

SL-and-N construction blog

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Bill Gill Senior Member
Join Date: Dec 2014 Posts: 4253

03-01-2023, 10:05 PM #946

I like the long cut on the approach to the tunnel.

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mark_dalrymple Senior Member
Join Date: Jan 2008 Posts: 2173

03-02-2023, 02:44 AM #947

Lots of progress, Dave.
Its looking good.
Cheers, Mark.

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John Holt Senior Member
Join Date: Feb 2011 Posts: 1124

03-02-2023, 01:57 PM #948

Dave.....What Mark said. 😊😊😊😊

GULF COAST & WESTERN

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gregd Senior Member
Join Date: May 2022 Posts: 178

03-03-2023, 09:09 AM #949

Just caught up with your thread Dave....great progress and work. 🙌

Gregory P. DeMayo
Chairman of the Board
St. Louis & Denver Railroad Corporation
Longwood, FL.


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ddeemery Senior Member
Join Date: Sep 2007 Posts: 11493


03-04-2023, 04:06 PM #950

I wanted to mock up the fascia, and then install "sub-fascia" cardboard since I'm not ready to do the actual finished fascia. The question was "How to hold the temporary fascia into position?"

Turns out I have this adjustable clamp, seen from below



And above:



That'll hold the temporary fascia in position -at the correct angle- to the joist.

dave


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

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ddeemery Senior Member
Join Date: Sep 2007 Posts: 11493

03-05-2023, 12:51 PM #951

The bendable foam rubber walls tended to spring back, so I did a jig to hold them in place while running the heat gun over them:



Seems to work:



Next step is to prime everything. Maybe tomorrow, if the weather is as nice as predicted.

dave

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ddeemery Senior Member
Join Date: Sep 2007 Posts: 11493

03-06-2023, 02:02 PM #952

Too windy to spray paint outside today, particularly with light urethane castings. They'd probably blow all over the yard...

dave

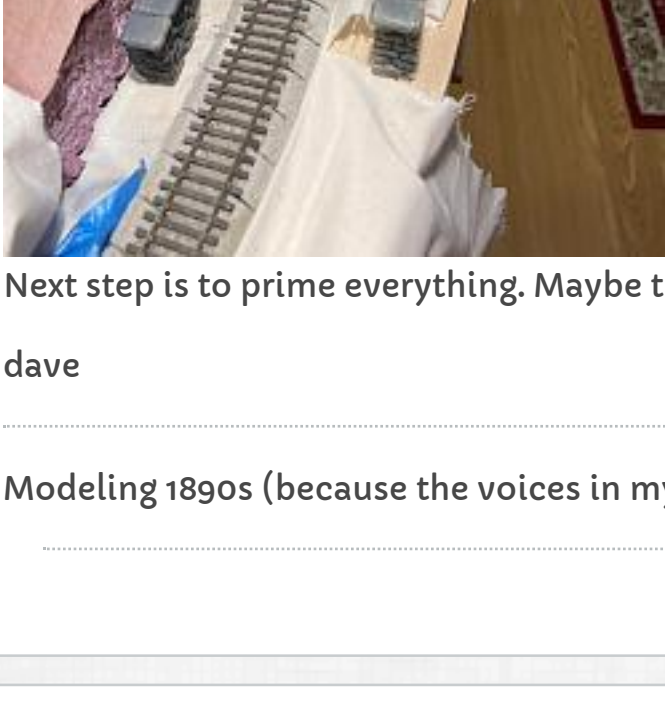
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ddeemery Senior Member
Join Date: Sep 2007 Posts: 11493

03-08-2023, 04:26 PM #953

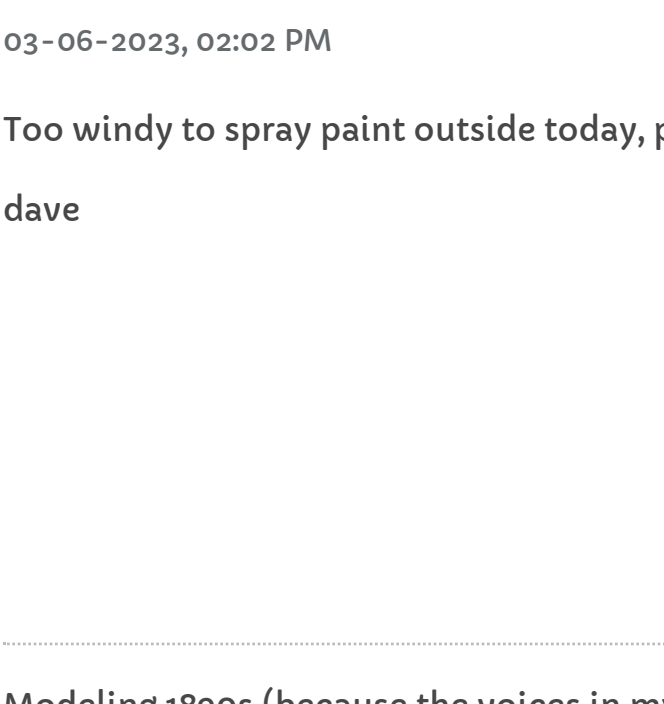
I primed the wall/portal pieces today:



I also ordered a sheet of "HO Ivy" from Scenic Express, which will look great on the walls (and will hide the joint between the bendable pieces and the stiff abutments.)

Tomorrow, once the spray primer has cured, I'll do the stone painting.

Add: Painted the stone, it came out a bit darker than I wanted, but that's OK.



dave

Last edited by deemery; 03-09-2023, 03:50 PM.

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railman28 commented 03-08-2023, 06:16 PM #953-1

That's really looking good Dave. Nice progress and ivy will be a good touch.

Bob

ddeemery commented 03-09-2023, 10:53 AM #953-2

Krylon "camouflage khaki", a great base color for rock (or for wood effects.)

Edit Flag

PRR Modeler Senior Member
Join Date: May 2022 Posts: 2114

03-09-2023, 06:34 PM #954

Looks great Dave.


Curt Webb
Freelanced PRR Bellevue Sub

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ddeemery Senior Member
Join Date: Sep 2007 Posts: 11493

03-21-2023, 02:30 PM #955

Since I'm stuck- on the ball signal project, I went back to the tunnel portal and retaining walls, and added some shrubberies.



Silfhor Ivy and Horsetails, and a bit of Woodland Scenic foliage.

dave

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railman28 Senior Member
Join Date: Mar 2010 Posts: 6713

03-23-2023, 01:33 PM #956

Looking great a nice stress release.
Bob

It's only make-believe

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ddeemery Senior Member
Join Date: Sep 2007 Posts: 11493

03-29-2023, 06:17 PM #957

Have I mentioned recently how much I HATE TRACKWORK???? If I were doing it over again, I'd hire someone (multiple \$thousands, I'm sure) to come in and do all the dam trackwork. Today I've been trying to get a switch machine mounted underneath a turnout, and it looks like the access hole for the machine's rod was too small/off center. So I carefully redrilled it and will try again tomorrow, mounting the switch machine and seeing if it actually throws the points in both directions...

dave

Last edited by deemery; 03-29-2023, 06:23 PM.

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PRR Modeler Senior Member
Join Date: May 2022 Posts: 2114

03-30-2023, 06:53 AM #958

Nice job on the tunnel entrance.

Curt Webb
Freelanced PRR Bellevue Sub

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ddeemery Senior Member
Join Date: Sep 2007 Posts: 11493

03-30-2023, 01:11 PM #959

A day later, and still no joy with the switch machine. Anyone interested in a job coming to my house to install switch machines and otherwise fix my track? (I'm serious-!)

I'm going off to build a mold box for the stone arch.

dave

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ddeemery Senior Member
Join Date: Sep 2007 Posts: 11493

04-09-2023, 01:11 PM #960

Well, a couple of things: (1) I found a 1/2 flat bottom (dado) router bit, and carefully ran that up the throw rod hole where I'm having the problem. I haven't gone back to reinstall the switch machine to see if that fixes the problem.

(2) over in the EarlyRail forum, I'm describing the stone arch bridge that will be 1 of 3 bridges in the creek. That's coming along well.

(3) Bob (Railman28) asked a question that I answered 'historically'. I think it's useful to have an outline for the history of the railroad to address questions like "what kind of bridges/how did they invest in the railroad?" So here goes:

First the geography: The Sandy Lake & Northern connects northwest PA oil country with New England mill country, by basically eliminating everything between the Susquehanna and Connecticut or Merrimack rivers.-) (See Rule 1, also the concept of 'tesseract' in https://en.wikipedia.org/wiki/A_Wrinkle_in_Time) So this is a 'minor class 1' railroad that has both local traffic (oil to the refinery, mill products, coal to power the mills) and bridge traffic. Major connections with PRR, Erie, New York & New England, B&A.

From a history perspective, the railroad started around the time of the Civil War, probably one of those 'aggregate local railroads into a Class 1 railroad'. There's money from the oil industry and New England old money to invest in infrastructure, hence the stone viaduct and bridges. But it's still a single track line, rather than the major east-west lines (NYC, PRR, Erie, etc). By the 1890s, the railroad was coasting on these earlier investments, but still had \$ to put into some modern locomotives (eg, the "Little River 2-4-4-2" that is really too modern for my approximate 1898 cut-off. However Rule 1 applies again.) Colorado Midland is a significant influence, in terms of equipment: Now one thing my track plain failed to provide is a clear interchange, so I'll probably do that in the visible staging. The narrow gauge HO N30 scratches that itch, with a run from visible staging/small engine terminal/interchange track up to the slate quarry. That line is less well funded, so the infrastructure will be a bit more run down.

Operationally, I have the visible staging, some on-line switching, one passenger station and a 'suburban station', and when (if) the layout is finished, a yard and engine terminal. So that's send a train from staging around the room to the yard, break it down, and send the results back to staging. But there's also the ability to run trains in a circle around the room.

dave

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