



# THE "CANADIAN"

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SUMMER 2014 ISSUE #48

## PROTOTYPE TOURS FILLING UP FOR THUNDER BAY CONVENTION



a quarterly publication of the "Canadian Association of Railway Modellers"





## THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

Founded October 15, 2003  
Founding Members: John Johnston, Peter Moffett,  
David King, Lex Parker

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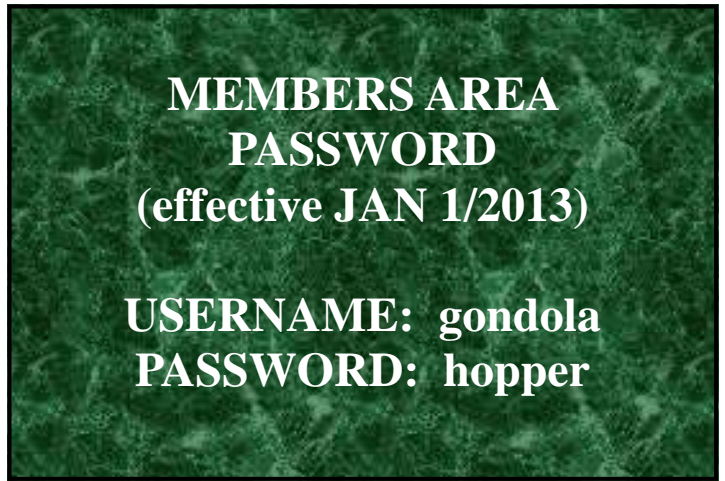
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## FRONT COVER

**PHOTO TOP BY TED RAFUSE:** The massive mainline bridge in the foreground and the diminutive stone bridge on the branchline are typical of the layout design and the skill of the artisan, Tony Adam, who created this miniature world.

**PHOTO BOTTOM BY CRAIG SYMINGTON:** Doubleheaded Mikados running through Vance on Craig's layout which will be open during the Thunder Bay Convention layout tour.



## observation platform john johnston: editor

### REASONS FOR DELAY IN SUMMER ISSUE

Many of you probably expected to see this issue in early June. I actually started to prepare it in mid May, however, a rather nasty bout of pneumonia which laid me out for over a month delayed the preparation of this Summer Issue.

### CHEAP FLIGHTS TO THUNDER BAY

Walter Reid, the Convention Registrar contacted me recently to note that airfare to Thunder Bay has gotten really cheap. He believes there is a price war going on between West Jet, Air Canada, and Porter Airlines. Return flights from Toronto are as low as \$250.

### ESTATE PLANNING

I have written on this issue previously. Recent events in which I was involved have led me to revisit the subject of Estate Planning and to share these thoughts with you.

Many of us have a considerable amount of model railroad equipment and may have a layout as well. If something were to happen to us, what assistance have you arranged to help your wife get fair value for your collection.

As an example, a Member contacted me recently to ad-

vice that a model railroader had died, he had a considerable HO collection including brass engines, and that the widow was having difficulty establishing its value. I agreed to help out and appraise the collection for her.

If any of you are asked to do this, the most important thing is to be totally transparent in any discussions with the widow and take the time to explain to her clearly how the second hand market works. For example, brass engines. In this case the deceased had given his wife a sense of the value, at full retail cost. i.e. a CNR Northern is worth \$1500. What he didn't explain was that the market for brass CN Northern's is very small. If you put them on consignment through a hobby shop, the hobby shop will want up to 35% as their fee for selling it and if you have seen the collections in hobby shops they can take years to sell. You can try and get full value by selling it yourself but that means going to Train Shows, absorbing the cost of the table rental, spending the time, not taking cheques from people you've never met before, etc. There is also E-Bay, but a quick search of E-Bay showed a lot of brass engines with no bids on them. In this case the widower had someone willing to take the entire collection and wanted her to set a price.

I recently bought a large HO collection myself and I paid 33 cents on the dollar because I was willing to take the entire collection. I now assumed all of the risk of trying to recover my money by spending the time and effort to re-market what I had bought.

Having explained all of this to the widow, I suggested to her that if she could move it all quickly to one buyer, that 33 to 50 cents on the dollar was a fair price. This averaged out the high end stuff like brass engines, with the

# A Call for Image Submissions for the 2014/15 CARM Calendar

If you have an image that you would like to submit to us for use in the 2014 CARM calendar please read the following. We need 6 high quality images of prototype scenes and 6 high quality images of model railroad scenes. These images need to be in sharp focus for most of the image, well light, well composed and of interest. Images should have a minimum resolution of 2000 pixels in width and 1300 pixels in height, landscape format. You do not need to edit the image as we would prefer to edit the image ourselves as to maximize the image for the printer. To submit an image for consideration follow these steps.

Submit a small JPG image (less than 100kb in size) for consideration

Obtain all of the information about the image including:

Location

Date

Photographer

Camera stats

Owner of items in the scene

description of scene

Once accepted send the large file as a JPG, RAW, TIFF, etc.

Send your submissions to [calendar@caorm.org](mailto:calendar@caorm.org)

low end stuff like plastic boxcars. This included dismantling and taking out the layout. This saved her time, energy, and in the case of the layout, hiring labour, getting a dumpster, and paying dump fees.

The point of this is to suggest that within your model railroad buddies, find someone you trust, and reach an agreement that you will each look after each others widows and the sale of your collection. Let your wife know the arrangements you have made and with whom. Be realistic with her about what the collection is worth. Resale value, not retail value. Within our group of 6 model railroad buddies we have this deal and all of us feel better that if anything happens, our wives won't be taken advantage of.

**John Johnston, Editor**

## LETTER TO THE MEMBERSHIP FROM THE CHAIRMAN OF THE THUNDER BAY CONVENTION: GERALD HARPER

### The Thunder Bay Convention looks like being one of the best

Almost every year since inception CARM has had a convention. Locations have ranged across Canada and this year we are meeting almost in the middle in Thunder Bay. The convention will include an excellent program of all the things you have come to expect from our conventions, clinics, layout tours, socials, displays, guest speakers. In addition it will include one of the best offerings of prototype tours of any convention. Here's why. Thunder Bay hosts the largest railway equipment manufacturer in North America in the Bombardier Transportation Division factory. Presently they are working two shifts turning out bi-level commuter coaches for multiple railways including GO Transit, subway cars for the Toronto Transit Commission and the new five section street cars for the TTC. Secondly Thunder Bay is one of the largest ports in Canada handling millions of tonnes of bulk cargo. In May 2014 it shipped out over 1.3 million tonnes of wheat alone. We will be touring Richardson grain elevator complex to see how they unload a unit train every day, process it, store it and ship it. Finally we will also visit Thunder Bay Terminals which handles all the inorganic bulk cargos from coal to potash. They have automatic rotary dumpers for unit trains emptying, massive bucket wheel stackers and reclaimers and a ship loader that handles thousands of tonnes an hour. To move these tonnages CN and CP have massive yards to handle all the inbound and outbound trains as well as the through trains that keep rolling east and west.

The best conventions are those that are away from your home town so that you have to travel to and from them and of course that means that railfanning can be added in to the itinerary. Typically a three day convention provides the justification for a four to six day railfanning trip. Thunder Bay will be no exception and to help you plan your trip to and from Thunder

Bay we are providing some pointers.

For those coming from the east we suggest that taking in the Agawa Canyon one day train trip from Sault Ste Marie at the height of the fall colours is an absolute must. It provides a break in the drive and a wonderful experience at the best time of year. If you have done that trip try the VIA Budd Car trip from Sudbury to White River and return. It follows a fascinating route through spectacular scenery and stops at several of CP's most important centres including Chapleau which is one of three fueling bases for CP's entire system. Then go to the CARM website and download the road log which describes all the rail related features you should be aware of as you drive the route around the north shore of Lake Superior. View points, passing sidings, bridges and stations are all highlighted.

A similar driving log will be available on the website for those coming from the west as well.

Another first for this convention will be the history component. Firstly the venue will be the Prince Arthur Hotel, which has just had its 100<sup>th</sup> anniversary as one of the grand railway hotels of Canada. Built by the Canadian Northern Railway in 1911 it still has historic photos on the walls of the convention area. History will be further displayed with a display by the Thunder Bay Museum of early railway images from its collection, including the street cars which were operating by 1900 and several private collections and models related to the building and operation of Canadian Pacific around lake Superior.

The CARM convention in Thunder Bay in 2014 provides the ultimate excuse for railfanning over some of the best railfanning country in Canada at the best time of the year. Not only is the grain harvest in full swing on the prairies but the Great Lakes shipping season has only 2 months left to operate so the trains and ships are furiously interchanging at Thunder Bay to get the grain to market as soon as possible. Meantime the fall colours are at their height so the Agawa Canyon Train is running with seventeen coaches packed with enthusiastic tourists. So plan your attendance and trip.

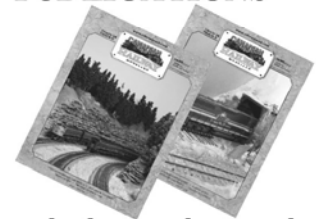
A word of warning. The prototype tours are filling up fast and at least one of them has a maximum limit on the number of attendees. So if you don't want to be disappointed please register and book for these tours as a priority.

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# CHAPTER REPORTS

## Toronto Chapter:

Robert Hattam, one of our members, died peacefully after a brief illness on Monday, 31 March. Bob was one of the early local pioneers of N-scale modules. I had the pleasure of having had Bob as a friend and as an occasional participant at our Wednesday sessions on our CN Weston Sub layout.

The three year mandates of William Waithe and Joan McIntosh as chair and secretary have passed quickly and elections are in preparation for this June. A meeting was held on 29 April to clarify the chapter's policies related to election procedures, rules regarding mandates and their duration and what to do if (*horrors!*) if there is a lack of candidates.

The presentations in February by John Hinbest of our Chapter (Diesels Over the Years) and by Stephen Gardiner of the Toronto Railway Historical Association (Restoration Activities at the Roundhouse) were held at City Hall and were well attended and received.

Along with the Credit Valley chapter, we had a good time promoting CARM and the coming Thunder Bay convention with joint tables at the Lakeshore Model Railway Association's annual Flea Market in April. Unfortunately, this was the only train show our Chapter was able to attend for promotions this season.

Now that the weather is improving, we are proceeding with the planned visit, along with the Credit Valley chapter members, to the Lake Superior & Northern Railway, and CPR Schreiber Division layout of Bob Winterton in late May.

Gerald Harper was the winner of "Best in Show" at the Schomberg Ninth Annual Narrow Gauge Show, for his mill building. The competition included multiple categories including steam engine, diesel engine, buildings, diorama, and operating modules. Pictures of Gerald's, mill building were on the Back Cover of the Spring Issue of the Canadian.

A meeting of the chapter was held on 29 April To arrive at a consensus for procedures for the nomination and election of officers and the duration of their mandates. Ten members were present and there was an intensive and long discussion of the matter. The result of this meeting was the establishment of policies for the election and mandates of chapter officers.

The annual general meeting and barbecue was held on 26 June. The annual barbecue was attended by ten

members. Thanks to Christiane Dauphinais, Bill O'Shea and Keith Martel for their work preparing and managing the event.

Following the procedures established at the 29 April meeting, new officers for the period June 2014 to June 2017 were elected: Joan McIntosh as chair, William Waithe as Secretary and Bill O'Shea as Treasurer.

On 12 April the Toronto chapter (Dave Fleming and William Waithe attending) and the Credit Valley chapter (Peter Hughes and Carl Kinzinger attending) had adjacent CARM promotional tables at the Lakeshore Model Railroaders annual Flea Market.



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### Golden Horseshoe Chapter:

In attendance at our Spring meeting were Members, Tony Czerneda, Tom Allan, David King, Barry Kelly, Hugh Brown, Pat Campbell, and John Jukes. Guests, John Wylie, Phil West, and Gord Sharpe.

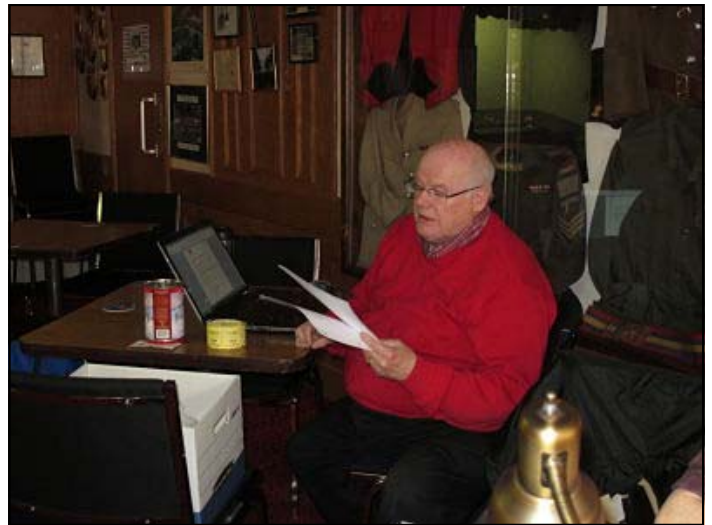
Tony called the meeting to order at 11:48 and welcomed everyone to the Golden Horseshoe meeting. Tony advised this is our annual General meeting and we would have an election of Officers. Tony Thanked Tom for setting the meeting up. He told them that there is coffee, water and cookies to enjoy. The cookies are again compliments of Diane Allan.

Tom gave the Financial Report. We have \$955.54 in the bank and \$61.61 on hand for a total of \$1017.15. Tom expressed concern that we are losing members and Tony and he have set a meeting with Dave to discuss why. Tom also explained that being as we get this room for free and Tom's wife makes the cookies the meeting cost us nothing. Tony and Tom therefore spend up to \$75 for door prizes as we are saving approximately \$150.00 per meeting and have the money to do so. When I first became treasurer the NATIONAL BODY told me to use the money on the members and this is one way of doing it.

Barry Kelly expressed his concern that he has sent in his CARM Dues in January 2014 and his cheque is not yet cashed.

Dave King ran the Elections of Officers. Tony Czerneda was acclaimed as Chair. Tom Allan was acclaimed as Secretary/Treasurer. The election was closed and Dave congratulated Tony and Tom.

Tony then asked Dave King to bring some words of Wisdom from National. Dave talked about the upcoming CARM convention. This year it is in Thunder Bay and Dave talked about some of the things happening. At present there is no train club in Thunder Bay. Gerald



**Tom Allan giving the financial report.**

Harper has taken on the task of running the: Rails to the Lakehead: convention with the help of the National Executive. The convention will take place September 30 to October 2 at the Prince Arthur Waterfront Hotel and Suites. Several clinics have already been confirmed and layout tours are also ready to go. Information can be found on the CARM website and is also in the latest edition of "The Canadian".

Dave advised that the calendar has been delayed because of a lack of photos from members. They are still trying to get it together and need some photos and they are trying to do an 18 month calendar. Pictures have to be digital.

Dave also talked about losing membership. Dave explained that Ian has been extremely busy with his job. Tom said that it is important that Ian get Renewal Notices out so that members renew and this is not being done. Tom had called Tony to remind him that the members of

**John Wylie working on electronic circuit board.**



**Tony Czerneda presenting certificate to David King.**





the Dundas Modular Railway club needed to renew the Club Membership, so Tony got this taken care of or we would have lost about 8 more members. We have lost half of the Golden Horseshoe membership and have gone from 58 members down to 27.

Tony then introduced Dave King again who today is doing a hands on clinic on Electronics Made Easy part 2. About a year ago Dave had done part one and built an electric circuit that could be used for a grade crossing that would cause lights to flash in an alternating fashion. Dave gave everyone present a package of notes and diagrams for today's session

Today we are going to build an automatic control circuit to activate the flasher board. This circuit will build on what we learned in part 1. So we want to accomplish. In the real world as a train approaches a grade CROSSING the alternating flashing lights come on and stay on until the train has passed. We want to replicate that on our layout. So we want to do the following. Sense the approaching train. Start the lights flashing. Maintain the lights flashing while in the crossing. Stop the lights flashing shortly after the train passes.

This all sounds simple and Dave says it really is. To accomplish this with electronics we need to understand how to convert the above sequence of events into some electronic components that will do this for us over and over again without any input from us. Simply put this is what we want to accomplish. Supply power to the electronics. Sense when the train is near the crossing, from either direction. Turn on the power to the flasher circuit. Maintain the power to the flasher circuit while a train is anywhere in the grade crossing zone. Turn off the power to the flasher board once the grade crossing zone is clear.

Dave gave each person present a circuit board and a box (holder) to hide the lights in. He also gave each person a kit containing the various components for the project.

Dave also said he will do another electronic workshop on Operations Delay Circuits and suggested at our Annual General meeting in 2015 so they are a year apart.

After a PowerPoint presentation, those present were left to build their control circuit while Dave circulated among the group.

The group worked until 4:15 and we drew for the door prizes. Tony Czerneda won a set of bent nosed pliers. Dave King won a sanding stick. Barry Kelly won a sanding stick. Jon Weylie won a grain bin. John Jukes won an N Scale multi- purpose building. Tony then presented a certificate to Dave for doing this presentation today.

Meeting adjourned at 4:30 PM

## ONTARIO MIDWESTERN CHAPTER

The OMW Chapter held its Annual Spring Meeting on April 6, 2014 at the home of Randy Schnarr in Southampton, Ontario. In attendance were Graydon Hancock, Steve Hoshel, Judith King, Paul Korhonen, Mike Pickup, Dolf Roelofsen, Randy Schnarr. Sending their regrets were Walt Annett, Anthony Fletcher, Lloyd Koch, Robert McKinlay, Peter Stamford, Jade Wassink.

Steve opened with a welcome to all, and gratitude to Randy for hosting the meeting.

Approvals: Agenda, Prior Meeting Minutes, and Financial Statement: No changes required. Mike moved, Paul seconded. Motion passed.

Membership is now 13. Donald Posluns has chosen not to renew.

Promoting the Hobby: Steve reported activities at The Royal Botanical Gardens before Christmas, The Bruce County Museum on Family Day, and The Kitchener Train Show. Over 320 Junior Engineer certificates were granted during these events. Steve discovered that the On3 Railway group at the RBG recognized the Junior Engineer Certificates as qualification to operate on their layout ... a nice "touch".

**Ontario Midwestern Chapter meeting.**



Promoting the Hobby: (model railroad venues to engage)

April 26: Brantford area layout tour

April 26,27: Aberfoyle Railway at St Jacobs.

May 3: Nottawasaga Train Auction, 215 Pine St, Stayner, Ontario. View 8:30, Auction Starts 11:00.

May 10: County Line Caboose Garage Sale. Elmwood Ontario.

July 19: Mount Forest Fireworks Festival. Switching Challenge at The Train Cellar.


September 20: Grey Central Model Train Show. Holland Center. CARM-OMW manages cash at the gate.

Project Challenge: We had five projects submitted and a mystery project, to keep everyone guessing. Graydon Hancock produced a diorama, a scene based on a fictional earthquake and the resulting destruction to the rail line over a bridge and through a tunnel. A great story told well. Steve Hoshel presented a very clean cottage built up from a kit. Nicely finished.

Judith King produced three beautifully finished old time flat cars. We recognized the builder by the era. Mike Pickup built a small diorama of Josh's Service Center in recognition of his grandson. Apparently, all of his grand children are named on structures on his layout, keeping it in the family. Randy Schnarr presented the additions to the Switching Challenge, a staging yard & connecting loop.

Mike Pickup suggested that we take the Switching Challenge "to the mall" before Christmas. In fact we talked ourselves out of that venue due to potentially destructive activity by unsupervised children. The conversation moved to the old CNR train station museum in Owen Sound, their new management, and their desire to have a model train layout on the premises. The suggestion evolved to offering the Switching Challenge to the museum for special train events during the year. We will call the management and determine if our information is correct and offer to work with them to promote the museum and model railroading.

Next Meeting: October 19, 2014 at Holland Center OR Owen Sound. To be determined.



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# CHAIRMAN'S REPORT

Is it just me, or is it really quiet around here?

I confess my modeling right now is taking a third row seat, behind Summer chores, (a late spring is affecting everyone!), family activities, and other personal interests. The home layout is stalled beneath artists canvases & oil paints, baby paraphernalia (grandchildren you understand), modeling magazines, wine not yet placed in the racks, golf score cards not yet recycled, country flags supporting the FIFA World Cup, and hey, I just re-found the 3 club car kits not yet started! You know what I mean!

I am a member of a local model railroad club, and the only way one can keep up with activities is to go to the regular Tuesday meetings, that is to say, a running night, or a socializing, show off your latest work or acquisition night, whatever. All rolled into one. While we had a website, the input and maintenance of it was too sporadic to use regularly.

My point here is that to truly benefit from our association, chapter, or club, is to participate. This applies to the individual, as well as the assorted officers and administrators. CARM is not a commercial operation, and we on the executive have resisted strongly the temptation to pester members with weekly news bulletins or solicitations. This being the case, how can we get input, for the calendar, quarterly publication, website contents from the membership? Well, yes, from you! And pass it on! Each person you talk with, or listen to, at train shows, rail fan spots, train model stores, has an effect. We pride ourselves on being a grassroots organization, rather than a top down sort,

The club cars mentioned above are now well under way, thanks to a great personal effort to **do something**, between soccer matches, rain showers, etc. Why the burst of energy? I dropped by my club, and was spurred to action by another member, talking about the color of the coal loads to go in the club hopper cars.

The next events in my personal calendar (model train wise) is a train show at Exporail, in St Constant, (Montreal to most of you), and then the CARM 2014 convention, in Thunder Bay.

This year we have organized it such that a 1 week vacation in early Fall will seem a perfect opportunity for our membership to focus on trains & modeling them. See you there, now I must send in my registration, too!

Ian MacLeod



# PUBLICATION SCHEDULE FOR *THE CANADIAN*

*The Canadian* is published four times per year.  
Submission by authors or Chapters should be submitted  
by the following dates.

Spring Issue: February 1      Summer Issue: May 1  
Fall Issue: August 1      Winter Issue: November 1

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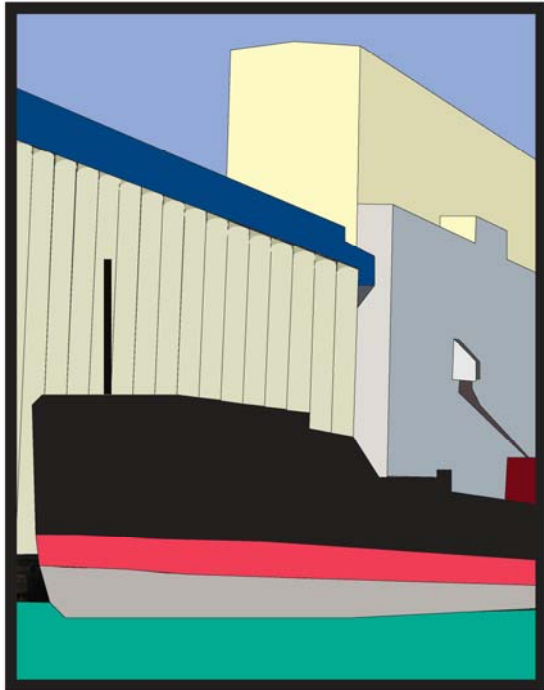
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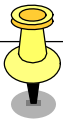
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SEPT 30, OCT 1 & 2,  
2014

## About the Convention

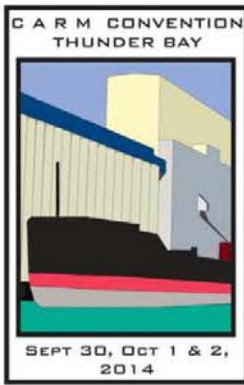
We invite you to join us at *Rails to the Lakehead*, the CARM, national convention for 2014 being held in Thunder Bay, Ontario at the Prince Arthur Waterfront Hotel. There will be 3 days of railroad activities including clinics, prototype tours and railfanning. Planning is well underway and our line up of confirmed prototype and layout tours is going to be one of the best tours experiences of all our conventions. Clinics will also feature an impressive line up of speakers. Finally in another first for CARM the convention will be held in one of the classic railway hotels of Canada. Plan your attendance to coincide with a railfanning experience across some of the most spectacular railroad scenery in Canada at the height of the fall colours.



## **STOP THE PRESS:**

CONVENTION FIRMS UP PROTOTYPE  
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# Rails to the Lakehead

The Canadian Railway Convention

[www.caorm.org](http://www.caorm.org)

**Sept. 30, Oct. 1-2, 2014**

The Prince Arthur Waterfront Hotel and Suites  
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Thunder Bay Ontario

## Registration Form: Part 1: General Information

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City: \_\_\_\_\_ Province/State \_\_\_\_\_

Postal/Zip Code: \_\_\_\_\_ Country: \_\_\_\_\_

Phone Number: ( ) \_\_\_\_\_ Email Address: \_\_\_\_\_

Mobile Phone Number: ( ) \_\_\_\_\_

## Part 2: Primary Registrant:

Tag Name (First & Last): \_\_\_\_\_ (postmarked by August 1, 2014) \$ 60.00 \_\_\_\_\_

(after date of August 1, 2014) \$ 80.00 \_\_\_\_\_

**Note:** Preferred rate only postmarked by **August 1, 2014**

## Part 3: Additional Registrants (Must be immediate family & same address only please)

Tag Name (First & Last): \_\_\_\_\_ (postmarked by August 1, 2014) \$ 15.00 \_\_\_\_\_

(after date of August 1, 2014) \$ 20.00 \_\_\_\_\_

Tag Name (First & Last): \_\_\_\_\_ (postmarked by August 1, 2014) \$ 15.00 \_\_\_\_\_

(after date of August 1, 2014) \$ 20.00 \_\_\_\_\_

## Part 4: Tours (postmarked before Sept. 15th)

**Tour A: BOMBARDIER TRANSPORTATION LTD**

**THUNDER BAY RAIL MANUFACTURING PLANT # \_\_\_\_\_ x \$ 45 \_\_\_\_\_**

**Tour B: THUNDER BAY TERMINALS transfer facility # \_\_\_\_\_ x \$ 45 \_\_\_\_\_**

**Tour C: RICHARDSON INTERNATIONAL GRAIN  
ELEVATOR COMPLEX # \_\_\_\_\_ x \$ 45 \_\_\_\_\_**

**Tour Preference:** 1.\_\_\_\_2.\_\_\_\_3.\_\_\_\_ (Put tour letter in order of most preferred[1])

Bring Forward the Total Registration Costs from Page 1: \$ \_\_\_\_\_

**Part 5: Convention Banquet (postmarked before Sept. 15th)**

Convention Banquet # \_\_\_\_\_ x \$ 45 \_\_\_\_\_

Note: Please advise us of any special dietary requirements and we will make every effort to accommodate you: Special Requirements: \_\_\_\_\_  
\_\_\_\_\_

**Part 6: Convention Wear (postmarked before August 1<sup>st</sup>)**

Men's Denim Button Down Long Sleeve Shirt w/pocket:

Quantity: \_\_\_\_\_ S \_\_\_\_\_ M \_\_\_\_\_ L \_\_\_\_\_ XL # \_\_\_\_\_ x \$ 45 = \_\_\_\_\_

Men's Denim Button Down Long Sleeve Shirt w/pocket:

Quantity: \_\_\_\_\_ XXL # \_\_\_\_\_ x \$ 48 = \_\_\_\_\_

**Part 7: Display Items You Are Bringing**

I plan to bring: \_\_\_\_\_ Structure models \_\_\_\_\_ Rolling Stock models \_\_\_\_\_ Photographs \_\_\_\_\_ Other \_\_\_\_\_

Please describe in the space below the nature of the items you are bringing for display:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Part 8: Convention Costs Total:** (Add all dollar values from **Parts 2 to 6** above) \$ \_\_\_\_\_

Registrations must be postmarked no later than **Sept. 15<sup>th</sup>, 2014**. After Sept. 15th, 2014, registrations will only be accepted at the convention.

Send your payment by cheque or money order in Canadian or US funds from Part 8, payable to the "Canadian Railway Convention", and mail to:

**Canadian Railway Convention, Walter Reid, CARM Convention Registrar,  
2219 Council Ring Rd., Mississauga, ON, L5L 1B6, Canada**

**Accommodations:**

*Rooms at the convention rate of \$90.00 Cdn. per night will be available until Monday, 15 September 2014. For information on the hotel see the website: <http://www.princearthur.on.ca/> . To book rooms, call the hotel (Toll Free : 1-800-267-2675, Local : (807) 345-5411 and cite code number 184141 and CARM to obtain the convention rate.*



# Registration Form Details:

Please fill out all information located on the Registration Form

**Part 1.** If you have an Email address please include this information as it is our preferred method of contact when sending out registration confirmations and other information. If an Email address is not included or is invalid information will be sent by 'snail mail'.

Mobile phone is not required, but useful in case we need to contact you during the convention.

In **Part 2** please complete the name to be shown on your name badge.

In **Part 3** please add any additional registrations for other members of your immediate family that live at the same address.

In **Part 4** please indicate if you want to purchase any of the 3 tours being offered. After you have chosen your tours, please indicate at the bottom of the section your preferred tours, as some tours may fill up quickly and we are trying to make sure tours are available for all convention participants.

Note that the Richardson Grain Elevator tour is limited to 20 participants

In **Part 5**, you can purchase Banquet tickets. Please note any special dietary requirements and we will advise the catering staff accordingly.

In **Part 6**, please place your order – cut off date 1st August 2014. No additional shirts will be available at the convention. The committee cannot give assurance as to the fit of the stated sizes.

In **Part 7** please indicate in some detail items you are bringing for display. A secure area will be provided but we need to know how much space is required.

Finally please complete **Part 8** and mail the registration form and your cheque in Canadian or American funds payable to **Canadian Railway Convention** to the address on the Registration form. Don't delay – do it NOW. It will take just as long to complete if you procrastinate!!

## **Convention Cancellation Policy**

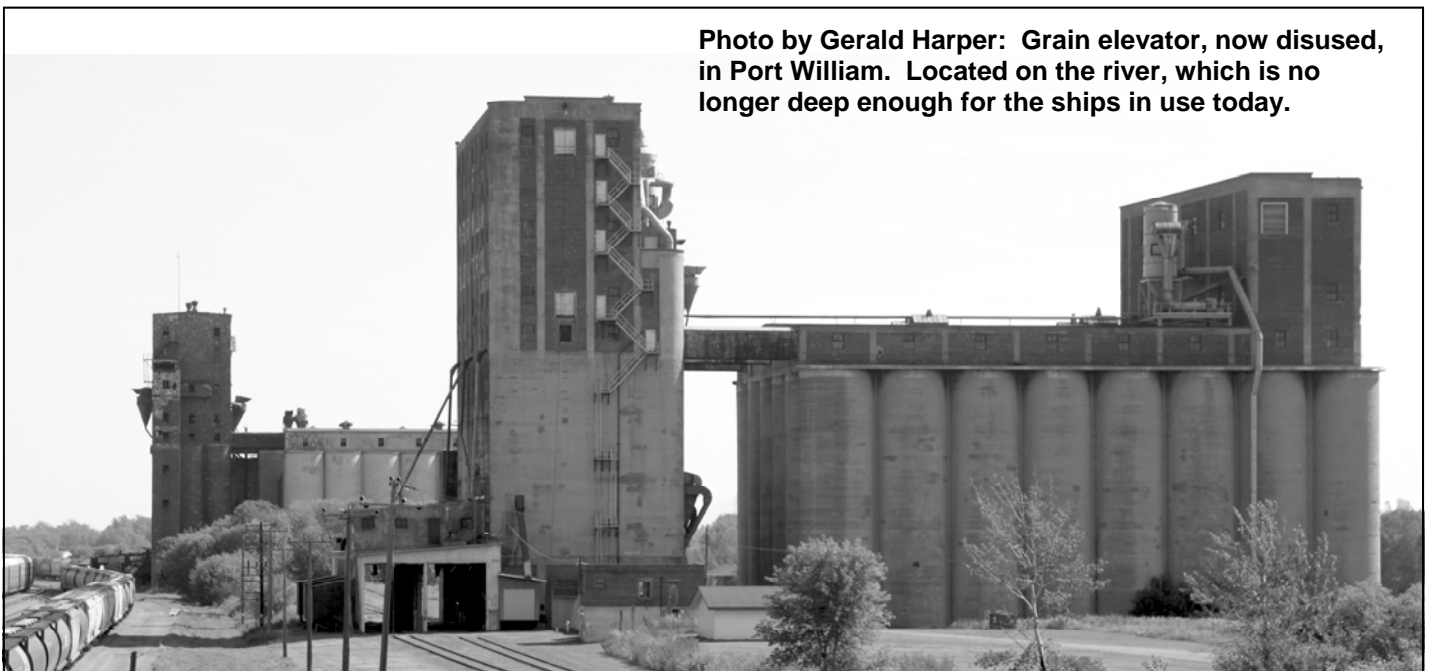
Cancellations must be postdated by August 30<sup>th</sup>, 2014 for a full refund, by Sept. 15<sup>th</sup>, 2014 for a full refund minus any food / convention wear. There will be NO REFUNDS after Sept. 21<sup>st</sup>, 2014. Any refunds will be issued after the convention.

## **Latest Information**

Since this is written in March 2014 things can, and doubtless will, change! All changes will be posted to the convention web site at [www.caorm.org](http://www.caorm.org).

Please direct enquiries about registration to:

Walter Reid at [registrar@caorm.org](mailto:registrar@caorm.org) or the convention committee at [convention@caorm.org](mailto:convention@caorm.org).



**Photo by Gerald Harper: Grain elevator, now disused, in Port William. Located on the river, which is no longer deep enough for the ships in use today.**

# ACCOMODATIONS

The Convention Hotel will be the Prince Arthur Hotel. Built in 1911 by the Canadian Northern Railway it became part of the Canadian National hotel chain after the nationalisation in 1917 and has continued to this day as one of the elegant "railway" hotels gracing all the important railway cities of Canada. The hotel overlooks the Canadian Northern Port Arthur station, the CN and CP mainline tracks and Lake Superior on the east side, while to the west one emerges right into the heart of the northern commercial district of Thunder Bay, convenient to shopping, restaurants and the casino.

Located at 17 North Cumberland Street, the hotel itself has an interesting history. Over a century ago, the idea for a Canadian Northern Railway hotel came up during a poker game between several big players travelling in a private rail car to Winnipeg. John James Carrick, the Mayor of Port Arthur, and Sir William Mackenzie, President of the Canadian Northern, and Sir Donald Mann, wielded the cards around the table and bet on a winner when they made a deal resulting the erection of the Prince Arthur Hotel in 1910. It's a wonderful story and it would be even better if there was any proof it was true. Unfortunately, Carrick's story was told for the first time in 1962 when he was 89 years old.

The Prince Arthur Hotel officially opened march 14, 1911 at a cost of \$850,000. It was described as one of the best furnished and appointed hotels on the continent. Today the Prince Arthur can be described as the only hotel in Thunder Bay that can offer a spectacular view of the Sleeping Giant. As tales of old are spun, one can enjoy the hotel's recent updates. It's newer interior meets the needs of both corporate and traveling clientele without compromising its century old charm.

One event held at the hotel stands out above all others. Meeting at the hotel in 1921 the Great War Veterans Association of Canada made the decision to adopt the *Poppy* as a remembrance of those who died. On November 11, 1921, *Poppies*, were distributed in Canada for the first time.

**Rooms at the convention rate of \$90.00 CDN. Per night will be available until Monday, 15 September, 2014. For information on the hotel see the website: <http://www.princearthur.on.ca/> . To book rooms, call the hotel (Toll Free: 1-800-267-2675, Local: (807) 345-5411 and cite code number 184141 and CARM to obtain the convention rate.**

## CLINICS CONFIRMED CLINICIANS

### Bill Skrepichuk, "An Overview of CPR Construction 1883-85 along the North Shore of Lake Superior"

The presentation includes an Image rich account of the section between the Nepigon River and Pic River highlighting major Bridge works, Cuts Curves and Tunnels, Quarries, work Camps, and others.

### Ed Freeman, "Port Arthur's iron mining past"

A review of the impact upon Port Arthur of railway construction and iron mining.

### Gerald Harper, "Thunder Bay area railway bridges - something for everyone"

The rugged terrain of the north shore of Lake Superior combined with the deltaic environment of Thunder Bay has created the topographic environments for every conceivable style of engineered railway bridge. From high trestles to bascules and swing bridges this presentation will highlight the why's and where's of these bridges and provide insights on what and how to model.

### William Waithe, "The CN Weston Subdivision : Modelling freight operations of an urban industrial area"

A brief description of the subdivision as it was in the past and as it was in 2000 when we began operations will be followed by a description of the (proto-freelance) layout and how its design was retro-fitted to simulate the prototype.

### Mike Walton, "Prototypical British Operation on the Lostock Junction Railway."

Windermere is a terminal station in England's Lake District. In the summer of 1953, a weekday's operation started at 5:10 a.m. with the arrival of the 23:05 from London Euston. At the end of the day (23:05 p.m.) 20 trains had arrived, been reversed and sent back down the line. On the "OO" gauge Lostock Junction Railway, these operations are replicated at a model of Windermere Station. There are mainly passenger trains but two goods trains arrive daily to be shunted according to daily train orders and sent back down the line. Simultaneously up to 10 trains weave their way around the 45' x 25' layout. In all it takes 10 skilled operators to run the layout. It has taken 12 years and over 140 op-



erating sessions with several control system upgrades to develop this integrated method of operation. The presentation will include an overall description of the railway (prototype and model), a description of the method used to compress the schedule and some insight into the traffic control methods.

**Dave Battistel, "Rails into the Wilderness-The Port Arthur, Duluth and Western Railway"**

This presentation focuses on the early history and construction of the PAD&W Railway. Political and financial intrigues will be highlighted, as well as the economic motivations for constructing line and will include many period and modern photographs.

**Andy Malette, "Painting and Lettering CNR Steam Locomotives"**

This will be a description of how CNR steam locomotives were generally painted. Handouts are included.

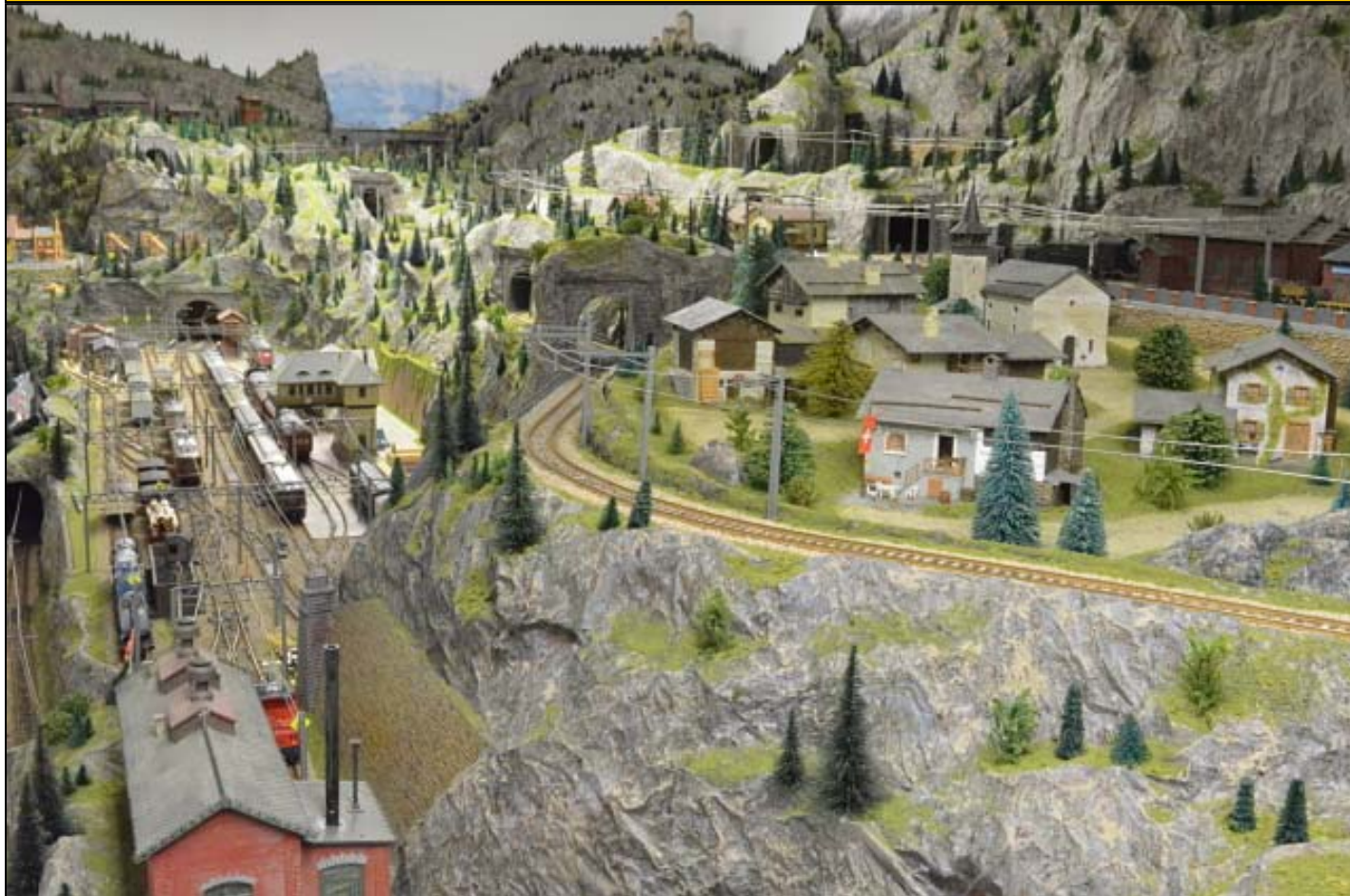
## CONVENTION 2014 TRAIN SCHEDULES

In addition to travel to the convention by VIA, there are train excursions that might be of interest to those travelling to the convention by automobile: The Agawa Canyon Tour train with a view of the fall foliage, and the Sudbury to White River RDC ("Budd car") trip which has been described by Trains Magazine as one of the "must do" tours to take while it still exists. Here are some schedules to consider:

(Schedules are based on Fall 2013 information and will most likely be unchanged for 2014. VIA schedules will be valid for Fall 2014.)		
<b>To Thunder Bay area via VIA:</b>	<b>Travel direction</b>	
<b>Arrive</b>	<b>From East:</b>	<b>From West:</b>
Toronto	Sat. 27/9 dep. 22:00	
Armstrong	Sun. 28/9 21:31	Fri. 26/9 <u>or</u> Mon. 29/9 09:48
Sioux Lookout	Sun. 28/9 23:40	Fri. 26/9 <u>or</u> Mon. 29/9 05:02
Winnipeg	Mon. 29/9 08:00	Thur. 25/9 <u>or</u> Sun. 28/9 20:45
<b>Depart</b>	<b>From East:</b>	<b>To West:</b>
Armstrong	Fri. 03/10 09:48	Fri. 03/10 21:31
Sioux Lookout	Fri. 03/10 05:42	Sat. 04/10 00:09
<b>Note: Armstrong is not a regular stop and has no car rental facilities and little or no accommodations. For both stations, a means of transport of several hours is needed to get to Thunder Bay and because of some arrival times, an overnight stay might be necessary upon arrival at these stations.</b>		
<b>Sudbury-White River RDC:</b>		
Dep. Sudbury: Tu., Th., Sat. 09:00	Arr. White River 17:45	
Dep. White River: Wed., Fri., Sun. 09:00	Arr. Sudbury 18:30	
<b>Agawa Canyon Tour Train:</b>		
Daily, Dep. Sault Ste. Marie 08:00 return 18:00		

# ***Pflumi, Braulingen KirschBahn***

***Modelling by Tony Adam  
Text & Images by Ted Rafuse***



Yes, my tongue and mouth have difficulty with the pronunciation of this Swiss railway. But there is no difficulty in appreciating the incredible HO model railway that Tony Adam has created in the basement of his Canadian home. And there is one additional unusual element and that concerns Tony himself: he grew up in Britain. So we have a Brit, transplanted to Canada, modelling a Swiss railway. Model railroaders are always pushing the boundaries!

It was in England that the modelling bug infected Tony and led him to the Swiss Alpine Railway known as the Bern Lotschberg Simplon Bahn that operates from Bern through the Lotschberg tunnel and down the north side of the Rhone Valley to Brig.

Tony's initial foray into model railroading commenced at age six when in England he received a clock work Triang OO trainset. The rail infection spread to a 'real' model railway created on a 4 by 8 foot sheet of plywood. During his formative years he was seldom satisfied with his weekend creation such that there were seldom two successive weekends that witnessed the same track design and other attributes of a model railway. The world of

**PICTURE ABOVE:** Aisle space is limited but the spectacular display rewards the sense of sight in Tony Adam's layout room. The amazing mountain landscape provides a dramatic setting for the railway that winds through the panorama.

work precluded his hobby when that activity became a natural part of life.

In the late 1960s Tony began collecting some model railway rolling stock but found them to be more model than reality in their detail. He joined a model railroad club in England in the 1970s and it was in this milieu that he was exposed to Swiss layouts. He acquired books on Swiss Railways as well as a number of black and white photographs both of which intensified his interest in Alpine railroading. Next step was to travel to Switzerland to observe first hand what he had only read or seen in images. Through several visits to that country he extended his knowledge of the Swiss Federal Railways.

It was on one of these exploratory trips that he witnessed the triple loop up the valley and that scene



hooked him with regards to attempting a model railway. But it was not until a move to Canada and a home in Central Ontario that the real and extensive modelling happened.

The current model layout commenced construction about the year 2000. It is based on the Bern-Lotschberg-Simplon line most particularly between Bern and Brig and especially the segment of the line between Kandergrund and Kandersteg. All these names are in western Switzerland, part of the French area of that country.

The model era is set in the mid 1960s and the locomotives and rolling stock reflect this time period. Roco is the predominant supplier of appropriate locomotives although other manufacturers are represented including Joeff, Lima and Kleinbahn. Rolling stock also varies in source to include Lilliput, Fleishman, Roco, Kleinbahn and others. Almost any locomotive or rolling stock is appropriate if it suits the era as Switzerland is the turntable of Europe and almost any form of rail related equipment has visited the country.

DC provides the electrical source for the motive power. Overhead catenary abounds on the layout but it is primarily in place for show. Tony learned during construction that the Volmer catenary abhors solder, in fact he felt it was a "pain in the mule!" There are 15 electrical blocks controlling the main line in addition to 10 sub blocks that allow for reverse operations. All turnouts are powered by Hammond & Morgan switch machines with arms to allow for signal lighting.

Scenery features on Tony's layout are outstanding and novel in construction. In creating both the track plan and the scenery mental gymnastics were a requisite. Tony's three dimensional mind was put to the test.

The layout operates on a timetable which is under revision. A rolling schedule that operates from a drum configuration that Tony created provides the authority for starting and stopping trains at their appropriate stations.

Structures are European prototypes and many model makers have used Swiss structures as the basis of their kits. Most notably Kibri often follows this practice. Faller, Heljan and Pola kits are also scattered about the layout in appropriate settings.

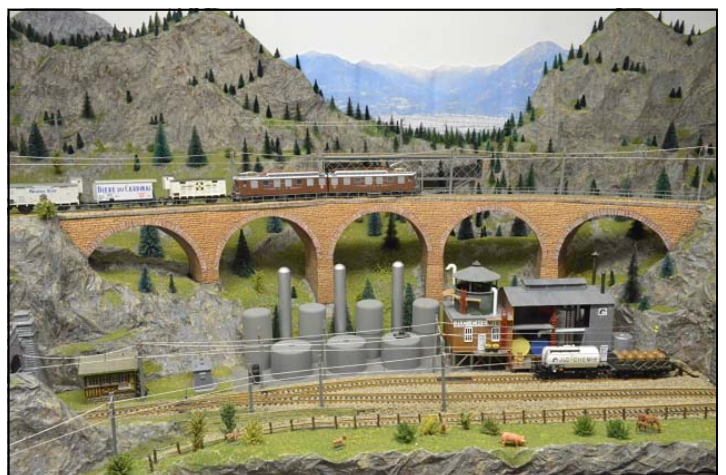
The layout features exquisite landscaping. Not content with the scenery base of mesh and plaster, Tony de-



**PICTURE ABOVE:** The village of Weinicht Ost Bahn nestles into the mountain side propped by several rock walls that provide a flat surface for the railway berm and several of the town's structures. A station and a locomotive siding dominate the limited mesa like terrain surmounted by towering igneous rock walls.



**PICTURE ABOVE:** A single electric motor unit rests beside a freight platform of the Weinicht Ost Bahn. At the end of track a loaded gondola, short by North American standards, waits to be transferred to another location or waits to be unloaded



**PICTURE RIGHT:** Zwischen valley allowed for the establishment and development of the JLC Chemiwerk manufacturing works. The Roman inspired stone arch bridge beyond, a civil engineering tribute to the mason's craft, affords an efficient means for the railway to cross the rift high above the valley floor.



vised a method apparently hallmarking his imagination. A wire mesh base was retained but on top of that mesh he affixes coffee filters! The coffee filters retain flexibility that other base methods do not. And this flexibility is true as Tony demonstrated with the palm of his hand and a lean into his fabulous scenery which simply popped back to its original shape, unmarred.

A second aspect of his scenery assumed a simplicity of application. Working with a 'bad hair day' paint brush, he painted the coffee filters with one or two rock and earth hued pigments in a haphazard fashion. The result renders a remarkable portrayal of the mountain scenery he sought to represent his Alpine railway as it winds through the rocky chasms and abysses of the region. Attention to scenic detail was a must for his railway. He sought to create a photographic model which would be as close to the real scenery as possible. And he achieved that goal.

Spiez is the principal railway town adorning the layout. Blause Mitholz, Blue Sea, is a secondary town along the line. In one corner sits a Bavarian Castle. This castle is not a typical brewery in Switzerland. On the layout it is owned by a slightly Nutty Grand Duke who lives in the castle just over the border in Bavaria. He owns the brewery and winery and probably many more elsewhere!

There are many stone and steel bridges as might be expected in such a precipitous setting but one in particular is most spectacular and draws the eye upon entry into the train room.

As the accompanying images attest, Tony's model railway not only is a tribute to representing a fidelity to location and operation, it is also a tribute to his innovative and extraordinary modelling skills.

**PICTURE BELOW:** This perspective illustrates that while there is not much lateral distance between Kirsch in the lower portion of the image and Pflumi in the background there is a substantial difference in rail elevation between the two towns.



**PICTURE ABOVE:** Beyond the chemical factory and beyond the arched bridge is a third feature of the Zwischen valley at this spot, a steel bridge supports a struggling freight train as it passes from one side to the opposite side of the valley squeezed between the challenging mountain terrain.



**PICTURE ABOVE:** A bird's eye view of the single stall locomotive house in the principal town of Kirsch.

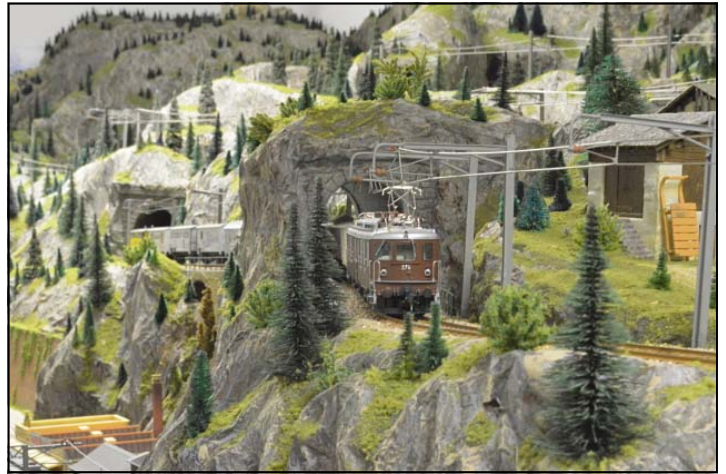


**PICTURE ABOVE:** Much on Tony's layout excites the eye and imagination including this massive steel bridge that passes from one mountain range to another on the opposite side of this chasm. The model replicates an actual bridge in a similar location on the real main line. Hundreds of pieces of plastic were fitted together to complete the structure which includes all of the interior walkways and handrails.





**PICTURE ABOVE:** With so much catenary present all modellers can appreciate that Tony's track work is absolutely perfect. Few if any would like to place their hand between the catenary and the tracks to re-rail an errant car or locomotive.



**PICTURE ABOVE:** The freight train operating in this view illustrates the rugged mountain landscape through which it passes.



**PICTURE ABOVE:** On a branchline along one wall of the layout room lies the industry of Brau or Brewery. This is an active branchline with supplies brought to the brewery and the potentially sudsy product removed in special freight cars. To the railway's credit there has never been a spillage of product although the few local inhabitants are always hopeful of such a mishap.



**PICTURE ABOVE:** This electrically powered train passes below a mountain village as it nears its destination at Kirsch.



**PICTURE ABOVE:** Tony Adam stands in front of the single control panel for his version of the Pflumi, Braulingen KirschBahn Railway. All the sections of the layout are colour coded and electrical connections to the rail are provided by using the coloured rocker switches that are coordinated to the coloured track plan. Tony assures the viewer that it is not nearly as complicated to operate as it might appear to the novice.



# THE UPPER CANADA RAIL ROAD

MODELLING BY ALAN AND ADAM ROBINSON  
TEXT BY TED RAFUSE WITH ADAM ROBINSON  
IMAGES BY TED RAFUSE

Overwhelming! That is the single word to describe my initial viewing of the Upper Canada Rail Road. When Alan Robinson invited me into his home for the only time I would meet him, we descended into the usual basement location of a model railway. My first glance of the UCRR overpowered my eyes with the details that sprawled before me. Scores of vignettes appeared to animate virtually every inch of the sprawling panorama.

Alan and I first met as he had agreed to open his layout for the recent Port Hope CARM convention. The purpose of my visit was to acquire layout information and photos and subsequently to write an illustrated promotional paragraph for the convention layout tour brochure.

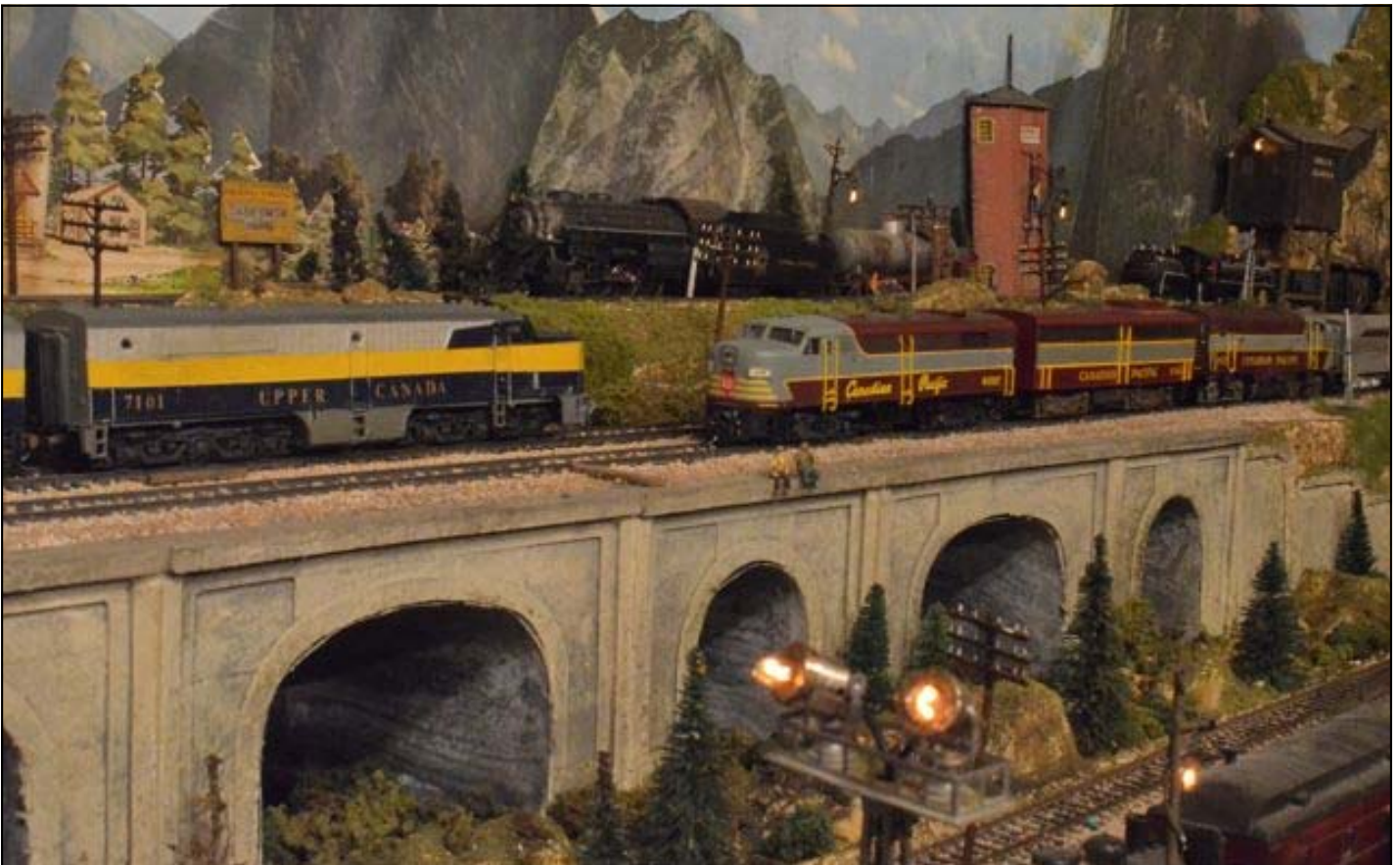
Where to start taking images, and what was to be the subject, proved the most difficult aspect of this task. Alan decided that one of the features he was most proud of was the designed authenticity of the many representa-

tions on the layout. All portrayals have a reality and a purpose to their composition. Many had a personal memory association from some aspect of his life experiences. Some scenes were pure, but logical, figments of Alan's imagination.

Unfortunately two days before the convention, a family situation arose that prevented Alan from having the UCRR available for conventioneer visits. On my visit earlier I indicated to Alan that I would like to return to the layout following the convention to capture more images in preparation for a possible article in *The Canadian*. In mid fall 2013 I sent an e-mail message to Alan seeking to reconnect. Many weeks passed and I received no response.

Eventually Alan's wife Catherine responded indicating that Alan had passed away in early December. She felt that Adam, Alan's son and modelling partner, could be

**PICTURE BELOW: An Alco lovers delight! The Westbound Loyalist with PA-1 7101 on the point meets the Eastbound Canadian's FP4A 4087 on the Penhale Viaduct.**





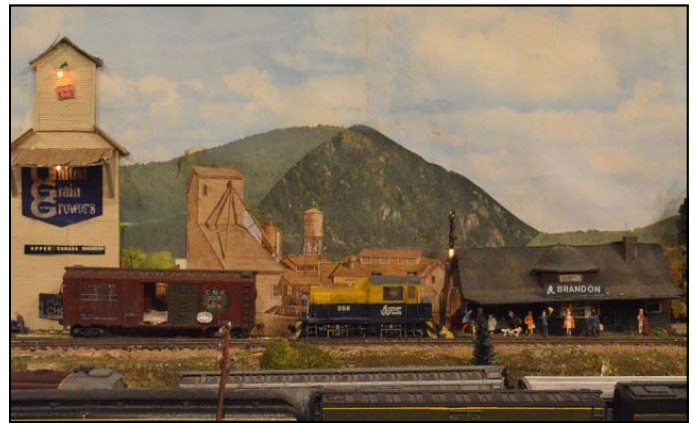
helpful in my request to prepare an article. Adam and I initiated communication and our efforts to share the UCRR with others is within these pages.

Alan had a long love affair with trains. As a youth he had experienced train travel along many routes. Of particular fondness to him were several trips he was able to experience on CPR's original Canadian. During those formative years he spent many an hour with his father watching the trains passing through or shunting in the CNR's Danforth Yard – an experience he would later recreate with Adam at the CPR's Agincourt Yard. During a stint as an MPP he often carried material in his brief case and would retire to his office during times of legislative stress to engage in modelling therapy.

One startling observation by any Canadian student of rail history is the use of Rail Road rather than Railway in the layout's name, The Upper Canada Rail Road. Alan was not perturbed by his choice of Rail Road and the selection was not based on any intense philosophical introspection. The answer to the mystery is simple: he liked the way the name looked in print!

The Upper Canada Rail Road presented here is the last of several layouts that Alan created in his 40 year affair with model railways, each layout named for the street or home in which it was built – many vignettes named for family or friends. The first was for son Adam, a Christmas present. This initial foray into railway modelling was constructed on a 4 by 4 foot plywood sheet. Rolling stock consisted of Lionel and Life Like HO equipment operating on snap track. The expanded "Highcourt Road" of the 1980's identified this first model layout, rife with the standard pitfalls and peril of a novice modeller.

A family move in the late 80's led to a full scale basement layout employing more traditional and 'correct' modelling techniques. The unfinished "Stonecraft Road," with four main lines and floor to ceiling scenery, encompassing a 20' x 30' room, distinguished Alan and Adam as serious modellers. It was here the UCRR came to life on a grand stage, but the layout but did not last long. Another move in 1994 meant another new beginning for the Upper Canada – this time in an 8 by 9 foot bedroom. Four years later the UCRR was moved once again to its present site. Now known as the "UCRR - Northumberland Division," some portions of the previous layouts were salvaged, but this new version commenced with



**PICTURE ABOVE:** No piece of Canada goes unrepresented in Alan's vignettes, nor does any model ever get left behind between layouts. This United Grain Growers grain elevator flat was once Alan's pride and joy – his first ever Campbell Scale Model kit. Sadly, the model was the victim of a rather heavy stack of boxes during one of the moves and couldn't be salvaged in its entirety. Nevertheless it was worked into a station scene using cornmeal as simulated grain on the floor of the boxcar and surrounding scenery. "Brandon," aside from being a well known Prairie town, is the name of Alan's younger son.



**PICTURE ABOVE:** A bunch of firsts! Speedy Andrew's garage, a mainstay of HO layouts from the 70's and 80's, was the first model kit given to Alan as a Christmas gift the year he built the original 4' x 4' layout for Adam. Fittingly enough it, along with the Clipper Hill plumbing supply were the first two structures installed as the first completed scene of the "Northumberland Division." The ONR "Polar Bear Express" cars in the background were Alan's first foray into kitbashing. During his days as an MPP, Alan reconfigured many a Life Like circus combination car into coaches and full baggage units for this provincial carrier – not hard to find inspiration as he and his colleagues debated the future of the railroad.



**PICTURE LEFT:** The grizzled old sea captain sees the UCRR tug "Abigail" out into open water to guide a "laker" full of hops destined for the Budweiser brewery into the harbour.



focussed vigour in a 9' x 17' configuration.

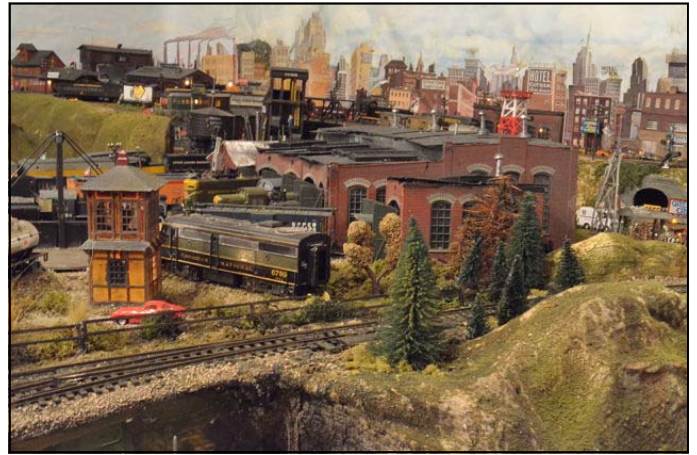
Mythically the UCRR has an extended company history dating from its original 1861 charter, the Banff, Revelstoke and Powell River Railway. Through the decades multiple corporate alterations occurred until the UCRR was created. Alan always dreamed of his UCRR being a third national carrier and the rival of the CNR and CPR. The UCRR slogan, "The Loyalist Route" derives from Alan's family heritage as United Empire Loyalists.

The chosen era for the UCRR was also significant as in Alan's words, "What's a layout without steam?" Fondly recalling his childhood memories of steam engines, the 1950s transition era allows for both steam and diesel operation as well as the use of certain types of rolling stock including Budd stainless steel passenger equipment. The Loyalist Route incorporates several named passenger trains to fit the era including 'The Loyalist,' 'The Empire' and 'The Royal Express.' Each of the named trains comprises equipment from a particular decade from heavyweights through to Budd cars. Approximately fifty pieces of rolling stock are painted in UCRR house colours of blue, grey and gold. All colours were mixed by trial and error until the exact hue Alan sought was achieved.

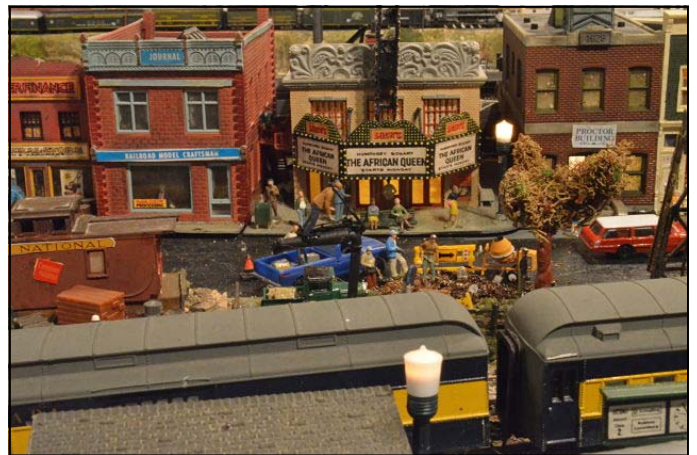
In addition to the UCRR trains, other familiar Canadian rail company trains appear from time to time on the layout. These include CNR, CPR, TH&B, ONR, ACR. Rarer are occasional visits from a US road such as the NYC, UP and others. All UCRR and Canadian passenger equipment is detailed to replicate in model form the actual car series on the individual road.

Track and turnouts are Peco products. Radii range from 18 to 24 inches allowing the long passenger cars to run without derailments. Trains operate in DC format with typical block controls. Five transformers operate five distinct main line loops, generally at different levels, but all main lines are interconnected. This allowed President Alan, and Superintendent Adam, to operate multiple trains simultaneously without concern for a corn field meet.

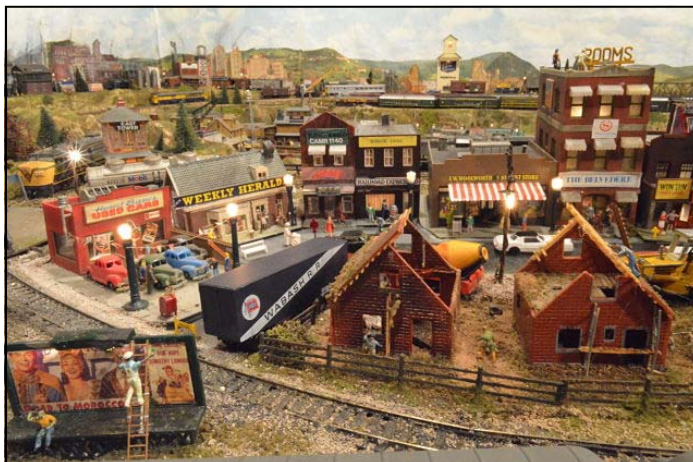
A myriad of wiring beneath the layout conducts electricity to a multiplicity of lights, street lamps, structure lights and line side signals. Turnouts are all electrically acti-



**PICTURE ABOVE:** The "big smoke" looms large in the background over the Greenspring Creamery and its rural neighbours. Alan always thought there was more whimsy in modelling rural towns and industry than trying to cram a cityscape into limited space. Inspired by the great modellers of his generation he let the backdrop carry the viewer's eye off into the distance making even his smallest layouts seem much larger.



**PICTURE ABOVE:** There are only two seasons – winter and construction! While the Loyalist takes on passengers at Alandale station, patrons of Lowes theatre are too enamoured with Bogey and Hepburn's on-screen romance to notice the massive hole workers are digging in main street. A surplus CNR caboose serves as HQ for the construction crew who are busy replacing aging water mains – nothing ever changes!

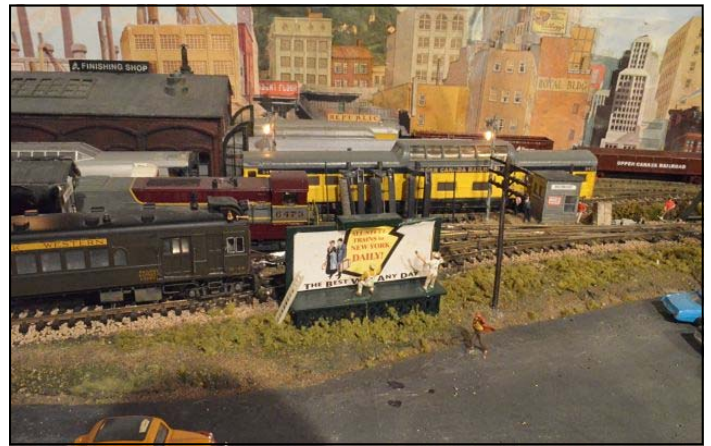


**PICTURE LEFT:** Detail as far as the eye can see! The layers in this shot speak volumes about Alan's Mantra of 'attention to detail.' There is no one spot on this layout that doesn't leave the viewer feeling overwhelmed.



vated. All electrical functions are controlled from the central operating panel. Scenery has played a dominant role in the presentation of the UCRR. The ground cover and foliage are from various suppliers. Hundreds of people, scores of vehicles and multiple vignettes all render an incredible snapshot of a miniature moment captured in time. Alan's mantra was always 'attention to detail' and the UCRR displays this extensively.

While the final disposition of the current layout is undetermined, Adam has some 'heady plans' to move and reconfigure the "Northumberland" into his family home where he will share his passion for the hobby with daughter Abigail and sons Nicholas and Henry as Alan did with him. What can be determined for the present is your enjoyment of these scenes from the Northumberland Division of the Upper Canada Rail Road. We trust that you enjoy the legacy and inspiration that Alan created for all modellers.



**PICTURE ABOVE:** Named for Alan's first grandson, 'Nicholasville' is a diorama on the layout. It is one terminus of the point to point Summit line, but behind the moving parts lies a passenger car finishing shop where Alan proudly displayed his latest prototype UCRR varnish. Never one to stop tinkering with his paint schemes, Alan put away his blue for a moment and let yellow take centre stage on this prototype observation car. Note that the car's number 941 is not in the traditional spot on the lower body, but instead on the letterboard.

**PICTURE BELOW:** Alan's UCRR has passed to the next generation will experience a renaissance in a new environment under the supervision of son Adam and grandson Nicholas.





# PHOTOS OF CRAIG SYMINGTON'S LAYOUT, OPEN FOR THE THUNDER BAY CONVENTION LAYOUT TOUR

