



the MAIL CAR

November 2025
issue #134

NEWSLETTER OF THE ST. LAWRENCE DIVISION - NMRA
sld-nmra.ca



in this issue:

Liam Hicks' Sawmill (part 5)
Disposition of a Model Railroad

Superintendent

Normand Levert

sld-superintendent@sld-nmra.ca

Assistant Superintendent

Lloyd Henchey

sld-as-superintendent@sld-nmra.ca

Clerk / Dispatcher

Chris Ellens

sld-dispatcher@sld-nmra.ca

Paymaster

Lorne Munro

sld-paymaster@sld-nmra.ca

AP Chairman

Grant Knowles

sld-apchairman@sld-nmra.ca

The Mail Car

Lorne Munro — editor

sld-editor@sld-nmra.ca

Chris Ellens — layout

Webmaster

Grant Knowles

sld-webmaster@sld-nmra.ca

The Mail Car is published five times annually by the St. Lawrence Division – NMRA. Opinions expressed are those of the editor and/or the individual authors and are not necessarily endorsed by the St. Lawrence Division – NMRA.

sld-nmra.ca



NMRA (Canada)

National Model Railroad Association Inc.
nmracanada.ca



On the cover: Sawmill owner Liam Hicks (to the right) is in conversation with a customer, cabinet maker Sean Rutledge, who has come to the mill to pick up a load of lumber. This scene is on the O-scale diorama “Liam Hicks’ Sawmill” as built by Mike Hamer, Rob Kazakof and Doug Matheson



Editor's Comments

by Lorne Munro

I trust that you have been reading and enjoying the Sawmill construction series. Part 5 is presented in this issue and the final instalment will be in our next issue. We very much appreciate the dedication of Doug, Rob, and Mike in keeping us informed of the intricacies of construction via these written presentations.

The other article presented in this issue is about the Disposition of a Model Railroad. It is not my intention that you suddenly decide that you have to get out of the hobby. I hope the article will give you pause to consider what a chore you may be leaving for your family. The SLD club members are certainly willing to help in any way possible but you have to be aware this also puts a large load onto a few willing hands. The heavy lifting in the disposal of Michael's railroad has fallen upon Grant and Normand. The task is not complete and will certainly continue for many more months.

This leads me to my next topic which is linked to the previous topic. Do you have a lot of extra railroad equipment collected over the years (don't we all) and

continued on page 2

Copy Deadlines:

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

[Publication Guidelines](#)

Issue #134 November 2025

Previous issues of **The Mail Car** are available online at
<https://sld-nmra.ca/around-the-division/blue-mail-car-newsletter/>



would like to divest yourself of these now unneeded/unwanted items? May I suggest an ad in the Mail Car. Just send me your list of items with the relevant information and we will publish an ad. You state your price or you can negotiate with the potential buyer. Ads are free, so please take advantage. Another option would be to donate these surplus items as door prizes at our meetings. Please inform me beforehand, so that I do not get swamped.

The club has purchased a few extra kits for this season's car building clinics. Despite what I indicated in the previous Mail Car, it is not too

late to become involved in this potentially fun construction season.

Finally, we are still looking for your input. So, take a page from Doug, Rob and Mike's playbook and write an article about your modelling endeavours. Maybe you have used a unique method which would very much be of interest to your fellow modellers. Show and tell at our meetings is fine, but your written description is much more useful as a reference. It really is quite rewarding and describing your efforts will make you a better modeller.



Superintendent's Report

by Normand Levert

September

On a beautiful fall day we kicked off the 2025/26 season with 21 members in attendance.

First Clinic

We opened with Chris Granger's fascinating, well researched presentation on the Cornwall Railway History. He walked us through Cornwall rail history from 1855 to today. The peak was in 1949 when there was about 50 miles of track within Cornwall. He treated us to five dozen slides of vintage equipment, maps of the railways evolution and where to look for vestiges of the past.

Chris showing photos of the June 23, 1908 – NYC North Bridge Collapse



From yesteryears, when Cornwall Electric Railway still served the city



Hazards of street railways; a runaway on steep street and a sharp curve at the bottom put a CP switcher on her side



Second Clinic

Lloyd Henchey and Normand Levert went through the steps of building the first car kit of our 2025-2026 Hands-on Learning, the Tichy tank car. It is a challenging kit, both Lloyd and Normand shared tips learned where they ran into difficulties or found how to install small parts. One good piece of advice from Tichy is to use a sheet of white paper as a work surface to better see all these parts. We programmed two months to complete each car.

Hands—on Learning

We had a great response to our three kits

**Three sprues;
Three "C"
Two "A"
One "B"**

Plus parts:

Frame

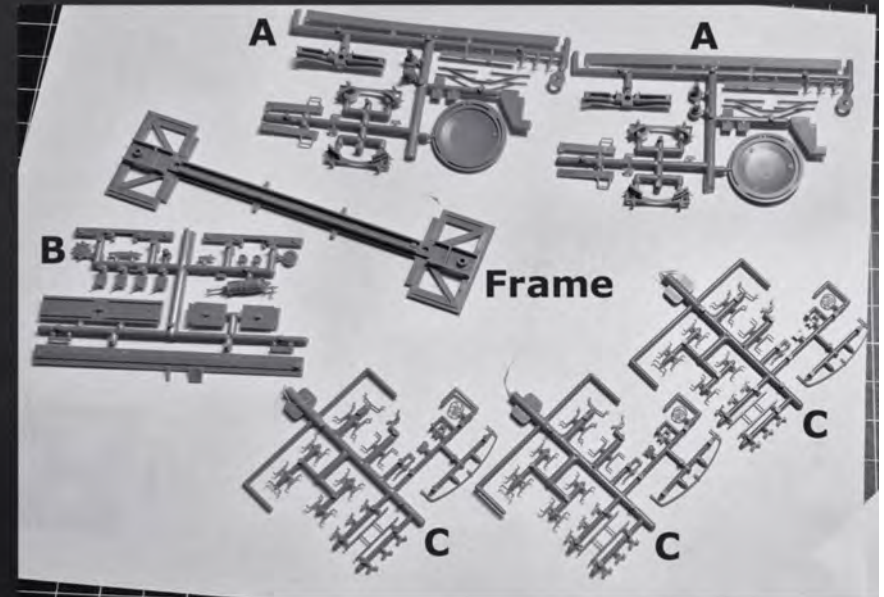
Tank Top

Tank bottom

Two Tank sides

One 60" dome

Pair Athearn trucks



Hands-on Learning project – twenty-one persons signed up for the program.

There were sixteen people working on their tank car in the afternoon. Everyone discovered the level of challenge in building their tank car. Participants were concentrating and enjoying the progress they made.

Niagara Frontier Region – NFR Conventions

I joined an NFR NMRA conference call on 7 October. There will be an NFR convention in Hamilton, May 1-2-3, held at the Mohawk College Campus. The registration site will open after the October 25th meeting. Prices were not confirmed yet.

SLD or WOD will be asked to host the 2027 NFR convention, more to come.



Liam Hicks' Sawmill (Part 5)

by Mike Hamer, Rob Kazakoff, and Doug Matheson

In [Part 4](#), we discussed building the mill itself and in particular the installation of the belt drive system. Portraying the technology accurately and making it very visible were two of the goals for creating the diorama. In Part 5, we continue with detailing the mill. As well, we begin the creative process of including figures and considering vignettes that will bring the static mill to life. Rob Kazakoff, another talented local modeller who also has a keen interest in logging joined us – his insights and skill were invaluable in completing the diorama.

Assembling the Rafters

Although we anticipate leaving off the mill roofing to make the interior and especially the belt drive visible, the rafters themselves will be included to allow viewers to better appreciate the early 20th century construction. We also wanted to be absolutely certain that our redesigned belt drive stands clear unobstructed by the rafters.

The kit contains a template for the various rafters and this was used as a starting point. The rafter bracing was adjusted to be clear of the belt drive system which is now above the ceiling joist/rafter base. Once all was successfully trial fitted, the assembled rafters were set



Figure 5-1 Assembled rafters after test fitting and adjusting the bracing to ensure no interference with the belt drive system. It is much easier to work on the mill interior details without the rafters in place so they were set aside for now.

aside temporarily (see Figure 5-1). Installation will come later after the interior of the mill is fully detailed.

Details, Details, and More Details!

All Sierra West kits include a load of small detail parts – both cast and



Figure 5-2 Detail parts in various stages of finishing. There were hundreds of them making the finishing a very time consuming but pleasurable task.



Figure 5-3 The initial decisions involved the placement of cabinets/furniture in the part of the mill dedicated to maintenance (top right in photo). We also included the start of details in the shipping area (bottom right of photo).

3D printed. This sawmill kit is no exception as there were literally hundreds of small parts. Fortunately, Brett Gallant, the proprietor of Sierra West, takes great care in producing high quality parts with little or no cleanup required.

The first step was to prime all the individual parts with a base coat of

either black or silver. It is easiest to use a rattle can (or airbrush if one is handy) to apply the primer. Although some parts were brush painted we spray bomb painted the majority. After priming, each part was brush painted an appropriate colour and all were weathered with a wash of dilute black. See Figure 5-2 for a look at some castings in progress.



Figure 5-4 The wall was framed and placed to serve as a backdrop for a bunch of tools.



Figure 5-5 Liam Hicks' office featuring his desk. Note the pinup calendar!

The kit as designed is potentially very cluttered almost to the point of being non operable figuratively speaking. We wanted the mill to portray a working company – Liam Hicks ran a tight ship! It was not really possible in our opinion to use all the detail components provided. In particular, since we want the interior of the mill visible, walls must not block the view from the normal viewing angles even though wall space is needed for showing off various cabinets and other details.

We are not sure we qualify as interior designers but we had a go at it. In Figure 5-3, the initial placement of wall cabinets and desks revealed how much wall space was essential and the corollary, how open the mill could be left.

Since the mill would normally be viewed from the steam engine side, enclosing the opposite side of the mill with a wall would not detract from a diorama viewer's perspective. It would also give a place for some of the shelving and cabinets that contain tools and maintenance parts. Constructing this wall was a small challenge as there is no framing. A piece of cardboard was held in place against the mill framing and an outline of the wall was drawn.. This outline served as a template first for framing and then for cutting siding boards. See Figure 5-4 for the final product.

The quality of the detail parts is incredible. As an example see Figure 5-5 which shows Liam Hicks' office desk. This set of details even includes a pinup calendar!

The interior details of the mill included a very interesting parts storage (see Figure 5-6) and also several piles of lumber properly stickered and ready for air drying or shipping.(see Figure 5-7). Stickered lumber is the insertion of small boards between layers of freshly cut boards to allow air circulation for drying. Without stickers the boards dry unevenly and are prone to warping.

Constructing the Sawdust Bin

On the exterior, to complete the mill, there were several things still to do. The first was the construction and installation of the sawdust bin (see Figures 5-8 and 5-9).



Figure 5-6 The rear entry to the mill has numerous parts and tools stashed along the stairway.



Figure 5-8 The sawdust bin as viewed from the "back side" of the diorama.



Figure 5-7 In the shipping area, lumber is piled and stickered for air drying. Coopers, cabinet makers and wainrights (carriage builders) are very particular about their lumber and normally air dry their own. Liam Hicks properly stickers lumber after milling to ensure proper air drying before the lumber is picked up by these craftsmen.



Figure 5-9 The sawdust bin viewed from the normal viewer's perspective on the diorama. The sawdust in the bin was created with a false floor and then, a very thin layer of the finest sawdust we could make was glued to it.

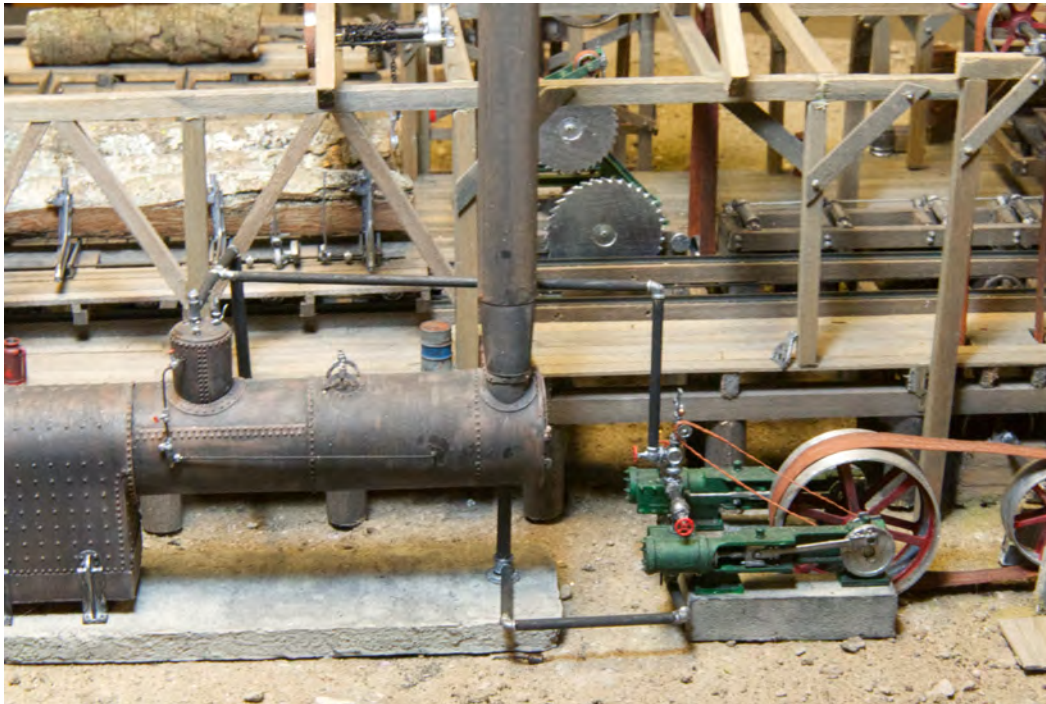


Figure 5-10 Piping was fabricated from 1/8 inch brass tube to bring steam from the boiler to the steam engine and a second line was run to bring the exhaust back to go up the stack at the boiler. Not visible in this photo, steam was teed from the steam line near the boiler steam dome and a steam line run under the mill floor to operate the log stops on the log deck.

Adding the Steam Lines Connecting the Boiler and Steam Engine

Up to this point, the boiler and steam engine have not been connected. Pipes for steam to power the engine and another pipe for exhaust from the engine to be sent through the stack were fabricated from brass tubing with elbows at the 90 degree turns. (see Figure 5-10).

A Water Source for the Boiler

At this point, the question arose of how water was obtained for injection to the boiler. A casting for a steam driven water pump was found in our junk bin unused from a previous model build. A pump house was scratchbuilt, the pump casting installed inside and steam and water connections made to the boiler. These connections were fabricated from brass and aluminum tubing and more elbows. (see Figure 5-11).

Figures to Bring Life to the Mill

Figures are often a challenge in diorama building. Finding or making figures suitably attired for the appropriate era is difficult and finding them in the “right” pose makes the task doubly so. To make the task a bit more manageable, we normally aim for a static pose, i.e. someone standing or sitting as opposed to an “action” pose.

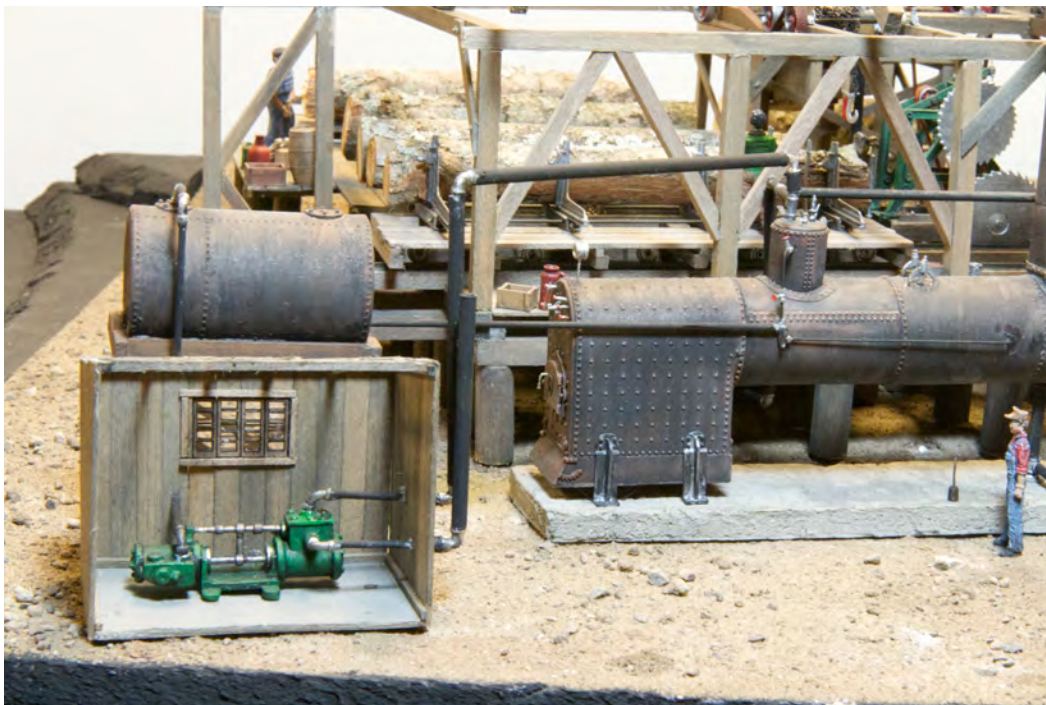


Figure 5-11 A scratchbuilt shed houses a steam driven water pump. This pump fills the tank located on legs directly behind the shed and the tank feeds water to the injector on the side of the boiler. In due course, more ground scenery will be added to eliminate the concrete base “floating in air” effect.

To start the process, we acquired a number of horses and a team of oxen (models produced by Berkshire Valley – see Figure 5-13). For the actual people, we took a couple of sets of Woodland Scenics figures, wagon drivers from Berkshire Valley and augmented these with some unused figures from the Tyrone diorama build as well as some figures by Arrtsia and Knucklebusters from our collective spare parts bins. The objective was to have as wide a selection of figures as possible to choose from in populating the diorama even if many will not actually be used.

Painting the figures requires a steady hand and some patience. The figures were washed thoroughly with dish soap and water to remove any grease or dirt and then set aside to dry. A multistep process was used to paint each figure:

- 1) Paint all skin surfaces a light brown/tan colour using acrylic paints (various shades work as skin colour varies across populations).
- 2) Paint all clothing black and allow to dry.
- 3) Dry brush lightly all clothing with white acrylic paint to bring out the highlights.
- 4) Paint clothing with a series of acrylic washes in suitable colours to ensure the highlights are visible (e.g. wrinkles in pants/shirts).
- 5) For any buttons, dab a thin wire in a pool of acrylic paint and apply where the buttons are located.
- 6) Apply a very light wash of black acrylic over the face and hands to 'pop' the skin details.

Once painted in suitable colours to

backdate their appearance, the figures were set out for evaluation for use on the diorama (see Figure 5-12). The process involved deciding what people were needed to tell our story and then choosing from the figures available to make the best match. We decided to represent the mill crew:

- 1) the millwright or engineer responsible for keeping everything running
- 2) the block setter – the man who rides the log carriage
- 3) the head sawyer who decides how each cut will be made
- 4) the off bearer – the man who feeds the edger and who mans the cutoff saw
- 5) a piler who stickers and piles cut lumber
- 6) helper – a young lad who would be given all the “joe” jobs to do – in our diorama he would be located on the log deck washing dirt off incoming logs to keep saw blades from dulling (see Figure 5-14)

In addition, there were figures outside the mill that needed to be represented. The grader needed a man riding the machine and who adjusted the blade as well as a man with a goad to lead the oxen pulling the grader.

A farm wagon owned by a craftsman picking up a load of lumber begged for a rider and team of horses.

After choosing suitable figures for all of these they were installed on the diorama or in the case of the grader set aside until we worked on that area.

That left us with a problem – we did not have a suitable representation of Liam Hicks



Figure 5-12 A selection of painted figures was set out for us to choose from for populating the diorama.



Figure 5-13 Draft animals were painted and readied for possible use on the diorama.



Figure 5-14 The young lad in the mill crew is given all the “Joe” jobs to do. Here he is on the log deck washing dirt off the incoming logs.



Figure 5-16 A view of our mill owner Liam Hicks as created by Bernard Helen. The three figures show Liam Hicks in stages of painting from left to right. The final version on the right will be clipped from the base and installed on the diorama.



Figure 5-15 A circa 1900 work crew with the boss man in the upper left. Photo courtesy of CNBC – photographer is unknown.

himself – the consummate circa 1900 business man. Bernard Helen at Miniprints (a company specializing in 3D printed figures and details) was contacted about period figures. He indicated that he could produce a figure for us if we had a photo. A suitable circa 1900 photo was found that showed a work crew plus their boss (see Figure 5-15) and this served as the starting point. Bernard agreed to produce a figure to represent Liam Hicks (See Figure 5-16).

In the next Mail Car, we will finish the scenery and tackle the log dump portion to complete the diorama.



DISPOSITION OF A MODEL RAILROAD

by Lorne Munro

A recent death of one of our members has prompted me to write this article, which I hope will be beneficial for all of us model railroaders, who are dreamers, builders and collectors of everything related to model railroading. For years I kicked the can down the road by telling my spouse that “the guys in the club will help you”. As this recent experience has taught me, my statement is certainly true but you as a modeller can do a lot to make the whole disposition/disposal process much easier for your family as well as for those persons whom are being called upon for assistance.

For this article, I have drawn information from a variety of sources that dealt with estate planning, as well as thoughts and experience gathered from club members. My objective in writing this article is my attempt at trying to help/push other modellers into dealing with the disposition of their railroad. These sources, which yield great tips, are listed later.

There may be several reasons why a model railroader wants to dispose of his railroad empire. The first we think of is a health problem, where he/she is just no longer able to enjoy the benefits of this great hobby. There

may also be a loss of desire in building and operating a model railroad layout. There may be scale change, modelling focus, downsizing to a smaller home, moving. Finally, there is the death of the railroader. For whatever reason, some planning on the modeller's part is paramount. This is true whether it is for your personal estate as a whole or your model railroad and collection in particular. If you are walking away from the building/operating/collecting aspect of the hobby, then this article may be helpful.

The following information/suggestions may be of interest to you as the modeller, as well as your family or executor, who may be tasked with this unenviable job.

Before I launch into the different methods of disposing of your empire, I will address the collection of the items which will have started many years prior. Therefore, this information will be useful for those who are just getting into the hobby. The value of your railroad hardware collection will be maximized by keeping the original boxes. This is particularly true for brass locomotives. RTR or kits of rolling stock are more attractive if they are in their appropriate boxes. Original boxes in good condition and the associated paperwork is the most desirable situation. I am presuming that all the assets will be posted for sale. In the case where the modeller has passed away some of the collected assets may be retained or gifted to family members/friends. These items would not have to be documented in the digital files that I will be suggesting.

All the remaining items should be itemized in digital files, such as spreadsheets. These files must be accessible to whomever is tasked with the disposal of the inventory. It could be Excel or any computer drawn file. Examples



A recent SLD model railroad estate sale

of such files are shown at the end of this article. If you are fortunate enough to be disposing of your own layout, in situ, then you can skip the documentation process. The thing is, one does not always know when that time will come and therefore, it is best to be prepared.

Listing of Assets

The assets should be listed under the headings of: Motive Power, Rolling Stock, Structures, Bridges, Track, Electronics, Scenery Material, Lumber and the catch all, Miscellaneous. The items being prepared for sale, by whichever method, would have an Item No., Category, Condition, Manufacturer, Description, Quantity, and Asking Price. Because there may be various buyers of the assets, this is really the only method of tracking the 'for sale' and 'sold' items. There are several methods of disposition and each has its advantages and disadvantages.

Books, pictures, wall art, plates and railroad memorabilia would be treated differently than layout items. The resale value of magazines, reference books and pictures is not great. Known authored books could be donated to libraries. On the other hand, wall art by famous artists may well have appreciated in value over the years. Plates should be in their original box for maximum value to be realized. You would have to seek out buyers for these wall art items on eBay or galleries. As with the hardware, the internet is a good resource for establishing the value of such items.

Options for Selling

Be aware that the funds spent acquiring the equipment collection and building your model railroad will really not be recouped upon its sale.

1) If you are knowledgeable and want to put forth the effort, there is eBay. Each item would have to be photographed and then packed and

shipped when sold. You may maximize your return but this process could be very time consuming. Different websites can be employed to advertise the collection. Again, be prepared to photograph, pack and ship, and the payment method may be a deterrent. In any case, eBay can be a very handy resource for establishing a price for individual items.

2) Some hobby shops will buy all of the 'for sale' assets. Of course, the items are substantially discounted, because the shop is taking the risk, as it has no guarantee of the final sale price. This, however, may not be the optimal method.

3) There are shops that will sell your used equipment on consignment. The shop handles the selling process for a percentage, but may choose only the items that they think will sell readily. You may receive a good return, but are left with the less desirable items to sell elsewhere.

4) There are train shows/swap meets/flea markets. This involves carting your treasures to these venues with the distinct possibility that you will also be carting the unsold items home. The price would have to be clearly marked on each item and you should be prepared to dicker.

5) Finally, you or your family can ask the local model railroad club, of which you are/were a member, for assistance in the disposition of the assets. Thus, the requirement for the digital documentation. If there is no digital file, then that is the first item of business. This can/will be a daunting task and time consuming, especially if there are a large number of assets. All the railroad related items would be collected, assessed, cataloged and priced under the previously suggested headings. Unless the bench work is built modular style, the layout is probably not salvageable, although some can be dismantled, making the wood sellable. Due to local garbage restrictions, your only option for non-salvageable disposal of items may be 1-800-Got Junk or something comparable.

**Be aware that
the funds spent
acquiring the
equipment
collection and
building your
model railroad
will really not be
recouped upon
its sale**

Decision Time

At this point, a decision would have to be made about how you/estate wish to proceed with the sellable objects. I had laid out several possibilities. Any one of them can be a quite a task. If maximizing the return is the objective, then a combination of several options may be the best way forward.

If the local club is involved with the deposition, then the local club members should have first dibs. This would be achieved by a local posting of the list of the 'for sale' items. Members can choose from the list, make their purchases and arrange for pickup. The club would then setup an estate sale venue for the viewing and sale of the remaining assets. Mostly only lower priced items are bought at these sales, leaving the more expensive items unsold. It is possible that the more expensive items, such as motive power, will still find a good home. It just might take longer to achieve that goal.

After the members' only sale, hobby shops would be contacted to determine their interest in buying the remainder of the collection on consignment or an outright purchase. Even after all this effort, several items may still be unsold which leaves only swap meets or flea market type venues. This whole process will stretch into months.

Summation

This is a topic that we as modellers don't particularly want to address. In reality, all of us will encounter this issue or pass it on to those remaining. Therefore, we should try to make this whole disposition of our dream as painless as possible. Each situation is unique, but one should have a plan and that plan should be relayed to persons left to deal with the railroad.

My objective in writing this article was to explain some of the options that are available to you as modellers. Hopefully, I have given some of you the push required to activate this planning/disposition process.

Acknowledgements

I would like to acknowledge input/suggestions of Grant Knowles and Normand Levert of the SLD.

List of Businesses possibly willing to buy estates:

- **Lark Spur Lines**, Merrickville, ON. larkspurline-trains.com
- **Kingston Locomotive Works**, Kingston, ON. locomotiveworks.ca
- **Hobby House**, Vanier, ON. hobbyhouse.com
- **Hobby Centre**, Ottawa, ON. hobcen.com

Book Donation:

- **The C. Robert Craig Memorial Library** crcml.org
Books Curator: Dave Stremes
e-mail: dave.stremes@sympatico.ca

CRCML is not in a position to take an entire book collection, but they are always looking to expand their railroad collection. Check their online catalogue first, as they are probably not interested in duplicates.

Sources of information for this Article:

- **Estate Planning for Model Railroaders** by Marshall Adams
potomac-nmra.org/PDnewsite/Clinics/MarshallAbrams/EstatePlanningClinic.pdf
- **Estate Planning for Model Railroaders**
Canadian National Railways Historical Association
cnrha.ca/estate-planning-for-model-railroaders/
- **Estate Planning** by Charlie Getz, HLM, Past President, NMRA
www.nmra.com/estate-planning

Following are examples of different computer digital files by Category:

Rolling Stock

Item	Category	Cond.	Manu.	Description	Qty.	Price
1	Boxcar	Kit	Athearn	40', CN 486520	1	8.00
2	Boxcar	kit	Accurail	40', Outside Braced, MTL Ends	1	8.00

continued on page 14

Motive Power

Item	Category	Cond.	Manu.	Description	Qty.	Price
1	Loco-Diesel	boxed	Rapido	#16518 Bud RDC DCC/Sound, CP	1	350.00
2	Loco-Steam	boxed	Van Hobbies	CPR 0-6-0 Undecorated	1	300.00
3						

Structures

Item	Condition	Manufacturer	Description	Qty.	Price
1	Kit	Walthers-Cornerstone	Trackside & Yard Buildings	1	20.00
2	Kit	Thomas A. Yorke	HO-127 Concrete block engine shed	1	20.00

Display Table

by Lorne Munro

In Grant's absence, I have been saddled with writing the description of the models on display. The display was small to start the season, but hopefully that will pick up as we get back into the modelling routine.

Stan Conley brought out (4) HO Scale Tichy Train Group models. Stan inadvertently got a jump on this seasons Hands-on Project by constructing a Flat Car/Low Side Gondola, a USRA SS rebuild Ribbed Steel Side Box Car and a couple of 60" Dome ICC Class 103 Tank Cars.

The gondola and one of the tank cars have a trip to the paint shop in their future after which they may be lettered for CN or as yet an unspecified private railroad. The black tank car is lettered using Black Cat decals CN Lines SIG#300-014ms.



Stan's Low-side Gondola



Stan's Tank Cars

The prototype box car was a single sheathed wood box car (built ~1918) that was rebuilt later in life (1940's) with steel sides replacing the original wood boards but retaining the steel bracing. This was a method unique to the Georgia Railway. The silver and black paint scheme lasted until the mid 50's. The decals were included in the kit. This car has ladders, as opposed to this year's project car which has grab irons.



Stan's Boxcar

Mike Shea brought in an HO Rapido MLW RS-18u equipped with a LokSound decoder. Mike supplied reference photos to his friend Ralph "The Mudfather" Renzetti. That explains the amazing weathering job on CP#1837. This model is precious to Mike because it was the last commissioned job that his friend did before his untimely passing this past August.

Mike's RS-18u



Normand Levert brought out his Tichy Tank Car #4025 to show us that it can be done. He built the model so that he could guide us through this seasons' Hands-On project.

He admitted to making a few mistakes which he was able to address. Don't use a printed PDF as a guide for wire cutting as it will lead to new replacement wires. The tank strap material should be pre-curved before attempting installation. Normand suggests adding about 3/4 oz. inside the tank to get the tank car up to the NMRA recommended

weight. He installed Kadee #158 couplers (not provided) and the metal wheels (not provided) on the Athearn trucks which made for a smooth ride.

Normand's Hands-On Project tank car on its way to the paint shop on his Le Chemin de fer Nord Railway



Brian Earl showed us that it is possible to install individual wire grab irons as well as brake rigging on N Scale rolling stock. These features, as well as Z Scale couplers, were applied to his Canadian Northern #58658 Box Car. Brian thinks the couplers are still too large.

Catherine Charlebois once again displayed her mastery with colours. She has chosen to convert an HO Walthers Yard Shed (Part No.933-4123) into a Caribbean Rum Bar. The large door has been changed to a serving window. In doing some research, Catherine found an example of rum



SLD Model Display	
Model:	C NOR 30' BOXCAR
Scale / Gauge:	N
Owner:	Brian Earl
Details (kit/scratch, construction, prototype, etc): PLASTIC KIT, WIRE GRAB IRONS BRAKE RIGGING	

Brian's N-scale boxcar



SLD Model Display	
Model:	Walthers Metal Shed
Scale / Gauge:	H0
Owner:	Catherine Charlebois
Details (kit/scratch, construction, prototype, etc): A walthers metal shed transformed into a caribbean island rum bar caribbean	

Catherine's Rum Bar

barrels mounted on roofs of such structures. She has blended various aqua blue colours on the building body as well as on the rust weathered roof. All she needs to complete the scene is a few patrons sitting on stools at the window. Excellent model.



The Hostinger palette from which Catherine chose her colours

St. Lawrence Division

Meet Dates for 2025/2026

All meetings, clinics and Hands-On-Learning will take place at

Emmanuel United Church
[691 Smyth Road, Ottawa](https://www.emmanuelottawa.ca/)

Doors open at 9:00 AM.
Admission \$8.00

Website (sld-nmra.ca)
has further details

~~27 Sept 2025~~

8 Nov 2025

29 Nov 2025

31 Jan 2026

28 Feb 2026

28 Mar 2026

25 Apr 2026

30 May 2026

*note
change
of date*