



THE MAIL CAR

NEWSLETTER OF THE ST. LAWRENCE DIVISION - NMRA

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Bobby's Ore & Gravel Mine



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The Fall Modelling Season is upon Us!

Once again autumn is upon is. As the days become cooler and dark falls sooner, it is the signal that it is modelling season!

The September meet marked the start of the SLD’s 2023-2024 Division Meets. This year’s theme is scenery, with workshops focusing on creating realistic scenery. See the website for more details.

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Copy Deadlines:

September Issue - August 15
November Issue - October 15
January Issue - December 15
March Issue - February 15
May Issue – April 15

Superintendent's Report

By Normand Levert

Our September meet took place on one of the best days of summer, early fall of 2023. Garden railroaders were enjoying the beautiful weather on their last operating session at Father Fred. Live steamers were running at the Cumberland Museum. We were 16, not as many as I hoped to see, but we had enthusiastic members. Our first presentation by Normand and Lloyd covered to proposed approach of having regular meetings every month this year. Each meeting will have a general interest clinic. The second clinic will feature two or three clinicians explaining “how to build” various elements of scenery. We will then have the opportunity for hands-on learning in the afternoon. Participants will get a 16 x 24-inch base to experiment their scenery techniques.

Lorne Munro gave us a detailed presentation on his farm diorama. He related how the research led to friendship with the owners of the farm and adding more buildings to his diorama. Lorne prefers to scratchbuild. He showed pictures and field measurements and how he converted them to scale drawings. He used Google satellite views to place the buildings, with a bit of compression. He detailed the diorama building sequence, building the ground features first after establishing the position of every structure. All in all, we learned many tips and useful tricks to place structures in the ground.

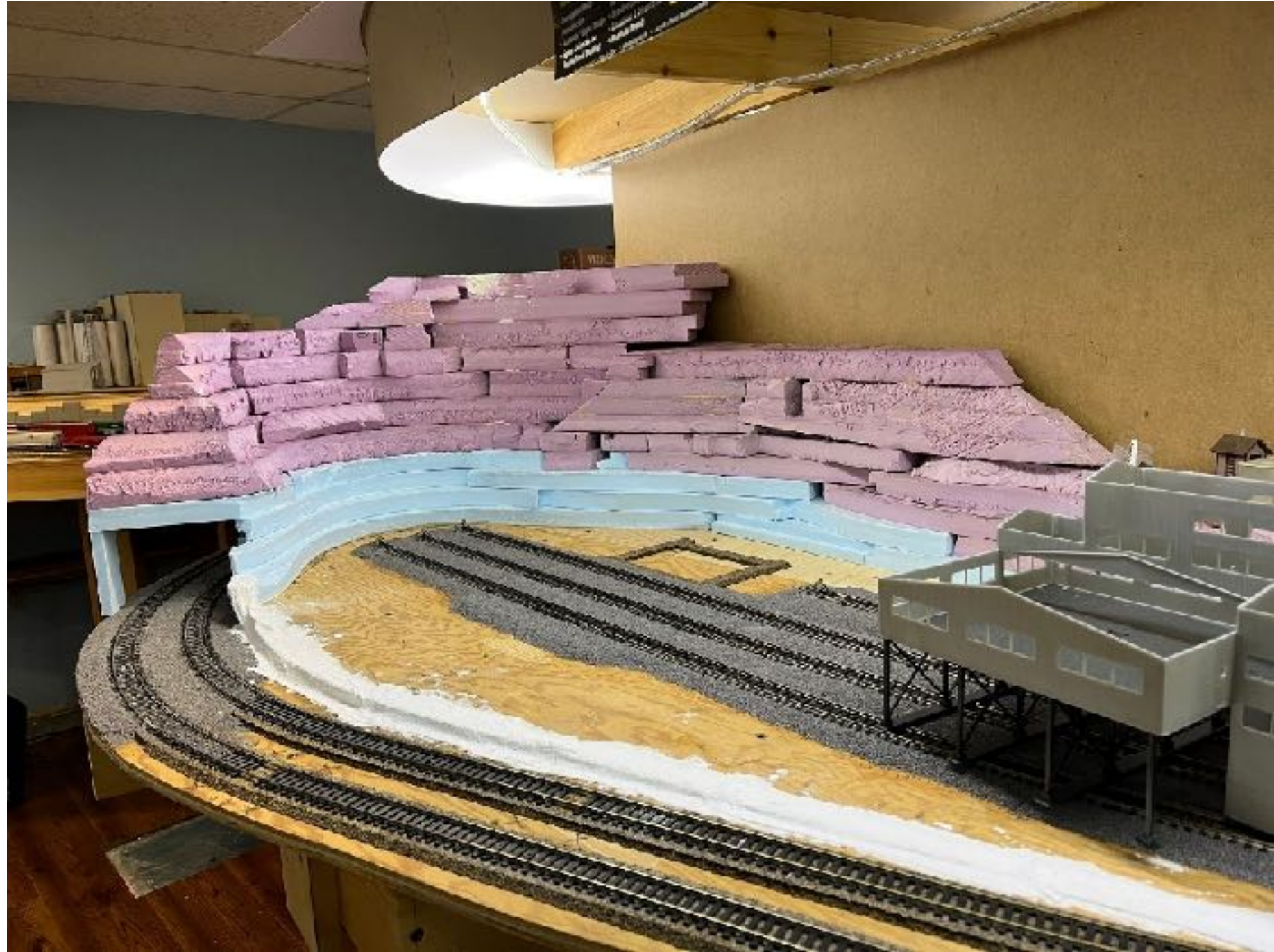
We look forward to many participants enjoying “hands-on” learning. We hope you will share techniques with us. Don't be afraid to share what did not work out, someone might be very grateful to learn this!

Bobby's Ore & Gravel Mine

Article and Photos by Lloyd Henchey

The area was designed with a tunnel, so I decided that this was going to be a quarry until I bought the “New River Mining” kit from Walthers.

I started by building the rock mountain with pieces of foam, piling them on top of each other, glued with carpenter glue and held in place by toothpicks.



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Everything was then covered with plaster sheets and left to dry for a couple of days.

The next step was to cover the entire area with Sculpamold to create the final texture of the rock face. While it dried, I was able to come back and do some touch ups by wetting the area that needed fixing. I did some flat surfaces to later add bushes and trees.

Four coats of paint created the look of ore and limestone. The first coat was a flat acrylic light grey followed by a darker grey wash of acrylic dark grey and water with a ratio of 1 to 20. I then added streaks of acrylic burnt Siena at several places to

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create veins and finished with white acrylic dry brushing.

Since I had forgotten to paint the rails and the ties, that was my next tedious task. I painted every tie with different brown acrylic paint which will be weathered later.

The next step was to start on the “New River Mining” building. Since I have a tendency to build my building with a different look than the box cover, I decided on covering the entire building with rusted panels. They were purchased from “Goodwoodscenics” in the UK.

I sprayed clear coat on half the sheets, and they turned darker than the ones without, so it turned out ok since I was able to mix them as I glued them



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I painted all the window frames black before installing the panels. Double sided “Scotch” tape was used to apply the panels to the building. I used the double sided tape because I wanted the pieces to stick fast, since I had plenty to install and glue wouldn’t do the job on the undulating rusted panels.

Once all the panels were installed, I used Burn Umber and Cinnamon Brown to weather the them and cover up any shiny metal. Then I decided I wanted open windows, how to complicate a build.

The windows came in threes, I had to cut and sand to make them fit. Since the window was made up of 3 x 3 panes, I did some black touch ups to show the 9 panes. The windows were also painted with white glue to give them a blurry look.

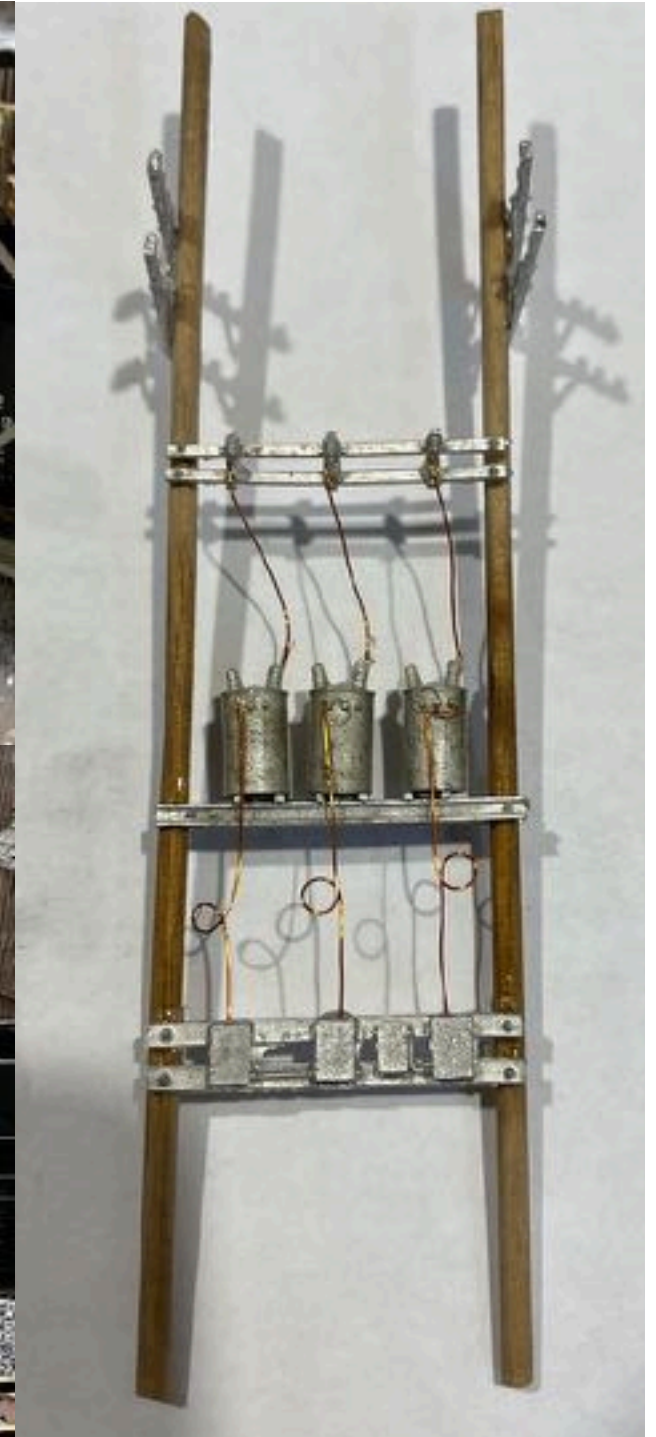
I installed goose neck lamps on all doors and later added inside lighting and details such as walkways, stairs, ladder, roof units and piping.

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All my buildings are fed with electricity from the local utility. This kit was from “Showcase Miniatures”

A shed was added for maintenance. I built a block foundation from styrofoam to support a Quonset Hut kit from Rix Products.

Another thing I need to do for my building's location is that it must all have parking for the workers. Since I didn't have enough space, the workers get a bus ride to the facility.



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Next, the freight cars. All the cars were weathered inside and out with Pan Pastel. Bits of fine ballast was glued inside to look like left overs. The trucks and the wheels were painted with acrylic paint, some dry brushing, and a bit of Pan Pastel. All the trucks have been checked with the truck tuner, wheels have also been tested.

The loads that came with the cars were cut and sanded for a better fit and fine ballast was glued on top. A magnet was glued inside for easy removal for operations.



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Finally, some trees, shrubs, static grass, weeds, fence, dirt road, grade crossing and power lines complete the Bobby's Ore & Gravel mining area. There are more trees to install and a backdrop at a later time.



Good morning. Firstly, let me compliment you on your great St. Lawrence Division website. You guys should be very proud.

My name is Gary Meiklejohn. I am an O scale modeller living in Leduc, Alberta. I have completed models of the CN horse car 168104 and CN Horse Express 8904 - still need to apply dry transfers.

My upcoming winter project is CP horse car 272007 and while researching this car came upon your site and instructions for building the George Taylor kit. I will be completely scratch building the car with styrene and have a drawing showing the side and end views. Unfortunately I don't have any information on the underside of the car - truss rods, bracing, etc.

I am wondering if the original modeller of the George Taylor kit still has copies of the kit instructions. I'm sure a lot of the information I need is available. Scans of the instruction sheets would be fantastic but I don't want to make this hard on anybody. Perhaps just photos of the sheets would be the quickest and easiest. Whatever can be done to help me out will be most appreciated. Thank you very much for your help.

Gary

If you can help. contact the Editor for his email address.

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Modelling “Not So Flat” Terrain

Text and Photos by Normand Levert



SMALL UNDULATIONS ALONGSIDE CABONGA JCT YARD.



A BIT FURTHER DOWN, SMALL ROCK OUTCROPS BREAK THE FLAT SURFACE.

One challenge when building yards and flat areas is that the prototype is rarely flat. I used two approaches to build small deviations into Homasote™ and plywood.

The first approach is to build up little hills or undulations using paper towels soaked with diluted white or yellow glue. After adding elevation with crumpled wads of paper towels, I made one last overcoat with another layer of paper towel, again soaked in glue. Once everything dried, a coat of flat brownish latex paint and sprinkled fine sand became the basic ground surface. The next phase will be to add grasses and scrubs.

And not so flat track

The Algonquin Paper Mill trackage features variations in roadbed heights. Various tracks are at slightly distinct levels. To avoid dead flat land between the tracks, I used a combination of the paper towel technique with small scraps of florist foam. Florist foam is quite easy to cut, but it crumbles easily. This is useful to bring a bit more variety on the surface, but the foam needs a layer of diluted glue soaked paper towel for more firmness to cover the final contour. The results are subtle but will have enough of a low area to justify a puddle.

The unloader straddles the woodchip car unloading track. The next track holds additional cars for the wood chip unloader. The space between the tracks has small depressions and rises.



My fifty year old Code 70 Flextrack had vertical curves. Rather than forcing it flat, I used it for the unloading track, introducing a bit of sag and heave in this old spur. There are woodchips everywhere around the unloading track.

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To create a bit of scenic variety, the mill tracks are at various levels. The curved switches on the left are on N scale cork, the ones on the right on HO scale cork. The warehouse tracks are on ½ inch plywood. The ramp is noticeable.

The main advantages of curved switches are they make effective use of a corner space, yielding as much “working track” as possible in the straight portions of the benchwork, and provide smooth flowing track.

Here the plant switcher is pushing four paper boxcars on the holding track beside the paper warehouse.

The frogs are powered with Hex Frog juicer.



THESE ARE THE LEADS TO THE PAPER WAREHOUSE TRACKS, UNDER CONSTRUCTION AS A SET AT THE WORKBENCH. BELOW, THEY ARE INSTALLED ON A RAMP LEADING UP TO THE WAREHOUSE.

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The plan evolved. We now have two tracks for clay delivery, one slurry track and one dry track. They are at higher level than the woodchip tracks and the tail track. The mill tracks are at various angles on purpose to avoid a mechanical appearance.

Meet Schedule 2023-2024

Check the webpage for more details.

<https://sld-nmra.ca/around-the-division/sld-meets/>

MEET / WORKSHOP DATE	LOCATION
<u>Nov 25, 2023</u>	Church Hall Meeting
Jan 27, 2024	
Feb 24, 2024	
March 30, 2024	
Apr 27, 2024	
May 25, 2024	

Doors open at 9:00 AM. Admission \$7.00

Several boxes of Canadian railway magazines are available due to pressure to downsize and declutter.

Canadian Rail from last 1971 onwards, Branchline from 1985 onward and CN Lines from 1989 onward. Some individual issues seem to be missing and I will keep looking for them. They are arranged in order of publication. Let me know if you are interested and a handoff will be arranged. If no one is, their eventual fate is in a blue box on garbage day in the coming months.

Alex Binkley alex.binkley@sympatico.ca

Display Table

September 2023



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As the topic of the clinics was Scenery, a number of examples were brought in to demonstrate various techniques for making trees.

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