



THE MAIL CAR

NEWSLETTER OF THE ST. LAWRENCE DIVISION - NMRA

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On the Cover

SLD members work on their dioramas.

The display table theme followed the clinic this month: Tank Cars. A number of examples were shown, along with a very educational clinic on the evolution of tank cars during the steam era.

The next meet is March 30th, 2024, at the Emmanuel United Church, 691 Smyth Road in Ottawa.

In April there will be the Bytown and Prescott 1st annual Train Show. It will be held April 13th at the Leo Boivin Community Centre, 444 Prince St., Prescott.

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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

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Superintendent's Report

By Normand Levert

We played with water!

Even though we had members away at Springfield Train Show, SLD had a good meeting with 22 members in person and two more online. We were fewer, only seven at the hands on clinic in the afternoon, each making their little bit of water course, exploring the use of clear plexiglass and various gels.

Tank cars in the steam area in Canada

Ian Cranstone showed us that there were many variations in tank cars, not only were they not all in black, but there were dozens of Canadian Tank Car Lessors or operators. He walked us through the evolution of tank car designs from late 1880s to 1950s. A large expansion dome is the characteristic signature of tank cars in the steam area.

Tank cars evolved from tubs on flat cars, to tanks strapped on flat cars, to tanks strapped to cars having only a center sill and bolsters. Finally, designers realised the inherent strength of tubes and dispensed with centre sill altogether. Imperial Oil Company (IOX) 1479 is an early example.

British/American cars displayed a colourful logo and were a common sight in many parts of Canada..

Tank cars carrying chemicals had smaller dome. They were often very colourful.

We learned that there were many variations in tanks cars, about Canadian tank car manufacturers and the many Canadian private owners before tank car fleets were absorbed by major leasing companies.



MODELLING WATER FEATURES

Modelling water feature is a challenge with many different solutions. We had, as before, a team of scenery clinicians. Lloyd opened the clinic with overview of various water features. Bob Farquhar explained how to achieve ripples and waves using gel. Chris Ellens discussed the use of gloss medium to simulate shiny water surfaces. Malcom covered running water and other types of water surfaces. Lloyd returned to talk about casting resin to simulate water. He went over the advantages and the pitfalls of using resin. The most important lesson is to be absolutely sure that all surfaces receiving resin are watertight, otherwise resin will seep out. Protect your floors! By professional deformation, Lloyd always figure out the cost per square foot of any scenery methods. You will find this information on the posted clinics.

Lloyd was our mentor in the afternoon. We were practicing building a small water course. First we dug a channel into a piece of Styrofoam insulation. Then built the creek bed using toilet paper and diluted white glue. Painted with acrylics while the bed is still wet. This helps blending the colours from a darker shade in the centre or deeper portion of the water course to the lighter colours of the banks. Then we covered the water course with clear plexiglass and built up the shores with mud made by mixing fine earth and diluted glue.





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The next steps were to add ripples or waves using clear gel. Finally, the land beyond the banks is covered with vegetation.

When I use this method again, I would vary the depth of the river bed by layering wads of paper where I want a sand bar or a gentle slope.

Malcom has posed a sheet of plexiglass over his water bed, then added Mod-Podge to create ripples on the clear surface. Mod-Podge is opaque when applied but dries clear. One way to add waves is to blow on the Mod Podge with a straw.



Tools And Materials Required; Fine Dirt, Toilet Paper, Diluted White Glue And Acrylic Paints.



Bytown & Prescott 1st Annual Model Train and Toy Show – Call for Volunteers

The Bytown and Prescott Model Railroad Club is running their first annual show on Saturday April 13th, from 10:00 to 4:00 PM. Thanks to Lloyd, St Lawrence division has reserved four tables. Remy Gagnon, who some of you met in December, agreed to bring his two connecting modules. He will provide some train running. We will have the other two tables for members to either work on their kits or their scenery modules. We will also display our banner, show NMRA promotional videos and have tons of business cards to distribute. The Prescott show is a single day not far from Ottawa. We are seeking members to join us for some or all the show. Come down to Prescott, meet other modellers and people interested in model trains.

THE MAIL CAR Display Table

By Grant Knowles MMR



The January Meet saw a strong participation level from the club members who brought out items in support of this month's theme of "Tank Cars". Of course, there were "other" note worthy railroad related items on display too!

Ian Cranston delivered an amazing and very detailed clinic regarding Canadian Tank cars. In support of his research Ian displayed a number of thick binders where he has collected and documented these tank cars in great detail. These are not for bed time reading but certainly exceptional research material.

In keeping with this month's theme. Malcolm Vant brought out 6 Proto 2000 tank cars with various lettering. These included both 8,000 and 10,000 gallon cars.

I brought out 3 Conoco narrow gauge tank cars. Car Conn 5, was owned by the Continental Oil Co (Conoco) of Ponca City, Okla. and was usually used on the C&S. It was built as a standard gauge car sometime before 1895 and was in a group of 15 cars converted to narrow gauge by Conoco when obtained by them. Conoco cars were originally painted silver with black reporting marks and large green Conoco lettering on their sides but were later painted black with white marking. They were also lettered COLX before 1920. This is an HOn3 kit from Tarus Products that is comprised of a wooden flatcar and cast resin tank.



The UTLX 12770 (frame) & 11057 (frameless) tank cars represent the narrow frame and frameless UTLX cars that traversed the Denver and Rio Grande Western and Rio Grande Southern Railroad's track throughout Colorado from the 1920s and into the 1960s.

The narrow frame UTLX cars were built in the 1920s by using old standard gauge tank cars and mounting the tanks on a steel channel framework. These cars were equipped with 4' 8" archbar style trucks. UTLX 12770 is a Blackstone RTR model. The UTLX frameless tank cars are well known as the "GRAMPS" cars. Originally built from former standard gauge cars in the early 1930s, many of this class had the prominent silver letters emblazoned across the sides of the tank cars around 1939 while transporting oil from Farmington and Chama to the Alamosa refinery. The GRAMPS logo is rumored to have been inspired by the owner's grandson who pointed out the Conoco cars were owned by his grandfather. GRAMPS UTLX 11057 is a PSC tank car kit.



Alex Binkley had three nice S scale welded tank cars on display.

Mike Hamer had some interesting tank cars on display, in this case they carried milk products vs oil based which we normally associate with tank cars. On the outside, these milk tank cars are actually boxcars which contains tank(s) for transporting the white gold. Here's a list of the cars:

- BFIX 522 Borden's wooden billboard milk car
- HP Hood & Sons GPEX 962 wooden milk car
- Whiting Milk Company GPEX 1075 steel milk car



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- United Farmers Creamery Association GPEX 893 (from the Dave Primeau collection)

- Red Milk Car – BM 1875 B&M ownership

- BFI 537 White Borden's "Butterdish" milk car

Normand Levert's NORD railway had a number of interesting tank cars for viewing;

- The CN 950906 and the Cities Services large dome tank cars were likely part of a "bulk buy" at flea markets and are destined to be subjects of weathering experiments.

- K.P.C.X 1901 is a three dome tank car that was an impulse buy at a flea market

- CB&Q 130047 is an Athearn blue box tank car complete with weathering, metal wheels and has clocked many HO miles on HOtrak.

- MGMX 198292 is a "souvenir" car commemorating a business trip to Mendota, Illinois.

Normand also brought out two nicely weathered idler flat cars from Jacques Huppe's O.N.E.

Lorne Munro has undertaken a new scratch building project. In this case Lorne is scratch building 6 (?) HO scale boxcars where a carefully prepared pine block will form the core which styrene sheets will be attached. Lorne has promised to keep us posted on his progress.

Michael Rozeboom purchased the "Christmas Mystery Box" from Rapido Trains which contained a DCC equipped E8A locomotive in Canadian Pacific block lettering, two freight cars, a Chevrolet Impala decorated as a CN maintenance car, and a Rail Crew switch machine. Nice models and an interesting marketing concept. More importantly it contained a "Rapido" chocolate bar and Christmas tree ornament, also Rapido branded.

Mike Hamer brought out a O-Scale Russell Highway Patrol Grader by Wiseman Model Services. In the 1920's there was a dramatic increase in road building due to the rapid expansion of motorized traffic. A decade prior to this time "pull graders" were towed by teams of horses, oxen and even water buffalos! Tractors later took over the work of these animals until self-propelled graders arrived on the scene.

Mike built this kit from mostly white metal parts. Red graders with orange wheel spokes were common as were green graders with yellow spoked wheels. Mike tells us this was a simple two day project. Most work involved filing, drilling and basic cleaning of the parts. Super glue allowed the various components to be combined before application to the overall model. Mike built the kit for his friend Doug Matheson. The finished model awaits weathering depending on Doug's desired intentions.

And to close out the Display Table, Mike H shared the Northern Vermont Farmers Cooperative Creamery building. When David Primeau sold his home to move into a condominium he had to dismantle his gorgeous Boston and Maine/Maine Central/CPR/ St.J&LC model railroad. Mike recently inherited the structure from David. In the teardown of the layout, the main loading dock was damaged so Mike built a new and larger one which sits parallel to

the siding. The model replicates the scene of numerous milk cans placed on the platform ready to head to market. The creation of the loading dock and the diorama was an afternoon's effort on Mike's part seeing as David had already provided the main character for the scene – the creamery! David's favourite choice for building structures is styrene and he did a magnificent job on this typical looking New England creamery.

Milk trains were once very common in Northern New England on the B&M, MEC, CV, Rutland and their neighbouring roads. Loads would travel to Boston in an inbound direction and empties would return north





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in an outbound flow. Milk was an important commodity for the railroads. Before refrigeration became mainstream, high speed delivery was critical. Trains carried butter, milk and cheese from small-town collecting stations and creameries to production plants in the big cities. While railfans may be fortunate enough to spot a dedicated (unit) milk train, more often than not milk cars would be seen making up the head-end of passenger trains due to their expedient travel. Paradoxical in nature is the fact that if you were a passenger on one of the branch line trains that had to stop at every station to get the milk on the road in a quick and efficient manner, you would be on a train that stopped frequently – thus slowing your travel time down. Each of these trains became “un”-affectionately known as “The Milk Run”!

Many milk cars sported colourful billboard images of their particular parent companies. The inclusion of milk trains serves to enhance rail operations on your model railroad as creameries saw rail traffic flowing in and out on a daily basis.

I would like to remind our members that in addition to providing this Display Table write up in the Mail Car, I also post numerous photos from the meet on the respective meet web page so be sure to drift over there too.

January Meet photos at: <https://sld-nmra.ca/around-the-meets/january-27th-2024-meet/>

For example you will find the [division/sld-meets/past-sld-](https://sld-nmra.ca/around-the-meets/january-27th-2024-meet/)

So that’s the January Display Table Review. Thank you to models today.

all who brought out their



MEET / WORKSHOP DATE	LOCATION
March 30, 2024	Church Hall Meeting
Apr 27, 2024	
May 25, 2024	



BYTOWN & PRESCOTT

MODEL RAILROAD CLUB

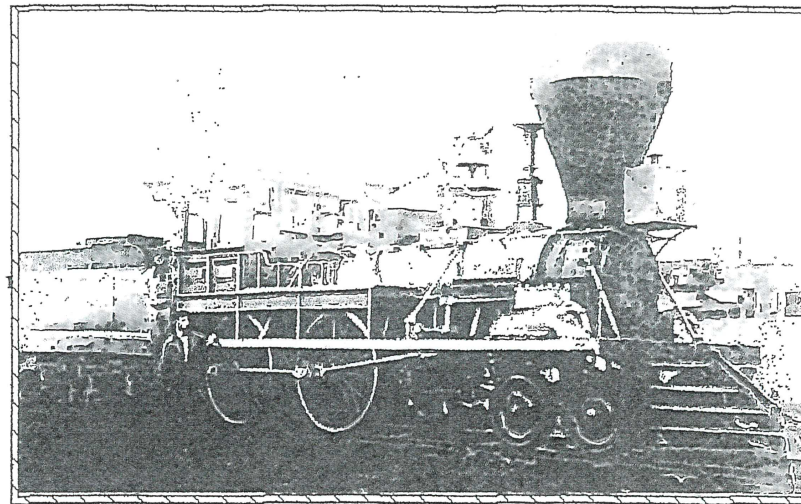
Presents:

1st Annual Model Train Show

APRIL 13TH/2024

10:00am - 4:00pm

LEO BOIVIN COMMUNITY CENTRE
444 Prince St. PRESCOTT, ONTARIO



Operating Layouts, Displays
Model Trains Sales - Swaps & more

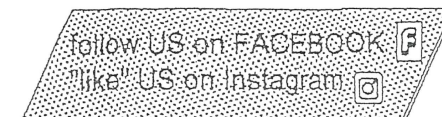
Admission: adult fare \$5.00 , CASH Only - Event
Kids under 12 "free"

Vendors Tables \$35.00, Power Available on site
Day Before - Setup Available, NO WIFI

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