

The Railway Museum of BC Newsletter

January - March 2026

**This year's Train show set
new attendance Records!**



RAILWAY MUSEUM
OF BRITISH COLUMBIA

**Volume 66
Issue # 1**

FROM THE EDITOR

Our first quarter this year, which is normally very slow, ramped up very quickly in March with a long term contract signed to lease a major part of MP2, including offices, for the rebuilding of Rocky Mountaineer coaches (two at a time) into their 'Silver Leaf Service' coaches. As part of the agreement, the lessee CRWS has offered to donate all the windows and seats to our Museum from the first two coaches now in MP2. Bob Philip worked hard for months to bring this agreement to completion. Many thanks also go to Rocky Moutaineer for facilitating this contract.

And if you are in the area for the next 2-3 months, you may notice a string of flatcars with continuous rail located on both track 7 and in the Museum's railyard. A former board member, Lisa Tunnigley's company T Rail, has imported this rail through Squamish Terminal and needed interim storage space. We were able to assist her with a short term storage contract.

In other news, the 2026 'Sea to Sky Model Train and Hobby Show' set new attendance records and our gift shop set new revenue records for items purchased. Many thanks to ALL the volunteers who made this event such a success. Photos from the show are included in this issue.

Updates from WCRA

Reports from our major department heads from January to March

Bob Philip - President

As you are aware we have been looking at ways to balance our annual cash flow issues without much success up to now. As I have pointed out on many occasions we need to do three things to be sustainable for the long term.

The first is to enhance our business revenue by expanding our Blacksheep Rental operations to the north and using a foundation grant to purchase more equipment. The business grew substantially but net revenues did not grow as much mostly due to higher staff costs. We are now refocused on select targets away from Squamish while expanding events at the Roundhouse. And we are confident this will help grow net business revenue.

The second is to get a long term affordable agreement for MP2 beyond 2028. In this regard we have agreed to a sublease of some space at MP2 with CRWS, a company from Montreal which services rail cars for Rocky Mountaineer and others. BCRP has agreed to the sub lease. The result will be a renovated MP2 at CRWS cost and an annual rental fee for three years which will be renewed and will make MP2 affordable for us in the long term.

Thirdly we have been looking at options whereby we use our assets to leverage funding to pay off the mortgage. Bank costs of about \$275k per year are the single biggest obstacle to balancing cash flow. We are confident that we will have a partner that can help us to get the funding we need to make this happen.

There are a lot of positive things happening right now that I believe will lead to a sustainable long term Railway Museum. Dylan is currently involved as the Board rep for exploring options for the CN track to the north of Squamish and the WCRA as potential partnerships will be playing an important role in this going forward.

General Manager's Report - Gord Bell

CN Roundhouse & Conference Centre

The CN Roundhouse & Conference Centre was cleaned up quickly from NPX led by a great crew of volunteers. Shortly after that it was back to business with the following bookings.

January 21 – Surerus Murphy

January 27th – Fortis BC

March 6 – International Womens Day Celebration

March 10 – CRS Job Fair.

March 21 & 22 – Sea to Sky Train & Hobby Show

Coming up at the roundhouse we have the Bespoke Market on April 17&18 followed by the *Buddy & Friends Children's Festival* on May 2nd and 3rd.

Special thanks to Karen and Chrissy for stepping in to fill some of the void in Tom's absence

Film & Television

After a bit of a bounce back year in 2025, we are hoping for continued success in 2026. This past week we hosted a location scout for an Amazon TV show and two separate groups are looking at us for the same commercial.

Blacksheep Event Rentals.

The entire event industry in the Sea to Sky region is facing a significant down turn in wedding business for the 2026 season. All florists, planners and suppliers are experiencing the same drop in business across the board.

Blacksheep drove the highest gross revenue in the history of the company in 2025 with gross sales around \$917,000.00. Unfortunately, due to the cost of labour and continued spiralling transportation expenses, the growth did not translate to the bottom line, flat lining with 2024.

Due to the ongoing issue securing staff for the business, Blacksheep has partnered with Millenium Tents to handle all tent installs over 20' wide.

Millenium will pay a commission for business we pass along to them. This will allow Blacksheep to run with a crew of 4 people instead of 7 for the 2026 season. We are currently advertising for 2026 crew members, but as of this Friday we will be down to one operations crew member.

We are projecting gross sales to be down by 50% in 2026 but with an improved bottom line through reduced labour and transportation costs.

Museum Operations & Rail Services Report

Singh Biln - Vice President & Kirby Read - Manager Rail Services

NOTE: This Quarter Report combines Museum Operations and Rail Services as our GM has resigned.

Management

The sudden resignations of GM Tom Arnott and Volunteer Coordinator Andy Rea this quarter presented both a challenge and an opportunity. We are pleased that part-time staffers Chrissy Stephen, Karen Schreiber and Singh Biln have stepped up to fill the void without adding payroll costs. Volunteers Eric Green, Greg Robertshaw and Gary Shortt have also taken on additional facility and mini-rail duties, allowing Kirby Read to focus on motive power and preparing MP2 shop for the new tenant. These resignations occurred during a relatively slow period at the Museum allowing the Executive time to assess our ongoing management needs.

MP2 Lease

As outlined in my last report, we have been working with Canadian Railway Services to lease a portion of MP2 shop for a multi-year project to convert Rocky Mountaineer coaches into single level dome cars. We have now finalized the agreement to lease approximately one-third the shop space and CRWS will take on the much-needed building repairs. The first two coaches arrived on Saturday, March 14, and work started immediately. The lease is for a 3-year term to convert 6 coaches, but CRWS have additional projects, so looking for a 20 year lease. This project is timely for our chronic revenue shortfall and major boost for the local employment and economy. A grand opening is planned for later in the Spring.

Volunteer Fair

CRWS has hired 40 employees for their project and on March 10, held a Job Fair with their local recruiter, Squamish Personnel Solutions. As the event was in the Roundhouse, we took advantage to hold a Volunteer Fair. About 60 candidates were interviewed by the recruiter and many of them stopped by our booth to learn more about volunteering with RMBC.

Model Train & Hobby Show

The annual Sea-to-Sky Model Train & Hobby Show on March 21/22 was a resounding success thanks to the efforts of dozens of volunteers led by Gordon Hall. There were several dozen exhibitors, from as far away as Prince George, Savona and Vancouver Island. Attendance was 26% higher than last year and 48 % higher than 2024. Total revenue for the two days is about \$30,000, net revenue is being determined but will exceed expectations. The weather was great both days and the only issue was insufficient parking across the street, which will have to be resolved before NPX.

Dedications

The Model Train Show allowed two dedications, one planned and the other impromptu. Firstly, the restored ex-BCER Rotary Converter was unveiled, and restorer Bill Marchant was recognized for his 50 years of contribution to WCRA. Bill's family had requested this well deserved recognition.

As Margaret Hope's nephew and her two other close friends were at the show, Singh took the opportunity to officially open the WP&Y garden scale model layout and to recognize the contributions of our largest benefactors, the late Carl Vanderspek and partner Margaret Hope.

Motive Power

Although Kirby and staff have spent most of the first quarter cleaning out the leased areas of MP2 Shop, they did manage to service and repair our operating locomotives. Budd Car BC-21 was fully prepared and ran flawlessly during the many trips for the Train Show. Kirby is working with a contractor to repair the air conditioning on this car so portable units won't be needed over the summer.

Other work included electrical repairs on FP7A CPR#4069 and servicing FP9A CN#6520, which remained operating during the winter for switching duties. This unit needs a wheel turn and air brake valves rebuilt, which Christian is trying to get donated by CN, as they cancelled their 2025 Family Day when this work was previously scheduled.

Over the next two months, Rail Services crew will get the new Rail Shuttles operational and start repairs on Budd RDC BC-33.

Mini-Rail

Volunteer Gary Shortt completed mini-rail track and locomotive repairs, so two trains could operate during the Train Show. Volunteer Eric Green is setting up a mini-rail equipment repair area in the Carshop mechanical shop.

He has moved all mini-rail parts, tools and out-of-service riding cars from MP2 and is currently setting up shelving and a work bench with a hydraulic lift. In addition to the 4 mini-rail train cars donated by Dennis Bosa last Fall, he has donated 10 more large-scale vehicles suitable to operate on our 7-1/2" gauge track. We plan to make one complete train painted in RMBC colours.

Equipment & Facilities

All rubber-tired equipment has been serviced over the winter, and the large Patrick forklift was repaired after two years, since a former mechanic left it in pieces on the MP2 floor. This machine was used to remove a large steam cleaning machine from the Washdown Building in preparation for leasing.

Dennis Bosa has also donated a Toyota electric forklift and charger which will be used on the Museum side instead of frequently requesting the use of the MP2 forklift, which is in constant use by Rail Services & Blacksheep staff.

While we deferred the Carshop barn door repair project to later in the year (no funds to match BC Heritage grant). We are also upgrading the MP2 lighting to high-bay LED fixtures. Six fixtures were replaced last week and the difference from previous lamps is quite illuminating.

Collections Report - Greg Robertshaw

BCER 960 has been substantially completed and relocated to the Car Shop. The remaining work will be completed this year.

Restoration of CP 8000 continues. Recently a steam connection has been fabricated for interpretive purposes; this is the first time the locomotive has had a steam connection for approximately 70 years. The CP8000 team is busy completing many tasks other than CP8000, in support of the museum. We have plans to paint the Englewood Railway (Woss) Steam Hammer in a few months and then move it to the Car Shop.

Coach 3223 – We have windows donated from Canadian Railway Services.

The Rotary Converter interpretive display has been installed in the Car Shop. The Collection Committee is studying the possibility of designating the Car Shop as a National Historic Site.

374 Pavilion Report - George Game

Our Visitor Count to the end of February for 2026 was 4,123.

The visitor count for 2025 continued to recover from covid with a total of 46,598.

Due to changes at the Roundhouse Community Centre, we are now open every day of the year except Christmas Day, Boxing Day and New Year's Day.

The Sea to Sky Model Train & Hobby Show

Congratulations and thanks go out to Gordon Hall and our volunteers for managing the most successful Train Show since its inception. We had great weather which really helped in the success of both the mini rail rides and the Budd car rides. In addition to those there for the hobby, we attracted lots of young families, especially on the Sunday. And our gift shop did amazing business too.





Seattle Lego Users Group



Canadian Toy Train Association Layout



Show Organizer Gordon Hall and CTTA members



Museum volunteers Kathy Shortt and Karen Schreiber



Vancouver Lego Club



Well stocked vendor table



BC Provincial Museum Display



Kyle Miller & Bob Philip



Volunteer mini rail engineer Kai Goto



Gordon Hall's Thomas layout



Burnaby Central Railway's Display



Close up photo of Victoria Model Railway Club's Layout



Sea to Sky RC Flyers Club



Display of Max Jacquiard's Work

CURRENT RAIL NEWS

CN

An arbitrator has ordered Canadian National to reinvest in its Transcona Wheel Shop, return work to in-house, and compensate affected workers, the Unifor union said on March 10th.

The ruling stems from CN's closure of the wheel shop, traction motor shop, and air brake shop at the yard in Winnipeg during the COVID-19 pandemic in May 2022, with work then contracted out. The arbitrator ruled that CN violated its collective bargaining agreement with Unifor by failing to notify the union, to consult with it before moving ahead, and by undermining its ability to protect its members' work. An earlier ruling found the violations were serious, not technical; a ruling on March 3rd determined the remedy.

"This ruling is an important win for Unifor members and for the future of union rail work across the country", Unifor National President Lana Payne said in a press release. The ruling forces real reinvestment, restores core union work, and sends a clear message that companies cannot erode Canadian industrial capacity without being held to account."

The ruling requires CN to modernize the wheel shop, restore production to meet or exceed pre-shutdown levels, and hire at least 20 new union employees. It does not require reopening of the air brake and traction motor shops, but specifies that CN must bring 85% of heavy bad-order locomotive work back in-house in Canada. The majority of that work will remain at Transcona. (TRNS)

Just after 3PM on March 16, a landslide near Prince Rupert caused a massive train derailment, disrupting service along the key northern corridor to the city's port. The local government had been notified by CN Rail of the landslide near Mile 80 on Highway 16 which caused a train to derail. The train was carrying empty grain cars and derailed as the region was hammered by heavy, wet snow and rain leading to upgraded weather alerts from Environment and Climate Change Canada. The incident occurred two track miles east of the North Pacific Cannery. CN Rail says the derailment happened about 12:45 p.m. PT near Port Edward, south of Prince Rupert. "The crew exited the locomotive safely and are being attended to by local first responders". There are no dangerous commodities, leaks or exposures and no danger to the public as a result of the derailment. (TO)

CN has entered into a transaction agreement with Ontario Northland for the sale of approximately 128 miles of non-core track between North Bay and Washago, Ontario, along the Newmarket Subdivision. CN stated that no service changes will occur as a result of this transaction. Ontario Northland will continue freight service on the line while also expanding passenger rail operations.

(TRNS)

CN will continue operating the line until mid-Q3 2026, at which point Ontario Northland will assume operations.

On March 12th, 49 loaded train cars carrying potash derailed early Thursday morning along Highway 15 near Lestock, Sask., approximately 140 km NE of Regina. CN said there is no threat to public safety. The incident, which happened at 5:40 a.m. CST, shut down one rail crossing and greatly slowed vehicle traffic, changing the two-lane highway into one alternating lane along the site of the derailment.

CN was re-directing traffic on the Prairie North Line (PNL) but expects much slower operations through that location until they can confirm repair time. (TO)

CN Acquires shortline Iowa Northern

Canadian National Railway and Iowa Northern Railway have officially joined their operations, CN announced on Monday, March 3rd.

CN announced its plans to purchase the 218-mile Iowa Northern in late 2023 and the move was approved by the Surface Transportation Board in January. Iowa Northern, which primarily operates between Cedar Rapids and Manly Iowa, was founded in 1984 on a portion of the former Chicago, Rock Island & Pacific and moves about 60,000 cars per year. At the time the transaction was announced, Iowa Northern had 110 employees, along with a fleet of 24 locomotives, six slugs, and 450 railcars.

CN stated that a combined CN-IANR will offer single-line service to better connect grain, fertilizer, renewable fuels, and industrial markets to CN's North American network. The decision allows CN to combine IANR's 175 route miles with CN's nearly 20,000-mile rail network across North America. (See photo on back cover). (CN)

AMTRAK

A mudslide south of Centralia on Friday, March 13, triggered a BNSF-imposed ban for occupied passenger trains through the area, resulting in cancellation of all Amtrak Cascades Seattle-Portland service. Trains didn't resume until Monday, March 16, though already-ticketed Cascades and Coast Starlight passengers were offered substitute bus transportation during the outage. (TO)

The Chicago-Seattle/Portland, Ore., 'Empire Builder' was cancelled for three consecutive days after adverse weather conditions played a role in a full cancellation of the train. A BNSF representative said the issue was due to 'an avalanche-prone area' near Essex, Mont. (TRNS)

Amtrak has topped out the steel structure for its new Maintenance & Inspection (M&I) Facility in Seattle, marking the placement of the final steel beam and an important construction milestone at King Street Yard. The new M&I facility will help advance Amtrak's New 'Era of Rail', supporting maintenance of the new Airo fleet that will debut on the Amtrak Cascades later this year. Completing the structural frame "brings the project a significant step closer to delivering a modern and efficient facility that will strengthen Amtrak's operations throughout the Pacific Northwest".
(AMTRK)

Izaak Walton Inn

The former Izaak Walton Inn, beloved by railfans for its location adjacent to BNSF Railway's Northern Transcon route and Glacier National Park in Essex Montana, will close next month because its parent company, LOGE Camps, is in financial distress. Employees at the Essex property were informed by email that their employment is expected to conclude on or about March 6, 2026. LOGE purchased the property, which includes a main hotel building, cabins, and cabooses (and an F45 locomotive converted to lodging), for \$13.5 million in December, 2022 . After a prolonged remodeling, the facility reopened under its new name in September 2024. The listing notes recent renovations including those to rooms, kitchen, bar, restaurant, boilers, and heaters. As of Feb. 15th, there was one of just four nights on which the hotel's website shows room availability between now and the closing date; with lowest available rate ranging from \$157 to \$201. The Inn is listed for sale for \$18 million. (TRNS)

Sad News: Founding Member of the WCRA has Passed

Keith Anderson, a long time member and one of the original seven members of the 'High Ballers', who morphed into the West Coast Railway Assoc., passed away suddenly on April 1st. Keith leaves behind his wife Vera of 57 years, his three sons Eric, Karl, and Michael – daughter-in-law Rhonda and grandchildren Rachel and Brayden.

Keith was instrumental in the WCRA obtaining our first significant coach for our collection: the car BC. Keith also was a regular guide for many of our rail charter trips, including day trips to Lillooet, and multi day charters on the 'North Coast Explorer'.

Keith's Celebration of Life will be held at the Calvary Baptist Church, 1636 Regan Ave, Coquitlam on May 9th at 11am. He will be missed greatly.



'A Look Back' from our Archives

WCRA News - March 1980

From the Editor's Desk

Steam and BC Tourism

News just came out that the Royal Hudson is not going south on tour this year. The official explanation is cost: estimated at \$600k. Yet the next day, the news headlines were that the Provincial Government announced a 9 month surplus of \$304 million!

The future for steam in BC appears to be going downhill. Not only would there be no Museum Train this year, but the question remains - what about #3716 and #1077? Letters were received by the province urging a 'second look'.

Consider the following:

- By mid January, the Tourism BC had completed negotiations with railroads for the proposed trip to San Diego and return. A tour of the line had been made to locate and arrange water stops.
- The Tourism department had requested the BC Museum not to remove current exhibits from the museum coaches until after the Spring 1980 Tour. It was re-confirmed that the intent is to have the train operate with new exhibits in 1981.
- But the exhibits were removed from the coaches and the cars were damaged to the tune of \$500k! Not confirmed whether this work was done in Victoria by museum personnel or in Vancouver by outside contractors.
- Although not confirmed at this point, word has it that the Royal Hudson excursion operation this year could be daily with #3716 subbing for #2860 on her maintenance days. This would make sense as an average 672 passengers per trip in 1979.

So the end result was the Royal Hudson was ready to go but didn't have a train!

Association News

The 1980 Executive was confirmed:

President: Craig McDowall

Vice President: Grant Ferguson

Recording Secretary: Bernie Tully

Corresponding Secretary: Bill Marchant

Treasurer: Gary Oliver

Committee Chairs:

Entertainment: Bill Marchant

Membership: Bob Gaveart

Archives: Grant Ferguson

BC Hydro

The Greater Vancouver Regional District will take over transit operations on April 1st. This move ends an era of transit operations on the Lower Mainland by the province's power utility, (initially the private company BC Electric, then government crown corporation BC Hydro that dates back to 1890. The operation will be taken over by Urban Transit Authority of BC. The BC Hydro Railway will not be affected by this change.

BCR

The BC Government will assume responsibility for the BC Railway's long term debt of around \$700M. The move will allow the railway to start afresh with a sound financial footing.

A wreck on Friday Feb. 29th saw two locomotives plunge to the bottom of icy Seton Lake. While the engineer was able to escape the cab and swim to shore the head end brakeman is missing and presumed drowned. The mishap occurred at MP154 at the north end of Seton Lake where the tracks follow the water's edge on one side and rock bluffs on the other. A large rock fell onto the tracks after the speeder patrol preceding the train had passed this point. The southbound train was travelling around 30 km/hour when it struck the rock and rolled into the water. A phone report to the Lillooet operator described the locomotives 'bouncing off the cliffs'. The speeder patrol immediately came back to the scene and rescued the engineer. And in the caboose, the crew only knew that the train had stopped and thought they had 'dumped the air'. The locomotives involved were lead unit #711 (MLW#630 with locotrol) and trailing unit #808 (Also C424 - ex Erie Lackawanna). There are no plans to repair the units at present, so will likely go to scrap.

The six mid-train remote control units (ex F3 and F7B) units purchased from Burlington Northern arrived in North Vancouver on March 14th

CN

New power on the Fraser Valley local is a single SD-40 rather than the usual GP-9's.

Fourteen cars full of wood chips derailed near New Hazelton on Feb. 28th when broadsided by a tractor trailer rig loaded with steel pipe. The accident happened with the train, travelling 65 kph and the sawdust and steel pipe took almost a day to clear the Yellowhead highway.

On Tuesday, March 4th, SD40-2 #5299 and three sisters pulled 84 cars of phosphate across the Second Narrows Railway bridge to North Van, the first train over the bridge since it was out of service on Oct. 12, 1979 by a freighter.

'Look Back' (cont'd)

This ended the costly re-route via BC Rail from Prince George, via CP Rail to Port Moody, via government lines to Roberts Bank and by barge across the inlet. The railway bridge will be left in the lowered position for the next two weeks to replace the cables. The repair cost has cost \$6.5M and an extra \$3.5M. The owners of the ship have paid \$1.4M so far and litigation is continuing.

CP Rail

A major rail replacement program is underway in the Lower Mainland and Fraser Valley as CP Rail replaces jointed rail on its eastbound mainline with 115lb continuous welded rail. The westbound line is already 136lb welded rail, as westbound trains are heavier. Interesting to know that the straight sections are carbon steel rail while the curve sections are chrome steel.

CP Business car #12 is in the shops at Drake Street as the metal roof fitted over the car's original clerestory type roof has peeled it's covering and was rusting. While in the shops, the car is also getting some major running gear work . CP Rail spent \$60M upgrading its Pacific Region facilities in 1979. Included were projects such as 11 miles of new line from Tappan to Notch Hill, 45 miles just west of Revelstoke and improvements to the Coquitlam yard and bridge and track improvements on the E&N.

Via

VIA will start work shortly on rebuilding its passenger car service and support facilities at Vancouver's CN station. Included in the project are rebuilding (or possibly replacing) the steam generating plant the car repair facilities and the car washer.

RESERVIA - the new reservations and ticketing system VIA has been working on for two years, went into service on March 1st. Central reservation offices are located in Moncton, Montreal, Toronto and Winnipeg. You can reach reservations by calling toll free: 1-800-665-8630.

AMTRAK

AMTRAK has retired its three United Aircraft Turbo Train sets due to excessive maintenance costs and operational problems. The equipment consists of six power dome cars and eight coaches, built in 1967. They have been operating principally in the east on the Boston-New York route. The only UA Turbos still left in operation are now on VIA's Toronto-Montreal corridor.

AMTRAK's 'Reno Fun' trains are again operating from San Francisco to Reno, Nevada. The trains depart every Friday evening at 18:30 hours from Oakland,

and return on Sunday at 18:30 hours.

AMTRAK's first AEM-7 was delivered to AMTRAK from EMD on January 19th. The unit, #900, is undergoing thorough testing until May when it will enter revenue service. The loco is double ended and different from the prototype.

Skyline Travel's annual 'Disneyland Special' is operating again during spring break and is sold out again! The train will depart Vancouver station on March 29th at 06:05 hours. And apparently this year, AMTRAK will provide an entire 'Coast Starlight' Superliner consist, rather than putting together a special consist.

The westbound 'Empire Builder', traveling from Chicago to Seattle, derailed on Friday, March 17th near East Glacier, Montana. Both locomotives and all eight coaches left the tracks with 50 passengers injured, but none seriously. Rescue operations were hampered by blizzard like conditions. Cause of the accident is thought to be due to a mechanical defect.

BN

BN's local on the Sumas branch derailed on Feb. 15th involved 5 units: 4 F's and one GP-9. All units were re-railed and towed on their own wheels for repair.



BUDDY & FRIENDS
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NORMAN FOOTE

AL SIMMONS

THE MYRTLE SISTERS

Train Rides • Sing-alongs • Art Workshops
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Sat. May 2 and Sun. May 3
RAILWAY MUSEUM OF BRITISH COLUMBIA Squamish, BC
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ISSN 1204-072X

RMBC News Vol. 66 - Issue #1

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TO (trainorders.com)

AMTRK (Amtrak)

Note: WCRA volunteers: Do not forget to send your volunteer hours for 2026 and send to donna@wcra.org. Deadline is February 28th, 2027.

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**CN's newly acquired Iowa Northern unit in
Quesnel April 9th, 2026. Photo by: Matt Arnott**



Published by the West Coast Railway Assoc.-visitrmbc.org ISSN 1204-072 X

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Vol. 66 - Issue #1

P.O. Box 2387, Stn. Main, Squamish, B.C. V8B 0B6 Canada Post
Canadian Post Publications Mail Sales Agreement #40007853