

Raymond F. Corley, UNTD was born in Toronto, and died in 2003, at Toronto, at the age of 77.

He graduated from the University of Toronto in 1948. He first worked for General Electric at Erie, Pennsylvania, in the locomotive and rail car test department. He returned to Canada in 1949 as a transportation engineer, still with General Electric, where he subsequently became sales director for motors and generators, then design of transportation equipment. In 1965 he was named director for transportation of equipment, sales planning for Canadian railway-related operations, urban rapid transit and industrial applications. He also collected postage stamps showing the railway world. With Anthony Clegg, he co-authored the book *Canadian National Steam Power*, published in 1969. He is a member of the Association of Professional Engineers of Ontario, the Land Transportation Committee of the IEEE and the Locomotive Maintenance Officers Association. He is also a percussionist for the Peterborough Symphony Orchestra.

Raymond F. Corley, esteemed transportation consultant, researcher and historian, will show the impact that railways had on the development of communities such as East Toronto, Leaside and West Toronto Junction. This presentation complements the *All Aboard Toronto! Railways and the Growth of a City* exhibition in the Canada Trust Gallery

Its is with much sadness that I post a notice of the death on Sunday of Ray Corley. Raymond Francis Corley lived for many years in Peterborough ON, where he was employed as a sales representative for Canadian General Electric railway products. As such, he had access to every railway and transit property and supplier in Canada. He used this access to gather much "inside" rail and transit information that would otherwise have gone unreported. Certainly he and Omer Lavallee were Canada's foremost railway historians, the likes of whom I'm sure we will never see again.

I first came to know Ray in the late 1950's through my railfan connections with the Upper Canada Railway Society. Much later I dealt with him on a business basis, he the customer as TTC and I the supplier as UTDC (on the articulated light rail cars for Toronto). After leaving GE he worked until his retirement, at TTC, and even after, was a consultant to them on the restoration of the Peter Witt car.

The words gentleman and scholar aptly describe Ray.