



WCRA NEWS

MAY 2016

THOMAS COMING MAY 21

ISLAND EXPLORER TRAIN

CREATES EXCITEMENT



GENERAL MEETING

The **General Meeting** of the WCRA will be held on **Tuesday, April 26 at 1930 hours** at Rainbow Creek Station, corner of Willingdon and Penzance in Burnaby.

Entertainment will be announced at the meeting.

ON THE COVER

West Coast Railway sent a vintage train consist to Vancouver Island, where it operated four trips on Friday, April 8 from Nanaimo as the Island Explorer. In our cover photo WCRA's ex CPR FP7A #4069 gleams at the classic E & N Nanaimo railway station, ready for a day of operations on the Island railway. (Bob Hunter photo)

MAY CALENDAR

- **West Coast Railway Heritage Park open daily 1000 through 1700k.**
- April 27 to April 30—Pioneer Express (school classes) at the Heritage Park
- Tuesday, May 3—WCRT Haida Gwaii tour departs
- Friday, May 13 —Deadline for items for the June 2016 WCRA News
- May 21, 22 and 23—Day Out With Thomas at the West Coast Railway Heritage Park, the Park is closed for regular visitation during these dates. (Page 8)
- Sunday, May 22—129th Anniversary Celebration of the arrival of Locomotive 374 into Vancouver, Locomotive 374 Pavilion, Vancouver, 11AM to 3PM (page 12)
- May 28 and 29—Day Out With Thomas at the West Coast Railway Heritage Park
- Tuesday, May 31 —WCRA General Meeting, Rainbow Creek Station, 1930 hours
- Tuesday, May 31—WCRT Haida Gwaii tour departs

The West Coast Railway Association is an historical group dedicated to the preservation of British Columbia railway history. Membership is open to all people with an interest in railways past and present. We are a non-profit British Columbia society, registered as a Canadian charity. Membership prices are as follows, **Please note that GST must be added to all fees:**

Senior \$50 (\$52.50), Individual \$55 (57.75), Family \$65 (68.25) **E Members (electronic newsletter only) are \$35 (\$36.75) Senior, \$40 (\$42.00) individual and \$50 (\$52.50) family.** Other categories are:

- Junior Member (age 18 and under) \$ 30 (\$31.50)
- Sustaining Member \$100 (tax receipt) **plus** membership type regular fee
- Life Membership \$700 (\$735) individual life / \$1,200 (\$1,260) family life

All memberships include the monthly newsletter, Heritage Park admission (except Special Events), mini rail rides and discounts on food and merchandise. The Association holds a monthly meeting on the last Tuesday of the month at 1930 hours in Burnaby at Rainbow Creek Station in Confederation Park. Apply through www.wcra.org or mail to WCRA, PO Box 2790 Stn. Term., Vancouver, B.C., V6B 3X2.

EDITORIAL

A PERFECT DAY

Friday, April 8th will go down as one of those perfect days for this volunteer and railfan. Here we are in Nanaimo, BC; we have a beautiful sunny day, a classic streamliner train, and host more than 500 happy smiling people. Even the politicians are smiling—as we successfully demonstrate that a passenger train on Vancouver Island can draw a crowd, and cause people all along the way as we travel to stop, wave, photograph or just take in the sight and sound of a classic F unit hauling a matched Tuscan red consist,

People young and old enjoyed the breezes from the open observation car as we rolled along, while back in the business car Alberta others were awed by the work done to recreate the classic car and the stories and pictures of the project. Being a beautiful day, the back platform was also a very popular place.

And yes—I can easily admit that for me, the sights and sounds of the F unit at work were mesmerizing. The haul upgrade to Wellington allowed our 4069 to run in a steady seventh notch, the CPR three chime horns resonated all over the town. People waved from balconies and windows, bikes and walkers paused on the parallel trail to watch and wave - it was truly almost a dream if one were to close their eyes and imagine past highlights of rail travel.

Back at Nanaimo station, as we helped the passengers off, there were nothing but smiles and thank yous—and comments about how much everyone hoped that the Island railway would be back permanently in the future.

All of us can be proud to have been part of this event, but for me—it was just one perfect day.

Don

ASSOCIATION NEWS

FROM THE ANNUAL GENERAL MEETING

Chair Bob Philip called the meeting to order with 34 members and guests present:

- A quorum was declared present
- Bob provided some remarks from the Chair, noting that this was his last meeting as a Director after a nine year stint. He will continue as an active member and volunteer.
- **Don Evans** presented the slate of Directors for 2016, a motion to approve was moved, seconded and carried (see page 5)
- President **Ken Tanner** presented the interim financial results which were moved, seconded and approved by the membership

- President **Ken Tanner** presented the 2016 budget, which was moved seconded and approved by the membership
- With the official business done, reports on the year 2015 activities were presented by:
 - **Ken Tanner**—President's report and Heritage Park report, noting a very active 2015 at the site with good growth in major events such as Day Out With Thomas and Polar Express, as well as events held in the CN Roundhouse & Conference Centre
 - **Brenda van Engelen** presented the Development Office report, noting fundraising from 2015 and many new activities underway now for 2016
 - **Jeremy Davy** reported on various operating areas of the Association, including membership, newsletter, general meetings, mini rail, Western Rails, archives and the Locomotive 374 pavilion
 - **Robert MacBeth** covered railway operations and our operating collection, noting the consist currently on its way to Vancouver Island and a major task in revamping our Safety Management System to meet the new Transport Canada requirements
 - **Craig McDowall** reported on behalf of the Collections Committee
 - **Don Evans** reported for **Jennifer Mitchell** on our tours program and results
- The meeting was closed at 2035k

Please note that the full minutes and any of the statements are available on request from the board secretary.

FROM THE MARCH GENERAL MEETING

The March General meeting followed the AGM:

- **Craig McDowall** acted as chair, **Jeremy Davy** as secretary
- **Bill Marchant** provided an update on the work on BCER 960, noting that the new steel panels are now painted and being installed
- The April events calendar was read from the Newsletter
- **Ryan Cruickshank** presented a Trackside Report and then another interesting Show & Tell that included an original Lionel HO scale train in its original boxes, circa 1957—HO didn't last with Lionel, which dropped the scale in favour of its O gauge products. Ryan also had some original Marx trains in their set boxes.
- **Bill Marchant** provided his Trackside Report
- The meeting was adjourned

MEMBER NEWS

Special thoughts this month to two of our board members.....

- To Chair **Lisa Tuningley** for a speedy recovery after she was in a car accident (rear ended) that has left her in significant pain—best wishes Lisa.
- To **Singh Biln** our condolences of the passing on of his mother—our thoughts are with you.

Thoughts are with **Donna Fourchalk** and family on hearing news of her son's serious accident.

Best wishes to WCRA member and BCSME president **Tom Carr** who is recovering from a recent serious heart attack.

NEW MEMBERS

We welcome to membership.....

- Oliver Dussome and family of Vancouver;
- Angela Harris and family of Squamish;
- Trisha Luscombe and family of Squamish;
- Bob Summerwill and family of Vancouver;
- Krisztina Szabo & Tom Ceshl of North Vancouver

We welcome back to membership:

- Bob Truttman of Campbell River (J.D.)

2016 BOARD OF DIRECTORS

The Board of Directors for 2016 was presented and approved at the AGM as follows:

Vancouver area appointed directors:

- Singh Biln Director
- John Day Director
- Paul McCrea Director
- Lisa Tuningley Chair and Director

Sea to Sky appointed directors

- Greg Gardner Vice Chair & Director
- Corinne Lonsdale Director
- Don Patrick Director

WCRA Elected Directors

- Jeremy Davy Board Secretary and Director
- George Game Director
- Bill Johnston Director
- Craig McDowall Treasurer and Director
- Christian Vazzaz Director

PLEASE RENEW YOUR MEMBERSHIP

If your label reads 3/31/2016 then your membership has expired, if your label reads 12/31/2015 then this is your last issue. Please renew—we need you all as members if we are to continue to be able to preserve British Columbia's railway heritage. (J.D.)

WCRA TRIVIA #329 - By Ryan Cruickshank

Translate the following: 1- Nalowale; 2- Ukana Hua Lole; 3- Ohua Ukali; 4- Alahao; 5- Alahao Wahi ; 6- Alahao Balota

(Answer on page 30)

VOLUNTEER HOURS HIT 31,000

The year 2015 produced a record number of volunteer hours for a single year, with members and other volunteers putting in about 31,000 hours in various activities and events. Of these total, 21,000 were for activities, events and work at the West Coast Railway Heritage Park in Squamish. (D.S.)

ESQUIMALT & NANAIMO RAILWAY MEMORIES—NEW DVD

Hugh Fraser has released a new DVD covering the Esquimalt & Nanaimo Railway and its operations—very topical this month given the 130th anniversary of the railway and the celebrations held at Nanaimo. The DVD features five segments from the past:

- A cab ride on the VIA Rail Dayliner (1989) which covers the length of the line from Victoria to Courtenay
- A cab ride on the CP Rail Dayliner and segments from the 1970's
- Switching on Store Street in Victoria 1992 (including picking up a vintage boxcar from CN in Victoria destined for the WCRA)
- Activity at the Victoria roundhouse from 1991
- “The Steam Machine” - weed control from 1988

The DVD runs 1 hour 50 minutes in total. The cab rides are supplemented with lineside shots at many locations. This DVD very effectively brings back many memories of the service of years past on Vancouver Island.

Copies of this DVD can be ordered directly from Hugh at #508—2800 Blanshard St., Victoria, BC, V8T 5B5. Price is \$30 plus \$3 postage for shipping. Hugh will donate \$10 from every purchase to WCRA, so please identify that you are ordering from this note in WCRA News when you place your orders.

COLLECTION

BCER 960 UPDATE

The crew are still involved with prepping the rear deck hood pieces with plenty of drilling, grinding, primer painting et al... The panel sets have been on and off a good number of times as we try better to align and fit the new creations to the old body's somewhat distorted form. Some pieces have needed further attention down at our fabricators shop, but all is good this past week with many of the panels now receiving their final bolt into place.

Rear drop doors are ready to go on, followed by the new hinges for same, which we are partially custom making. Also nearly wrapped up, are both primer painting and inside green painting of the front hood side pieces. Once these are all complete, with our next visit, they



will be placed up on the front deck. We next tackle the underside of the front hood...the very last body work dirty job still on this year's agenda.

The past week, along with Bill, Bob and myself, Peter Landry (our brake guru) joined us. Peter set in a refurbished brake line filter housing after having cleaned out the over used, totally clogged horsehair filter and replaced it with disks of a furnace filter like material, all totally up to code of course. We have the regulator ready to go back in, as it mounts on but behind our newly installed left rear hood panel. We also put our brake air reservoir pop valve to the test to show that it's blowing off as it should.

Holding back on pictures here until we have the rear hood complete with a good paint job, perhaps this time next month.

In the interim some of you may know how we can get our hands on a couple sets of very much needed electrical gauges that came adrift from 960 so many years ago. A picture here of pretty much what exactly wandered off.. It would be a big help as after brake tests, we go to electrical. Pay us a visit up at MP2.. (M.McG)

ARCHIVES HAVE A BUSY YEAR

Work in the archives up at the Heritage Park in Squamish continues to be active, with over 30 collections received in the 2015 year. The donations range from the quite typical collections of books to a very special collection of railway blueprints and plans. Ongoing is the digital scanning of the *David Wilkie Collection* of photographs. Thanks to **Bob Hunter** for this update—and his regular helpers **Bill Marchant** and **Trevor Mills**. (J.D.)

UPDATED SMS COMPLETED

A major work effort by our CMO **Robert MacBeth** to update and file our redone Safety Management System has been completed—Transport Canada is pleased with it. Thanks Robert for this great effort.

WEST COAST RAILWAY HERITAGE PARK

Home of the Royal Hudson



DAY OUT WITH THOMAS TICKETS ON SALE

Thomas the Tank Engine is coming to the West Coast Railway Heritage Park in May 2016 for five days of family fun. The 2016 **Ready, Set, Go Tour with Thomas** will be exciting for all, and the event will run at the West Coast Railway Heritage Park for five days—May 21, 22, 23 and May 28, 29, 2016. Tickets are on sale now at www.wcra.org so make sure your friends all know about it and get their tickets early. If sales warrant, we may be able to add additional dates, but for now the five days is what we have to fill.

Ticket prices for 2016 are the same prices as they were last year—\$24 and \$28 for peak period (mid day) rides. The Thomas train schedules are at 9:30AM, 10:30AM, 11:30AM, 1:00PM, 2:00PM, 3:00PM and 4:00PM. Please remember that the train ride is just a short 20 minutes as it is designed to keep two to five year olds happy. But your ticket entitles you to admission to the site all day and also to the other activities which operate continuously.

Of course, Day Out With Thomas is much more than just the ride with Thomas—there are a myriad of Thomas themed activities to participate in, live entertainment, food and merchandise, special shows, characters and more. The popular mini rail will be available again—at a reduced charge of just \$3 to manage loads and contend with weather variances while still keeping our guests happy! There will also be three new active play areas added this year—Thomas mini golf, Bubble Station and a large sand box!

So, make your plans now to help at Thomas and also to send all your friends and families to experience this great event. Let's make the 2016 tour with Thomas our best ever. (G.B.)

VOLUNTEERS NEEDED FOR THOMAS

We are currently seeking volunteers to help with this exciting event as we try to outdo our success with Polar Express last year. Anyone who can help is asked to call or email **Gord Bell** <generalmanager@wcra.org> or call **604-898-9336** as soon as possible. Volunteering for such an event is busy, but very fun and rewarding as we get to host thousands of guests, many of whom have never before been to our site in Squamish.

The **Sandman Hotel Squamish** is also on board, and is providing special rates for volunteers to make it easier to stay over and volunteer. If you are a Thomas volunteer, please quote Code #62437 for a very special room rate of just \$89. there is also a guest group rate at \$129 (use code 62439). Rooms at both these rates are limited and first come, first served. Book your tickets and accommodation now for this great event.

CANADIAN INTERNET MARKETING CHOOSES CN ROUNDHOUSE

The Canadian Internet Marketing Conference has chosen the CN Roundhouse & Conference Centre as the location for its 2016 conference. The conference is on April 14 and 15, 2016 from 8:30AM each day, and features a great array of speakers from organizations such as Google, Telus, Warner Music, Starbucks, Blenz, ebay, Westjet, Yahoo and more. The conference will also operate a shuttle service between downtown Vancouver and the conference site. Check out <www.digitalbuzz.ca> for more information.

ZOE CILLIERS OUR NEW VOLUNTEER COORDINATOR

We welcome **Zoe Cilliers** to the Heritage Park as our new Volunteer Coordinator. Zoe brings a high energy level and many new ideas with her into this role. Our sincere appreciation to **Jeanene Nelson** for her work in this role in past years. Jeanene is assuming a new role at the Park, and is actively helping Zoe get established into the volunteer coordinator role.

Zoe met many of you at the April 9th Volunteer Appreciation Lunch, which was well attended. (G.B.)

EASTER EGG HUNT—A HOPPING AFTERNOON MARCH 27

The annual Easter Egg Hunt was held at the Heritage Park on Sunday, March 27. The Mini Rail was in active service, as the hunt led participants on a hopping busy ride around the Heritage Park with scavenger hunt activities—the result was Easter treats for all who participated. (G.B.)

THANKS TO BOB MILLIKEN

A special note of thanks here to **Bob Milliken** who has been tirelessly helping WCRA with IT issues and computer support at both our Hastings location and the Heritage Park. Your assistance is very much appreciated, Bob. (J.C., K.T.)

ROYAL HUDSON 2860

Central Hobbies Customers support the Royal Hudson Fund

For the many years now Central Hobbies has kept a donation box next to their Cash Register where customers can donate their spare change to the **Royal Hudson Fund**. The contents are regularly turned over to the WCRA. Recently a donation of \$50.00 was received. The Association is deeply grateful for this initiative by Central Hobbies and the ongoing support from their Customers. (J.D.)

ROYAL HUDSON FUNDRAISER

Thank you to all who have supported our Royal Hudson fundraiser to date. We have raised \$18,256 so far and it is never too late to make a contribution. These funds will be used to bring steam expert Scott Lindsay to BC in early 2016 and start work on the detailed plan for the next phase of the restoration of locomotive 2860.

We are bound and determined to have the Royal Hudson steam again for future generations. Remember that donations of \$250 or more receive a framed art rendering of the 2860's builders plate. Make your donation to this specific cause today.

FIREBOX DINNERS NOW AVAILABLE

How about doing something completely unique and helping preserve the Royal Hudson at the same time. Then consider one of our new "Firebox Dinners"! No, we won't have you crawl into the firebox of the 2860, but you can enjoy its flickering glow from the comfort of your white table clothed table in the cab of this great locomotive while a sumptuous multi course dinner with wine served. This is a new and unique experience for whomever wants a very special evening at the Heritage Park.

Price for this is just \$1,000 for a party of four (maximum capacity for this venue) and proceeds go to the Royal Hudson Preservation Fund. To make your reservation just contact Ken Tanner at 604-898-9336 or president@wcra.org (K.T.)

FUNDRAISING

PAVING DONATION RECEIVED

Sincere thanks to **Paul & Mary Roy** for a donation of the balance remaining to allow paving of the driveway on the east side of the CN Roundhouse & Conference Centre at the Heritage Park. The work will be undertaken when the weather and contractor come together.

MEMORY OF DON GREENWOOD

Another donation has been received in memory of our late member **Don Greenwood**—thanks to **Joan Wallace** for this. (J.C.)

WCRA GALA OCTOBER 5, 2016—SAVE THE DATE

The date for the WCRA Fundraising Gala has been set—it will be held on Wednesday, October 5, 2016 at the Locomotive 374 pavilion / Roundhouse in Yaletown. Our organizing committee is Craig McDowall, Gord Bell, Brenda van Engelen, Lisa Tuningley and Don Evans

DEVELOPMENT REPORT

Our development office has been hard at work during the first quarter of 2016, the following are some of the projects underway at this time.....

- Applications have been submitted to several funders around the development of a new Experiential Learning program and approach at the Heritage Park
- Applications made for summer student jobs at both the Locomotive 374 Pavilion and the West Coast Railway Heritage Park
- Grant application made in support of the heritage schoolhouse for the Heritage Park town
- Grant application made for a new enhanced exhibit and education program using the Railway Post Office car
- Work started to try and add two coaches to the fleet to handle increased crowds at events and to replace / retire on of our coaches that is not in restorable shape
- Donor database recovery ongoing, working to build the back data we need in our new DonorPro system
- Planned Giving program is being refreshed and updated
- Gala Committee established and getting underway, date confirmed as October 5, 2016

A DIFFERENT THOUGHT ON GIVING AND TAX CREDITS

You have often heard from us that when a charitable gift is made to an organization like WCRA, you can expect to get typically 44% of the gift value back when you file you income taxes. And that is quite correct—but in this short article, financial planner **Eduard Fidler** takes a different perspective.....

How Much Can You Afford to Give?

When thinking about giving to a charity or a capital campaign, most donors focus on an amount that they can afford to give either out of income or from their assets. When making that decision very few people consider the government's share of the gift, i.e. the donation tax credits.

If we express the government's share of the charitable donation tax credit as a percentage of the donor's share of the gift, we see that for every \$100 "out of pocket gift" made by a BC donor, the federal and provincial government will 'match' their generous gift with \$77.62 (for donations in excess of \$200). The only catch is that donors first have to donate both their and the government's share. After filing their tax return for the calendar year in which they made the gift, donors will get back the "government share" of their gifts in the form of tax credits, provided their income tax payable is not less than the tax credit resulting from the gift.

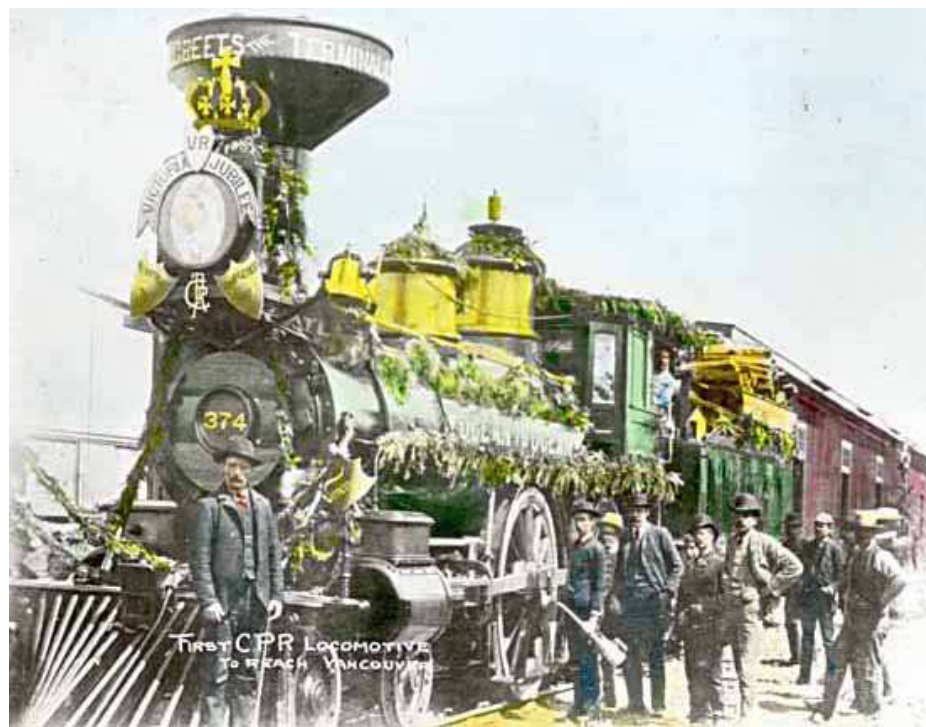
If you decided that you could afford an “out-of-pocket” gift of \$10,000 in support of the campaign, then, including the government ‘match’, you could actually make a gift of \$17,762. If your annual income is over \$55,000 then you would collect the donation tax credits of \$7,762 in the following year. If your annual income is between \$40,000 and \$55,000 it would take two tax years to receive your tax credits.

An easy calculation to determine the total gift you can actually make in before tax-credit dollars, is to simply multiply your “out-of-pocket” gift by 1.7762. (Note: this calculation assumes you have already made gifts of more than \$200)

374 PAVILION

Our visitor count for March was 2,397 – this was 627 people less than last year. The YTD total is 6,732 Visitors.

On Sunday May 22 we celebrate the 129th Anniversary of the 374 Locomotive arriving in Vancouver. The engine will be pulled out of the Pavilion at 10 AM. A water supply will be attached to the tender and an electrician will connect power for our boiler. The Steam Whistle should be operational by 11:30 AM. At noon the Little Mountain Brass Band will be playing. We will have an Official Ceremony around 1:30 PM followed by Cake cutting, more music and a chance to photograph the engine outside. When the band is between sets, adults and children will be allowed to blow the Steam Whistle and ring the Bell. The engine will be returned to the Pavilion between 3 - 4 PM. Please come down and enjoy the party.



The usual monthly plea for a few more volunteers to help with the Pavilion. One or two days a month would be a great help. With Spring and Summer coming we can expect more visitors. Call George @ (778) 875-3573.

We are located at the corner of Davie St & Pacific Blvd. Just across from the Canada Line Yaletown/Roundhouse Station. Come down, explore Yaletown, visit the 374 Pavilion and chat with our Volunteers. Come and learn a little history. (G.G.)

WEST COAST RAIL TOURS

BOOK NOW FOR A RAIL ADVENTURE IN 2016

Book your train travel with West Coast Rail Tours – your train travel expert! Call Jennifer directly at 1-800-722-1233 or email tours@wcra.org and she will provide you with a detailed itinerary and pricing of any kind of rail travel. Or go to www.westcoastrailtours.com for a complete listing of our upcoming group tours.



History and Beauty of Haida Gwaii

There are still a few spots left! Our most popular tour, this tour sells-out every year! This journey begins with a 5 day train tour through the Rockies to Jasper, Prince George and Prince Rupert, followed by a ferry to Skidegate and 3 full



days touring Haida Gwaii. Our local guide is the Mayor of Masset, so will show you the Haida culture up close. Visit quaint villages, museums, remote beaches and rainforests – even experience an authentic native dance and feast.

Walk by the sea, marvel at the wildlife—eagles, seals right in front of you like you have not seen before. It is a true feast for all the senses!

10 days departs May 31. From \$2,799, includes many meals, all rail and transportation, airfare back to Vancouver, and door-to-door home pick-up and drop-off (within the lower mainland).

White Pass & Yukon Steam Spectacular – SPACE STILL AVAILABLE!

This is a trip of a lifetime as there is no other railroad is quite like the White Pass & Yukon Route. This extraordinary, well-guided private tour includes rides on the famous Fraser Meadows Steam train from Skagway and the Bennett Scenic Journey to Carcross.



The Fraser Meadows Steam Journey rides against all odds, the iron trail was carved through some of the North's most rugged terrain in 1898. This engineering wonder climbs nearly 3,000 feet in 26 miles of steep grades and cliff-hanging turns. Relive the glory days of steam while traveling with one of our steam locomotives, Engine No. 73 or No. 69, six miles beyond White Pass Summit to Fraser

Meadows!

On the Bennett Scenic Journey travel 67.5 miles by train between Skagway, AK, and Carcross, YT, along the same route that the Klondike stampede traversed in 1898! Don't miss a visit to the 1903 Bennett Station for a stroll through our historic museum. Don't forget your camera for this scenic journey.

This tour also includes tour of the Copperbelt Railway & Mining museum, Miles Canyon and view the Frantic Follies vaudeville show. June 7, 5 days from \$1,799

British Heritage Steam Trains

Explore the beautiful heritage steam railways of England and Scotland. Ride



over 15 historic trains including 15 inch gauge, standard gauge, steam and diesel. This 2 week tour, starts in London and travels across much of England before heading to the highlands of Scotland and back down to London again. Ride magnificently maintained preserved railways and visit many historic sites and museums. The rail-fan tour uses a dedicated, private, air conditioned motor coach as travelling by road makes it possible to visit railways that are hard to connect by rail.

June 25, 14 days, from £2,758, includes 13 night's accommodation in 3 or 4 star hotels, breakfast and either lunch or dinner every day, all activities, admissions and heritage train tickets. Airfare from Vancouver can be arranged for an additional fee.

The Beauty of Japan by Train

Ride 4 trains across this beautiful country including 3 bullet-trains. Immerse yourself in Japanese culture as you visit famous and historic temples, gardens, and markets for a truly authentic experience of this stunning country. Stops include Kanazawa, known for its art museums and handicrafts, Kyoto with its Buddhist temples, gardens and imperial palaces, the Southern city of Okayama and the large port city of Osaka.

June 4, 13 days, from \$7,849 includes home pick-up/drop-off, many meals, all accommodation and return airfare from Vancouver.

Historic Trains & National Parks of Colorado & the Rockies

In this busy, scenic, well-guided tour, ride 4 historic trains through the mountains: the Georgetown Loop Railroad to Devil's Gate high bridge, the Durango and Silverton narrow gauge railroad, Canon city's Royal Gorge Railroad, and Pike's Peak Cog Railway. Visit up to 7 National Parks: including Rocky Mountain National Park, Colorado National Monument, Mesa Verde National Park, San Juan National Forest and Rio Grande National Forest. Visit the National Monument, Garden of the Gods, wine country, Denver, Vale, Silverton and Colorado Springs. A rail-fan and photographers dream!

July 16, 9 days, from \$3,529/person includes home pick-up/drop-off, many meals, all accommodation and return airfare from Vancouver.

United Kingdom by Rail

Venture by train to the three of Britain's most lively cities; From Edinburgh to York, and London. Stunning landscapes surround you as you are whisked through the peaceful countryside, rolling hills, emerald forests, sweeping coastlines. Tour Edinburgh castle, the Old Town Grassmarket and The Scottish Parliament. Travel to St. Andrew's and Pitlochry for Scottish whisky distillery tour. Scenic train through the Scottish Borders to Medieval York and tour York Minster, Castle Howard and Helmsley. Train to London and tour Trafalgar Square, St. Paul's Cathedral, Tower of London, Buckingham Palace, House of Parliament, Westminster Abbey and Big Ben.

October 8, 10 days, from \$5,079/person includes home pick-up/drop-off, many meals, all accommodation and return airfare from Vancouver.

Do you have some ideas for upcoming group tours? Feel free to join our Tours Committee. We meet quarterly and discuss train tours ideas. We would love to have you aboard! Contact Jennifer Chisholm at West Coast Rail Tours, your train travel expert at tours@wcra.org or 604-524-1011 (toll-free 1-800-722-1233) to answer any of your questions regarding train travel. Or pop on by for a visit at Unit 2, 4529 Hastings St. Burnaby, BC V5C 2K3. West Coast Rail Tours, www.westcoastrailtours.com

FEATURE ARTICLES

FROM THE STEAM CHEST—MAY 1959

-by Craig McDowall

Hi-Baller's Club News

A six man committee was formed on April 11th from club members for the purpose of preserving MacMillan and Bloedel's 2-6-2 #1077 (MCM note: does that locomotive sound familiar to you? Became part of the BC Government's steam roster in the 1970's). The committee is comprised of Keith Anderson (President & Chairman), Gary Oliver (VP- legal department), Roger Burrows (Sec. Treasurer), Doug Cummings (Superintendent), Max Tschumi (Asst. Superintendent) and John Morton (General Help). The committee was formed to gather all ideas and put them into effect. Current items on the agenda include finding a location to store the locomotive, talk to each railroad about the possibility of fan trips and gather all ideas re: fund raising to buy the locomotive. Findings and results will be announced in future issues of The Steam Chest.

At the April 25th meeting, Mr. G.S. Towill, Public Relations representative of the Canadian National Railway in Vancouver, formally donated the brass number plate from 2-10-2 #4302. This plate, which weighs about 30 lbs. was removed from #4302 when she was renumbered as #4702 in March. This locomotive was built by the Canadian Locomotive Company at Kingston ON in 1929 as a coal burner but later converted to oil. In its last few years, she ran in BC in freight service from Jasper to Kamloops and Jasper to Prince George. She also handled the last steam passenger train out of Vancouver in Feb. 1958 with train #2 - the Super Continental. In October 1958, she became the stationary boiler in the CN yard and has remained here ever since. When the locomotive was renumbered we made a formal application for donation of the plate and CNR had track down one of its employees who had walked off with it. We wish to thank the CNR for this donation.

CNR

May 1st is set as the deadline for a fireman's strike on the CNR. The firemen threatened to strike when the CNR stated they would not hire any new firemen for freight and yard diesels and that present employees in that category would be kept on the job but not replaced if promoted, fired or retired. Firemen will be kept in diesel passenger service. As a background note, just over a year ago, CPR firemen staged an unsuccessful strike.

Conversion to diesel power is accelerating especially in Ontario and Quebec. The Stratford Ontario shops are running almost non stop converting still serviceable steam engines to oil burners and sending them out west where the diesel conversion is not occurring on a similar pace as back east. A total of 18 of the 20 4-8-2 'Bullet Nosed Bettys' are or will be converted to oil burning this summer and their tenders are being converted from 12 wheel Vanderbuilt tenders to smaller 8 wheel tenders. This summer, the main region of steam will be from Winnipeg to Saskatoon with lesser numbers between Saskatoon and Edmonton and Winnipeg and Port Arthur. Quite a few passenger trains are still hauled by steam: CN trains #9, 10, 11, 12, 33 & 34. It is estimated that 400-500 steam engines will still be in operation this summer in the west so steam fans across the country won't be disappointed if they venture out to record the 'twilight of steam'.

During 1958, the CNR sold, scrapped or retired 231 steam locomotives. Of note #86, a 2-6-0 was sold (!) to the city of London Ontario for display. #1392, a 4-6-0 went to the city of Edmonton for display. #5529, a 4-6-2 went to the Museum of Transportation in St. Louis, MO. And one lowly diesel was also retired: #79.

CPR

During 1958, the Canadian Pacific Railway scrapped 196 locomotives and sold one. The one sold was #888, a 4-6-0, sold to the Kitchener Sand & Gravel Co. in Ontario. The railway now considers itself 95% dieselized and almost 100% west of Ontario. The only region still in active steam is around Winnipeg. The Dominion Atlantic region still has some steam in operation but that is expected to be dieselized by next year. The CPR, as of January 1st, 1959, has a total of 777 still on its roster. One of the last locomotives to be overhauled at Winnipeg last fall was a 4-8-4. A 2-10-4 is due to be placed on display in Calgary AB.

'Diesel Dirge' - by Larry Russell

Starting April 1st, The Great Northern Railway began removing GM freight units from its Cascade division and moving Alco road switchers and 'A' units into service. The reason for this big switch is that the Alco's froze up in the colder Montana region so EMD units were rushed in to replace them. It is surmised that sometime in the near future, The International will be 'Alco-ized'. According to some GN engineers, the Alco's use more fuel than the EMD's, and are very smoky if kept idling for any length of time. The Alco's used here by GN are the low hood 1500 and 1600 HP types and some FA-2 'A' units.

GN unit #230 and an unidentified road switcher were involved in a wreck near White Rock recently with nobody being injured.

ISLAND EXPLORER TRAIN EXCITES IN NANAIMO

It was dubbed the Island Explorer—as WCRA’s FP7A #4069 and a four car consist set out from Squamish to participate in a special event on Vancouver Island at Nanaimo, BC. The occasion was in celebration of the 130th Anniversary of the railway on Vancouver Island, but in truth it was much more than just that—an opportunity to demonstrate the potential for a tourist rail product in the region and to support the ongoing work to rehabilitate and reopen the railway between Victoria and Courtenay. Sponsors of the event were the Island Corridor Foundation (ICF, owners of the railway), Southern Railway of Vancouver Island (SVI) and the Nanaimo Port Authority (NPA).

First step was to get the consist to Nanaimo, and that adventure started out on March 17, as the four passenger cars departed Squamish with CN train 546 en route Thornton yard, and then interchange to SRY in New Westminster. The consist for this special train was power car WCXX 9622 *McDonald Creek*, coach WCXX 5569 *Paul D Roy*, Open Observation car WCXX 598 *Henry Pickering*, and Business car WCXX 8 *Alberta*. (Photo below of Alberta and CN locos at Squamish, also back cover at West Vancouver on CN 546 by **Ken Storey**.)



Locomotive 4069 followed a couple of days later, and had some interesting travel mates as motive power. The trip to Thornton yard from North Vancouver occurred on March 20 in the early morning, motive power consist was CN 2160, CN 2423, IC 2457, BCOL 4625 and WCXX 4069. (J.M.) The move of the locomotive continued later that day with an interesting power set again—IC 2457 (which is painted blue), BCOL 4625 in BC Rail paint, and WCXX 4069 in classic CPR paint! Arrival of the locomotive completed the moves by CN and the handoff to SRY, and the entire consist was reported safe at Trapp Yard on SRY that evening.

Now came a most interesting part—the loading of the consist onto the Seaspam rail barge and the move across the water to Vancouver Island. Now in the hands of SRY, the operations coordination responsibility fell to **Singh Biln** who looked after everything very well. SRY moved the consist to Annacis Island on Monday morning, March 21 behind SRY GP9 #124 and an SW900. Some switching and wyeing was done there to get everything set in the right direction, and then the consist was loaded onto the rail barge for the journey across Georgia Strait. The barge was full with freight cars and the five unit special train (Matt Robson photo)



Vancouver Island arrival and unloading was the next morning in Nanaimo, and all went smoothly according to CMO **Robert MacBeth**, who was on hand to see the operation and the train safely assembled in Wellcox yard.

Now the train was in the good hands of SVI, and they took to it like it should belong there forever! The train was stored as a unit and under 24 hour video surveillance by the Nanaimo Port Authority. **Robert** and **Christian Vazzaz**, along with help from the ICF and SVI staff made a number of preparations. The train was thoroughly cleaned inside and out, the locomotive and cars were washed and 4069 / 598 got polish treatment to make them sparkle. Washrooms were made operational in both the *Paul Roy* coach and the *Alberta* (thanks to Christian for finding a replacement valve locally that enabled a leaky one to be replaced!). All was ready, and just to be sure, a test run up the line from Wellcox to Wellington and return was made on April 5th—a surprise to many who saw it on that day!

Friday April 8 was the big day, as four runs were scheduled for operation between Nanaimo station and Wellington, the current operating portion of the Island rail line. The crew was called and got everything ready, and departed Wellcox with the train for the trip up to the station, crossing over the Island Highway bridge on the way (Bob Hunter photo) and then heading north into Nanaimo to the classic E & N station there. Up at the station, where many of us were gathered, the sounds of the train horn in the distance generated excitement, but nothing to compare with the sight of the train coming into view and pulling into the station! Spotted at the station, the classy train made a wonderful sight (cover photo).



A press conference had been called for 11:30AM—before the departure of the first run—to make some announcements about what was happening and why the train was here in Nanaimo in the first place. Speaking first was **Frank Butzelaar**, President of SRY / SVI who spoke to their ideas of the railway for its re-opening as a viable part of the Vancouver Island economy. He talked about the status of the rebuilding of the railway that is planned for this winter, and the three operating pillars for the future—the return of VIA Rail daily service, the reenergizing and growth of freight service, and the introduction of a tourist train to serve both the Port's cruise ship calls, as well as Vancouver Island special events. Next up was **Bernie Dumas**, President of the Nanaimo Port Authority, who spoke about the economic impact of cruise ship calls to Nanaimo and also to the role that a tourist train product would have in

increasing that business and the positive impact on the community. **Don Evans** wrapped up the press event, talking about the heritage of the train here today and about how the Nanaimo scenario was an ideal one for a successful tourist railway.

Now it was time for the highlight of the day—getting the train operations underway. Four trains were planned for the day—a 1230 departure dedicated to the Association of Vancouver Island Communities Conference (AVICC). The conference was to vote on a resolution in support of the railway and its rehabilitation later that day (it passed with a huge majority!). The crowd boarded the train, and boxed lunches were served before we pulled out at 1230. The train manager was SRY's **Singh Biln**, and on board attendants were **Don Evans**, **Don McGregor** and **Andrea Thomas**.

As soon as we pulled away from the station, it was evident that this was going to be a very special day. Riding the train was reminiscent of riding behind the Royal Hudson. As we travelled, everyone was out on their balconies or at their windows to wave. There were photographers everywhere, many had also come from the mainland to photograph the special train (for the railfans, this was only the second time an F unit locomotive had operated on Vancouver Island—the first time being January 1967 with the Canada Confederation Train). As we paralleled the Island Highway and the rail trail further up the line, there were cars pulling off to look and wave, trucks honking, even police cars with lights and sirens on pulled over and gave the train a salute! Pedestrians and cyclists stopped and waved.

On board the experience was equally exciting, with the open car quickly becoming the favourite car on the train as the crowds enjoyed the beautiful sunny afternoon and waved royally at everyone along the way. For this railfan—it was the perfect day, seeing so many people thrilled at the ride, and at the same time taking in the sounds of a classic F unit working the grade, the horns echoing through the area, and crowds of happy onlookers taking it all in! The NPA had a drone taking aerial footage of the train as well and got some great shots—for video check out <https://www.youtube.com/watch?v=57RGYidXj00>

Wellington came all too soon, and as we pulled along the siding there was SVI GP9 #110, which would be added behind the Alberta to pull us back to Nanaimo (the first northbound run was done without the GP9 on the back for filming with the Alberta on the train end).



We backed into the siding, coupled up, and returned to Nanaimo station with equally as much fanfare along the way. As the passengers disembarked, there were nothing but smiles and everyone was excited about their ride on the train. That continued for the rest of the afternoon. (station crowd photo, Bob Hunter—also back cover top)



The other three trips had been given to charities to sell to the public, and Nanaimo station was one busy place as passengers boarded and detrained. The next trip departed at 1415 and was benefitting the Travellers Lodge (Dementia care), the next at 1615 to benefit both Cystic Fibrosis and Big Brothers / Big Sisters, and finally the 1815 was for the Young Professionals of Nanaimo. The operations went well and all too soon it was over. Our tired group cleaned up a bit, then went for dinner to relax! We had carried a total of 530 passengers (train seat capacity was 130 per trip) - a fully sold out event!

Saturday, April 9 was another beautiful day, and while the train would not operate today, it was part of an open house in celebration of the 130 years of the Island railway. Many other activities were setting up, including a display from the Port Alberni steam train / McLean Mill, food including cupcakes, an 1880's velocipede, a pump car to ride on the tracks, a live band, local information groups and more. Of course, our interest was the train, and we would hold an open house aboard for the entire day event—which opened at 1000 hours and ran until 1500k. It would be a busy day!

There was a great crowd, and by 0950 there was a line up to board the train. It was a steady flow for five hours, lined up for the first three as the crowd walked through the three passenger cars and enjoyed a bit of story about the history of these pieces. Many expressed disappointment that the Friday trips had sold out so quickly—there was certainly demand for more had we been able to operate. Again, the mood was happy and the reception great.

At 1500 hours, the train was closed up and the SVI crew was on hand to move the train back to Wellcox yard. The 4069 was fired up, and as this writer headed for the ferry, I could hear the horns sounding on the Island for the last time for this event. As we complete this issue, the train is in the yard awaiting the timing and tide for the barge trip back to the mainland, and then a return to Squamish.

For WCRA—the event introduced many to our organization and the train did us proud. We also handed out hundreds of Heritage Park brochures and Day Out With Thomas cards that will hopefully result in guest visits and Thomas ticket sales. For the Island Railway, the event demonstrated the ability for a tourist train type operation and how it would bring economic growth to the region, showed the railway off to thousands, generated lots of good media coverage, and helped get a positive vote from the AVICC delegates.

It was a weekend well worth the effort.

MIXED TRAIN TO BADULLAH....: *Not the Viceroy Special*

- story & photos by **John Day**

“Badulla”, you say? Yes, that was my reaction when I first read it. Badulla is the end of the mountainous main line of Sri Lanka Railways, and upon hearing of an opportunity to ride and photograph the line, pulled by steam, I jumped at the chance.

Sri Lanka inherited a very nice Victorian broad gauge (5'6") railway system when the British returned the island country, then known as Ceylon, to self-governing status in 1948. Since then, not a lot has changed, albeit dieselization started in 1952, and to be fair, a lot of service improvements and upgrades have taken place since on a gradual basis. But the physical layout, including signaling, remains largely unchanged, and many of the steam facilities such as water tanks remain in place and are often fully functional even now. A double track main line runs south of Colombo, with frequent diesel m.u. trains providing commuter service. North of Colombo, the routes split and split again, leading to most parts of the country, with the “main line” leading to Kandy, then reversing to traverse the high country, cresting a summit at 1893 metres, beating our own Kicking Horse Pass by more than 300 metres. It then descends down to Badulla at an elevation of 680 metres. The route traverses deep jungle as well as huge tea estates, many bridges cross the mountain streams and there are more than 40 tunnels.

The Sri Lanka Railways maintains a small fleet of active 4-6-0 locomotives dating from the 1920's for special services, including the tourist-oriented "Viceroy Special" which runs on occasional basis using rolling stock refurbished for the process. But our desire was to create a more authentic steam-era train, a task which fell to German-based Farrail.net tours and the local travel agency specializing in rail travel. Mountains of red tape and unending layers of bureaucracy needed to waded through, and, after "only" ten years' negotiations, the arrangements were made to run an authentic mixed train with four-wheel freight cars (now banned from general traffic) and two combination passenger car/vans to accommodate us.

(photo - train on 9 arch bridge between Ella and Demodara)



After assembling in Colombo, our group spent the first day touring the railway's central

workshops, full of Victorian era machinery, as well as the motive power depot adjacent to Colombo Fort station. A steam special was run south through the suburbs of Colombo on the double track main line, dodging scheduled services in order to give us opportunities to take a few photos. This stretch of the country suffered terribly in the 2004 tsunami, which swept away everything in its path including a crowded railway train with massive loss of life; even now, the devastation left behind is readily evident.

The tour started in earnest with a 4:30 a.m. bus ride out of the city to Rambukkana, end of the double track north of Colombo and start, in earnest, of the mountain line. We spent the whole of the first day on the line west of Kandy, and lost much time due to the water truck having broken down en route to meet us, and an alternative supply having to be rounded up. Asking about the usual solution – having the fire department help – we were told that the nearest fire engine was a couple of hours drive away in Kandy.



(photo—train at Oya station)

For a week we got to pose our train in countless prime locations, paying attention to the high equatorial sun which makes photography difficult for a couple of hours either side of noon, and watching our step at the photo stop locations where poisonous snakes added to the thrill of adventure. We featured on the local TV news more than once, and at one location the entire school was given the morning off to come and see the steam engine and the foreigners who had hired it. This was a learning experience for railway management, who had a hard

time understanding what we were up to, at first, but soon joined in enthusiastically and understood that we wanted “smoke, some steam, but not too much” and that the train should move well past the run-past locations for the video enthusiasts. We had breakdowns and management wanted to cancel the trip, but fortunately our tour organizer Bernd Seiler and another member were both qualified steam fitters –“just send up the tools and we’ll get it fixed” though in the end, their position led the local crews to figure out how to do the job themselves. I will say that, throughout, a diesel was attached to the rear of our train to offer assistance where required but it was usually detached from the train at the runpasts.

(photo—train at Mt. Lavinia)



The signaling system deserves more than passing mention. Single track sections are controlled from each station and a train is released onto a section only when it is in possession of a token, released from a “block instrument” only when no other tokens have been issued from either end of the section. The token is hooped up to the driver and is kept

in his possession to the end of the section, when it is exchanged for the token for the next section, or, if occupied, the train is held in the station. Trains are released from the station using lower quadrant semaphore signals, a “starter” at the start of the section and a “home” (often one or more – inner and outer homes) signal admits the train to the station at the end of the section. Trains can be signaled to hold the main line or take the “loop” (siding) as required. Signals and points (track switches) are all controlled, armstrong style, by a signalman located in a signal box (tower) attached to each station. Sections can be quite long – half an hour or more to traverse by a normal train – and this affects line capacity. *(photo, signals at Kandy)*



This also affects the movement of extra trains such as ours which cannot dawdle out on the main line to allow pictures to be taken if a scheduled train is approaching our section and must be held in a station. There is a timetable which is not adhered to particularly closely but there are no train orders as such, no radio control, just telephone calls to each station master and signalman advising of the progress of each train (sometimes resulting in the moving of passing places to the next station). The block instruments are connected to the adjacent station and a series of bell codes and displays on the instrument (e.g. “train entering section”) work just as they did a hundred years ago. Each station has a detailed train register. Interestingly, although the main languages of Sri Lanka are Sinhalese and Tamil,

all official documents on the railway are in English, and almost all signage is trilingual.

Photo—one of the Canadian built G12 locos (GMDD) named for the Canadian Provinces which remain on the railway after all these years—more on these in a future story



And then it was time to go home, and the group dispersed to Bandaranaike airport for their flights. Except for myself, as I had arranged for another week in Sri Lanka to explore the many non-railway aspects of this country: ancient temples and palaces, stunning modern architecture, beaches and resorts (if that's your "thing") and, the highlight for me, wild national parks where elephants roam wild, accompanied by myriad birds, smaller mammals, the occasional crocodile, and, if you're really lucky, a leopard or two. The country has much to offer the general tourist and, even without the steam train, the railway ride to Bandulla is a popular adventure for the foreign tourists who have taken the trouble to find out about it.

Trains run several times a day, some equipment is modern three-class multiple-unit trains (though the first class looked nice enough, the fixed windows to accommodate air conditioning would make me choose second class, with opening windows instead). Fares are dirt cheap; reliability is, well, not the railways' strong point but, if you are really in a hurry, you should choose a different vacation. Some trains remain true mixed trains, with a pair of passenger cars coupled onto a few freight cars – often including gasoline tank cars,

which I don't think I would be too comfortable with. Several of the routes even have an overnight train, "The Night Mail", which still includes an RPO car, and provides limited sleeping car accommodation. The people are friendly and warm like the climate, prices are reasonable although the journey from Western Canada is inevitably a long one. This is one more place on my bucket list that I've checked off, and I'm glad to have done it, not in style, but with steam haulage.

I was the only North American on this trip and, aside from three Japanese, all participants came from Europe, largely the UK and Germany, but including most western European countries. News of these trips reaches me through emails from friends but the website of our tour operator, www.farrail.net, contains information on forthcoming trips: currently the list includes trips to Indonesia, Romania, Argentina, China, and, of all places, Iran and North Korea. Most of these trips sell out quickly though they are not cheap: the charter costs for the train alone in Sri Lanka was \$100,000 US – divide by 40 participants, add hotels, bus support, meals and you can see that the tour was not inexpensive but, in my book, a bargain at any price.

RAILWAY NEWS

Rocky Mountaineer's first train from Kamloops to Vancouver to set up for the season came down on CN on April 7, with locomotives 8012, 8016, 8018 and 15 cars—RMRX 9632, 3212, 2004, 5749, 9508, 9529, 9511, 9503, 5701, 9506, 9531, 3202, 2007, 3217, 9270. Operations for 2016 start on April 19th. (J.M.)

VIA #1 of April 2 headed east with F40PH-3's 6452 / 6446 and two RMR cars 9521 / 9523.

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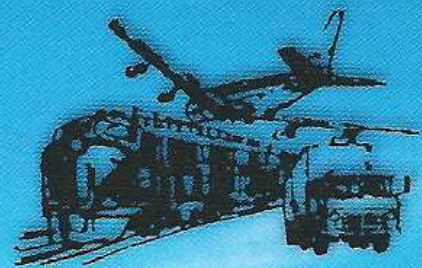
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TRIVIA ANSWER

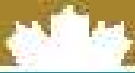
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- 1- Train 2- Freight Train 3- Passenger Train 4- Railway 5- Railway Station
- 6- Railway Ticket



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