers and lots of wind.)

I did make a design error with the standard gauge yard ladder a bit too close to the narrow gauge track. So it'll be an operational restriction to not run both SG and NG at the same time through that choke point (I think there's enough clearance). I'll have to model an offset switch stand, something the prototype occasionally had to do, too. The history is "The NG was there first, when the SG decided to expand its yard." :-)  
dave

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

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