SL-and-N construction blog

Orionvp17 Senior Member
Join Date: Feb 2007 Posts: 8839

06-07-2020, 04:23 PM #676

Nicely done, Dave, but if that is true PC board with copper on both sides, and you have not yet gapped the underside, you may find some nasty surprises down the road. Sneak circuit down the screw, under the board and back up the other screw for a short.... :erm:

Pete

in Michigan

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deemery Senior Member
Join Date: Sep 2007 Posts: 11493

06-08-2020, 03:04 AM #677

> quote:
> Originally posted by Orionvp17
> *Nicely done, Dave, but if that is true PC board with copper on both sides, and you have not yet gapped the underside, you may find some nasty surprises down the road. Sneak circuit down the screw, under the board and back up the other screw for a short.... :erm:*
> *Pete*
> *in Michigan*

That shouln't be an issue, since there's wood underneath the screws. But I'll put the voltmeter on it and check.

dave

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

TRAINS1941 Senior Member
Join Date: Mar 2005 Posts: 17112

06-08-2020, 03:49 AM #678

Well done Dave. And a nice tutorial.

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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deemery Senior Member
Join Date: Sep 2007 Posts: 11493

06-08-2020, 08:26 AM #679

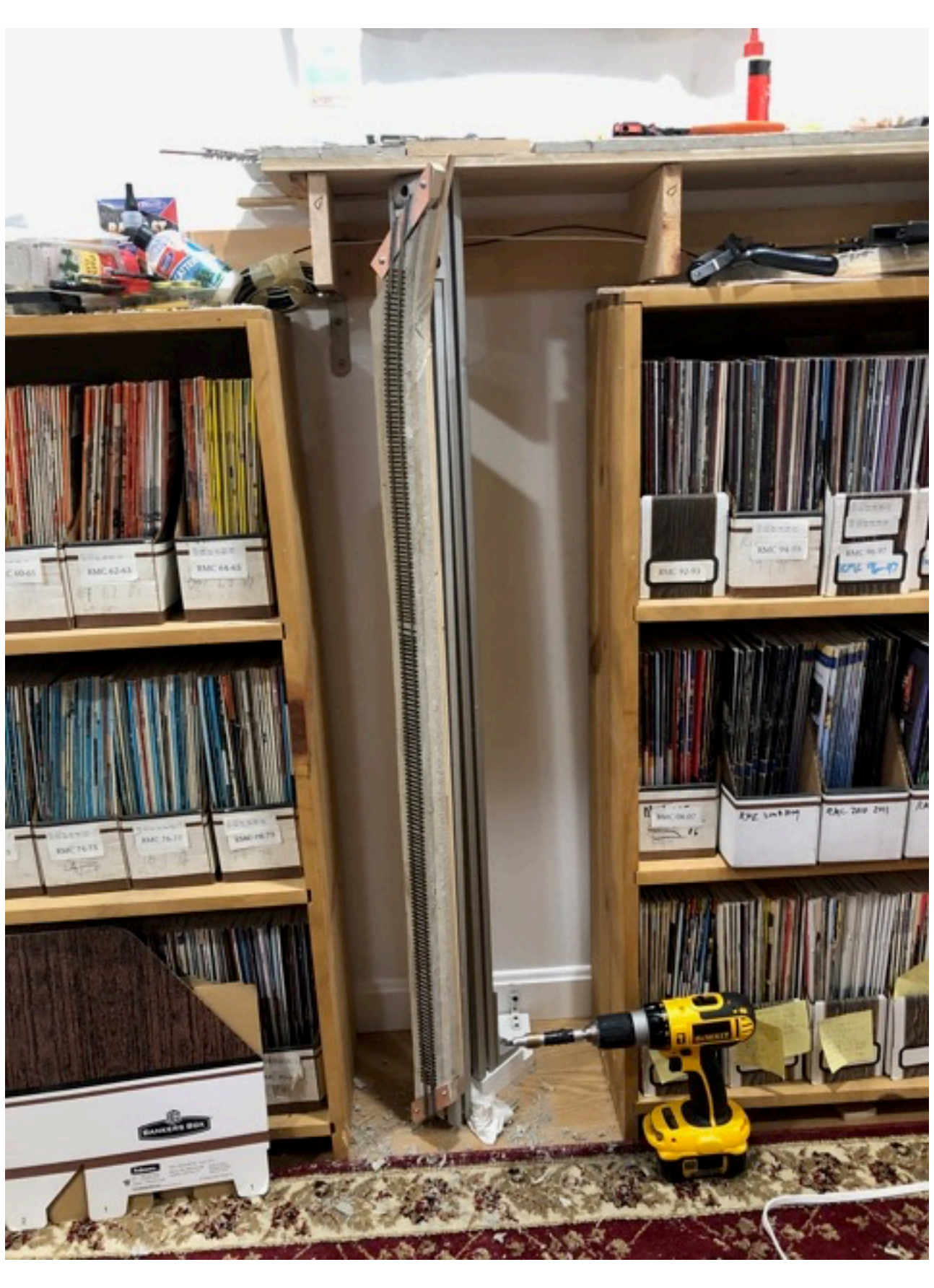
Pete **finally** got me to understand the short circuit through the bottom of the PC Board. So the problem was how to cut a notch underneath without ripping everything out. On the outside tracks, it wasn't too hard, since those were short sections that lead to the PC Board crossing.

On the bridge itself, the challenge was to get access to the bottom without having to relay all of the track. I carefully pried up the track and then used a triangle file to cut the notch from underneath.

An advantage of caulk is it's easy to remove/reposition track, slip a thin blade putty knife between the track and roadbed. Then you can put a light coat of caulk to refasten the track.

The other problem is figuring out how to check the notch. I've found a small make-up compact is invaluable for trackwork!

Finally, a photo of the drop gate dropped, its normal location.



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

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wvrr Senior Member
Join Date: Sep 2002 Posts: 7214

06-08-2020, 08:58 AM #680

Why not cut a notch in between the outside rails and the screws? That would isolate the screws from the rails.

Chuck

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deemery Senior Member
Join Date: Sep 2007 Posts: 11493

06-08-2020, 09:14 AM #681

> quote:
> Originally posted by wvrr
> *Why not cut a notch in between the outside rails and the screws? That would isolate the screws from the rails.*
> *Chuck*

Well, darn! That would have been A LOT EASIER!

(You can tell that I'm not used to reasoning about electrical connectivity... :erm: :erm: :erm: :erm:)

dave

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

Orionvp17 Senior Member
Join Date: Feb 2007 Posts: 8839

06-08-2020, 11:02 AM #682

Chuck is correct on this one, AFAIK (I'm not an engineer, don't play one on Tee-Vee, and didn't sleep in a Holiday Inn Express last night), but I should have seen and suggested that option on the front end of the off-list discussion with Dave....

Sorry Dave... It's been a Long week here, and I'm probably more tired than I think.... [|)]

Pete

in Michigan

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deemery Senior Member
Join Date: Sep 2007 Posts: 11493

06-08-2020, 11:30 AM #683

Well, I did get to test the adjustability of the track on the gate, I know I can wiggle it a bit if I need to because of expansion/contraction.

dave

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

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railman28 Senior Member
Join Date: Mar 2010 Posts: 6713

06-08-2020, 11:43 AM #684

At least you can see the silver lining.

Bob

It's only make-believe

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wvrr Senior Member
Join Date: Sep 2002 Posts: 7214

06-08-2020, 12:35 PM #685

I only wish I saw Pete's comment, earlier, Dave.

Chuck

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deemery Senior Member
Join Date: Sep 2007 Posts: 11493

06-08-2020, 02:10 PM #686

Here's the interim wiring:

I'm kinda all "clevered out" at this point. But the way it's wired is that one rail is fed from each approach. About 5" of approach track on each side is also wired into the bridge. So if the bridge is connected, the bridge track and both approaches have power. If the bridge is not connected, then neither approach track has power.

I also connected the remaining parts of the main line, soldering feeders and connecting them into the track bus. So tomorrow, at least in theory, I can run a train around the entire layout in a big circle.

dave

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

Orionvp17 Senior Member
Join Date: Feb 2007 Posts: 8839

06-08-2020, 02:58 PM #687

Running a train around sounds therapeutic to me.... Enjoy!

Pete

in Michigan

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railman28 Senior Member
Join Date: Mar 2010 Posts: 6713

06-08-2020, 04:25 PM #688

Dave, right in the middle you a potential short. Your isolation cuts are not aligned giving you about 1/8" where the plates overlap and could short out with a little help. A little nail polish will safe guard things.

Bob

It's only make-believe

Orionvp17 Senior Member
Join Date: Feb 2007 Posts: 8839

06-08-2020, 04:58 PM #689

Good eye, Bob!

Pete

in Michigan

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jbvb Senior Member
Join Date: Dec 2007 Posts: 8212

06-09-2020, 03:52 AM #690

Dave had mentioned the misaligned cuts earlier; that was what my suggestion of filing at an angle to remove copper at the edges was intended to fix.

James