

SL-and-N construction blog

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Michael_Hohn Senior Member
Join Date: Sep 2012 Posts: 1238

05-30-2020, 06:35 PM
Alright!! It's N-ergized!!

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

Bill_Gill Senior Member
Join Date: Dec 2014 Posts: 4253

05-31-2020, 02:59 AM
A moving experience captured on video, Good Going, Dave.

deemery Senior Member
Join Date: Sep 2007 Posts: 11493

05-31-2020, 04:28 AM
Some of the bumps are due to a slight track height mis-match. The reworked Peco turnouts are code 75 or maybe even code 80, the rest of the rail is ME code 70. I've tried to smooth out those bumps, but more work there may be needed.

dave

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

BurleyJim Senior Member
Join Date: Jan 2014 Posts: 7456

05-31-2020, 05:33 AM
Congrats Dave!
Jim

Take the red pill

Dutchman Administrator
Join Date: Jul 2003 Posts: 38113

05-31-2020, 05:53 AM
A milestone for sure, Dave.

Bruce

deemery Senior Member
Join Date: Sep 2007 Posts: 11493

05-31-2020, 10:59 AM
In order to label the switch machine power feeds, I needed to figure out a naming scheme for the turnouts.

If/when I do powered switch machines for the standard gauge, I'll do a schematic and naming scheme for them, too. If nothing else, I'll have switches to power on/power off each standard gauge staging track, and those will need power. (The board is the Tam Valley 12v-5v converter board.)

Back to running the 12v DC auxillary power bus around the layout...

dave

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

railman28 Senior Member
Join Date: Mar 2010 Posts: 6713

05-31-2020, 11:04 AM
Dave, which switch machines are you using?
Bob

It's only make-believe

deemery Senior Member
Join Date: Sep 2007 Posts: 11493

05-31-2020, 12:21 PM
I'm using Tam Valley SwitchWrights, with the relay (and DCC receiver, not currently using that) http://tamvalleydepot.com/products/s_wtmachine.html The relay powers the frogs. I got a couple of the similar Walkers products to experiment with, there are some places on the standard gauge where I might well use them, even if most of the standard gauge I end up using "manual" turnout controls.

For the standard gauge staging yard tracks, I'm looking at Berrett Hill (relay) controls <http://www.touchtoggle.com>. And for the track power interlocking at the standard/narrow crossover, I'll use a custom Arduino-driven set of relays (and hopefully also the automated bell signal, still design work to figure out how to best convert a servo rotary motion to vertical motion to raise/lower the ball.)

Bob, any thoughts on servo motion to vertical motion?
Oh, and today I ran the test loco through all the turnouts and on both runarounds.

dave

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

deemery Senior Member
Join Date: Sep 2007 Posts: 11493

06-01-2020, 01:45 PM
I pulled some bus wires through the benchwork, and then hooked up the DC powerpack to the HO30 line in the main train room. Then I ran the test loco up the mountain to the quarry location and tested both spurs there. All good.

My FastTracks order arrived today with the long ties for the crossover project. I'll need to decide if I want to tackle that project next, or do something that I enjoy more than trackwork:-)

dave

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


railman28 Senior Member
Join Date: Mar 2010 Posts: 6713

06-01-2020, 02:52 PM
Dave,
just turn them sideways so that the arm is moving vertically. Check this out; <https://model-railroad-hobbyist.com/rh-2012-03-mar>
Bob

It's only make-believe

deemery Senior Member
Join Date: Sep 2007 Posts: 11493

06-04-2020, 08:31 AM
I'm working on the dropgate. The frame is extruded aluminum, which makes it very strong and sturdy. Here's the hinge




and on the other side, the barrel latch. It's not really designed to be affixed like this, so I used an MDF spacer to align it correctly.

The view from above:

Holding the subroadbed in place to check alignment, functionality (i.e. dropping and restoring the gate), etc

Finally, adjusting the homasote height.




Next steps are to lay the center line for the track, add the actual roadbed, and ponder the electrical and track connections. I have some ideas...

dave

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

deemery Senior Member
Join Date: Sep 2007 Posts: 11493

06-04-2020, 03:40 PM
In the olden days, they'd test bridges by driving a train full of locomotives on it:



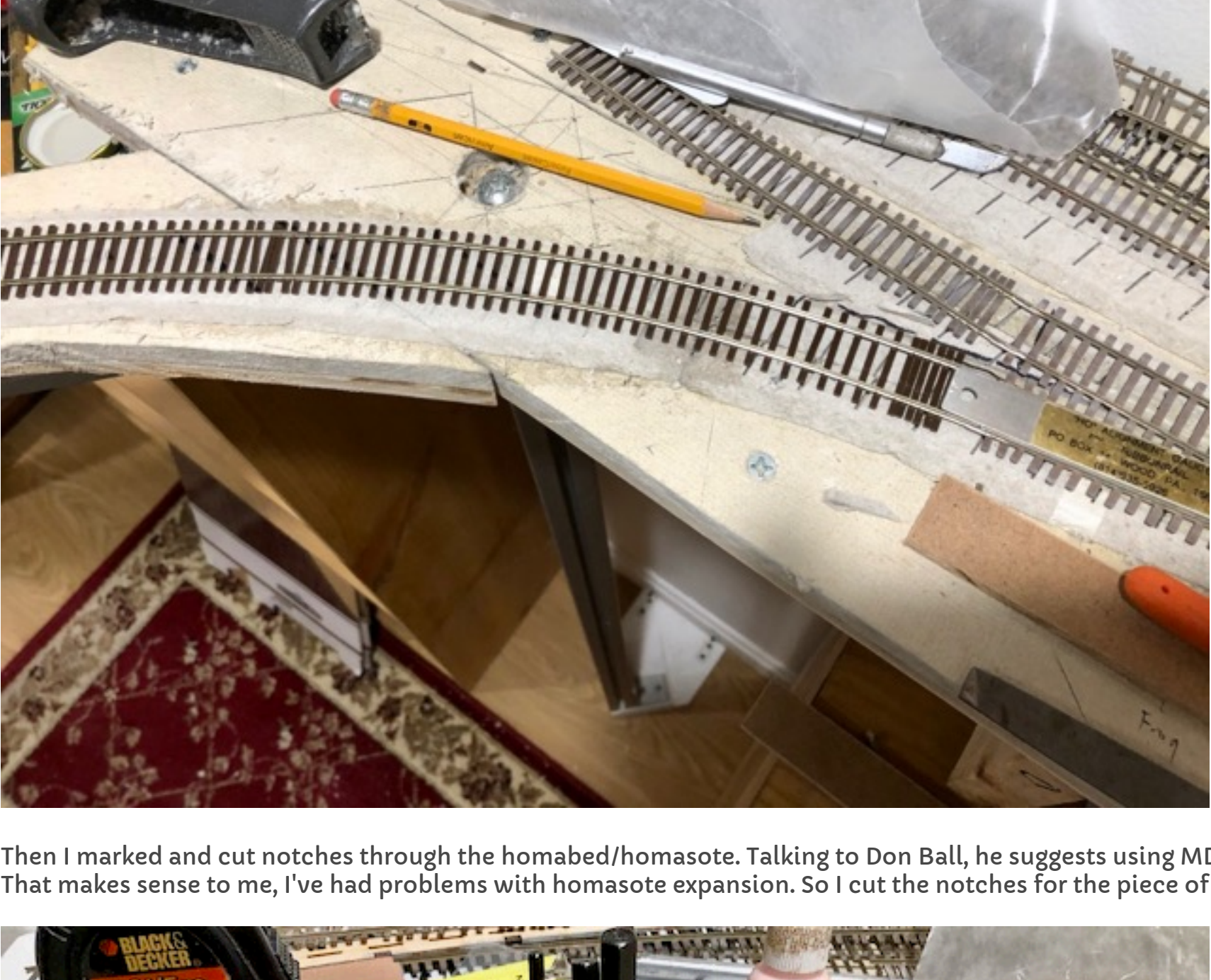
In this case, the bricks are holding the homabed in position. But it does show how rigid the aluminum gate is.

dave


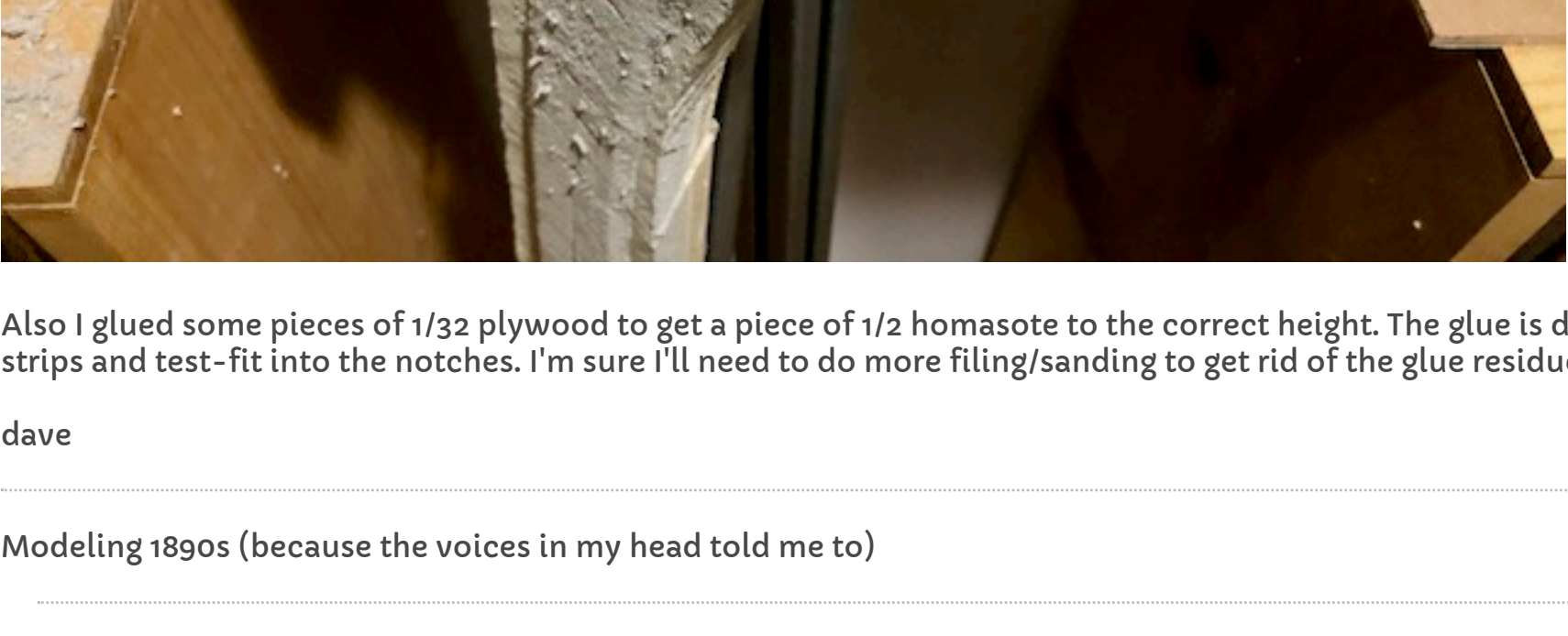
Modeling 1890s (because the voices in my head told me to)

deemery Senior Member
Join Date: Sep 2007 Posts: 11493

06-05-2020, 11:33 AM
More work on the drop gate. I laid the track end-to-end.



Then I marked and cut notches through the homabed/homasote. Talking to Don Ball, he suggests using MDF at the interface, as it's dimensionally more stable. That makes sense to me, I've had problems with homasote spalling. So I cut the notches for the piece of MDF.

Also I glued some pieces of 1/2 plywood to get a piece of 1/2 homasote to the correct height. The glue is drying today, tomorrow I can cut that piece into strips and test-fit into the notches. I'm sure I'll need to do more filing/sanding to get rid of the glue residue and get everything back to level.

dave

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

BurleyJim Senior Member
Join Date: Jan 2014 Posts: 7456

06-05-2020, 12:48 PM
That square aluminum construction rod from 80-20 sure looks right at home on your layout. Very clean! :up:

Jim

Take the red pill

Michael_Hohn Senior Member
Join Date: Sep 2012 Posts: 1238

06-05-2020, 01:55 PM
This is very instructive, Dave.

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

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