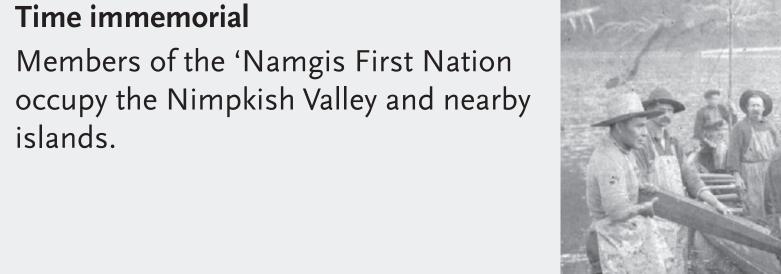


In the lower reaches of the

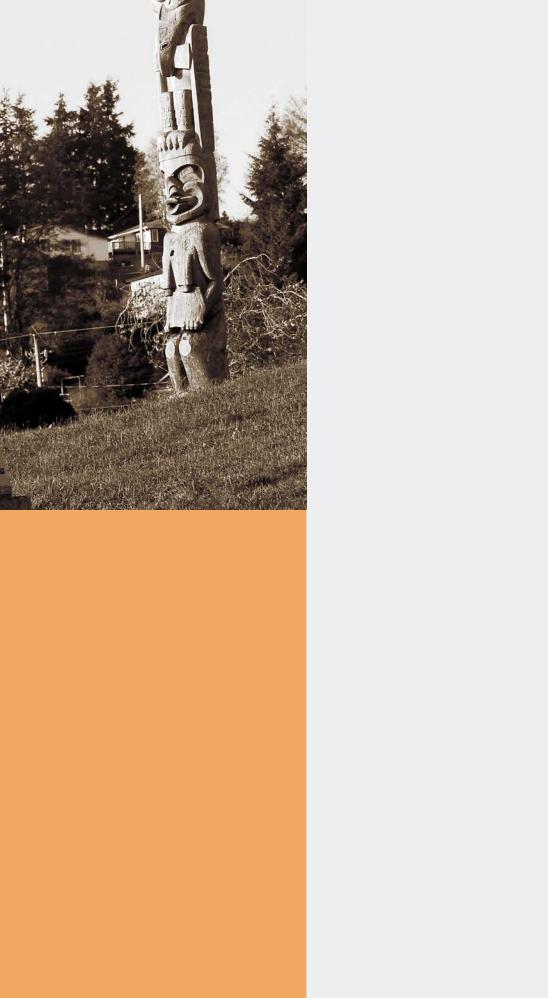


Sockeye salmon in the Nimpkish

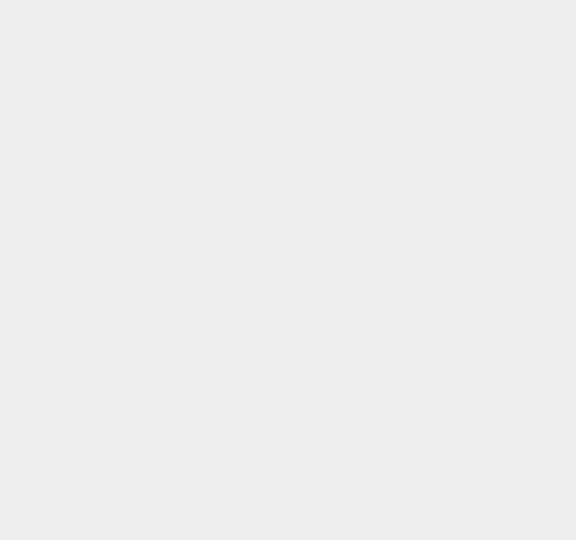












Interior of the Wood & English





and their families.

Machinery from the Englewood millis removed to be used as scrap metal

to aid in the war effort.

Nimpkish River to Woss River.

Royal Navy names Beaver Cove during his survey of the British Columbia and Vancouver Island coastlines.

'Namgis are still living at Ni'nalgas, a village site near the Nimpkish River and Woss River junction.



VANCOUVER

. Nations reserve lands by adding to, reducing and eliminating reserves throughout the province.

at the mouth of the Kokish River to produce lightweight spruce for airplane construction and cellulose for The Beaver Cover pulp mill is the first

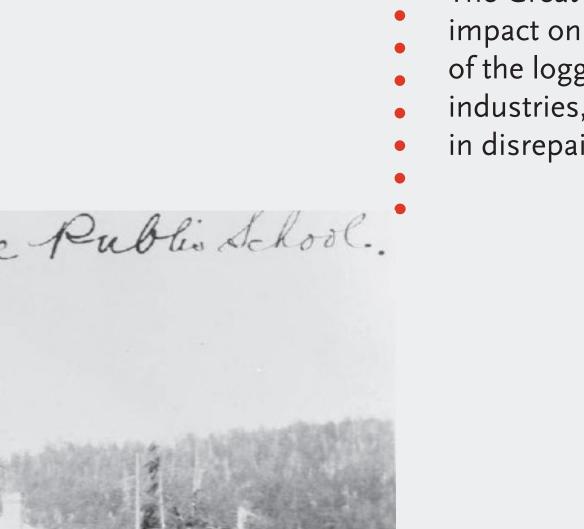
the production of gun cotton for war



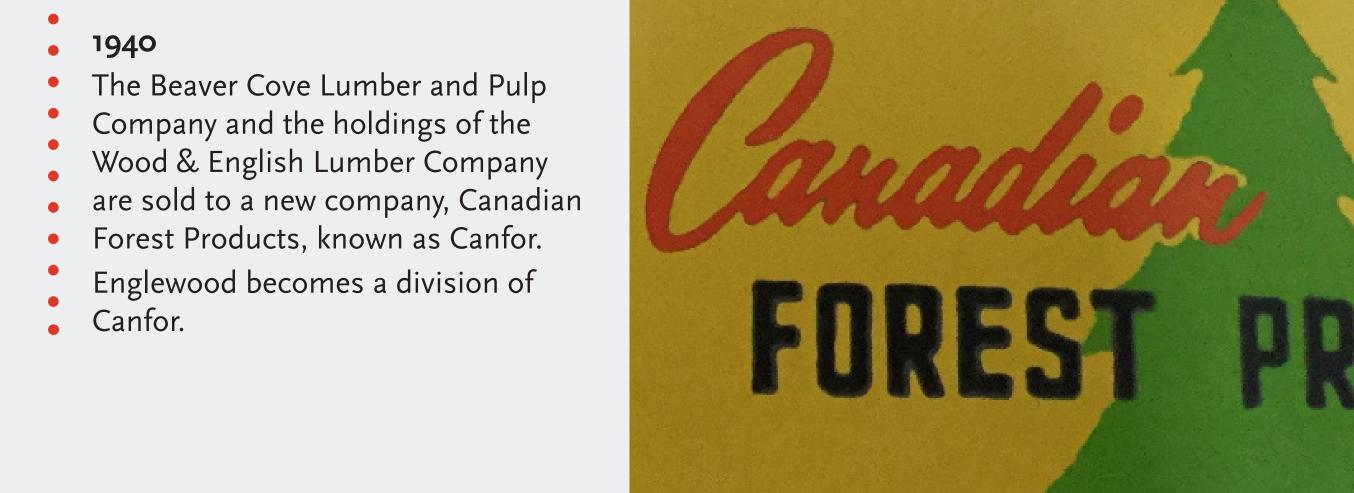
Beaver Cove school, 1923.

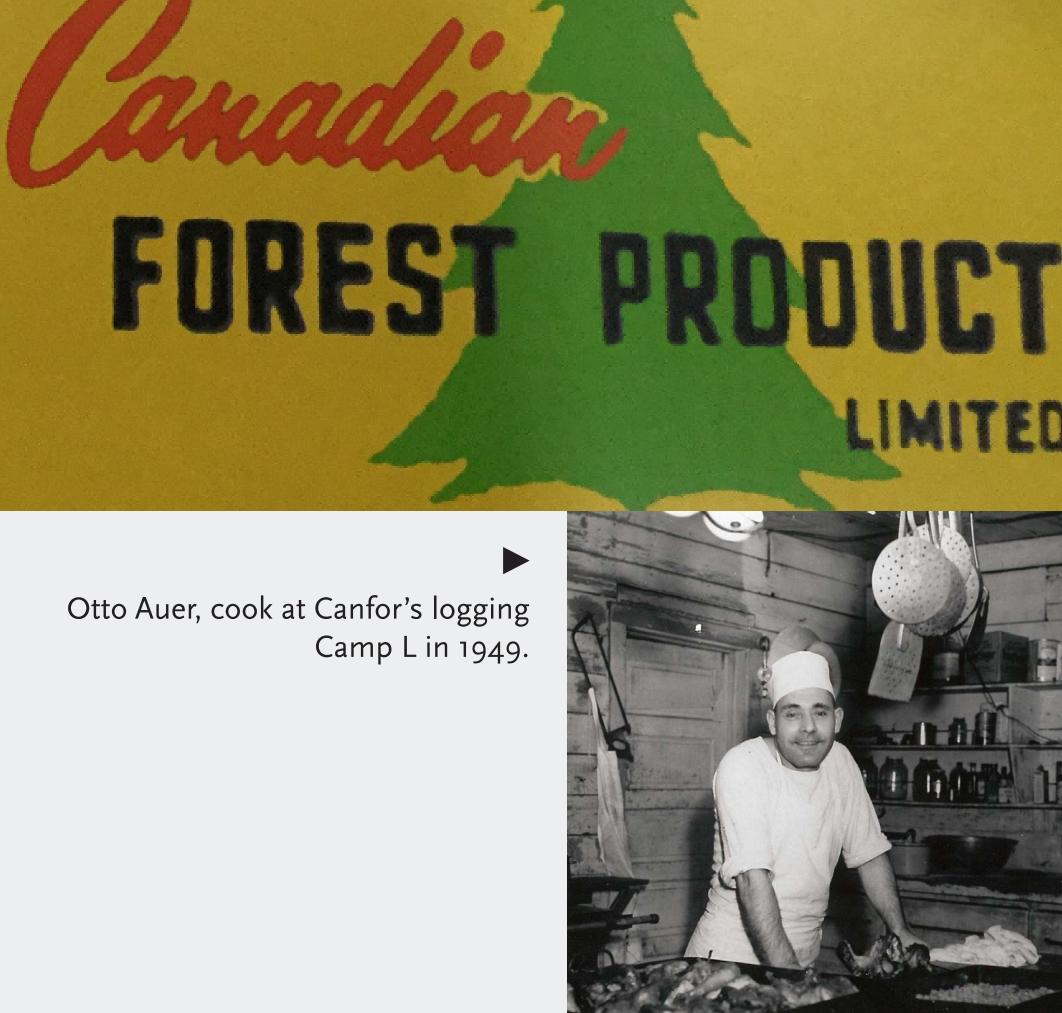


Married quarters at Camp 2, 1927 Camp 2 is located in a small bay at the northeast corner of Nimpkish Lake. Two coal-fired tugboats and one gas boat served the lake, the only means of communication with the other



 constructed at Alert Bay. The Great Depression has an industries, leaving some operations









transported by the railway.

the tracks and trestles empty, and

to deliver logs to tidewater at Beaver







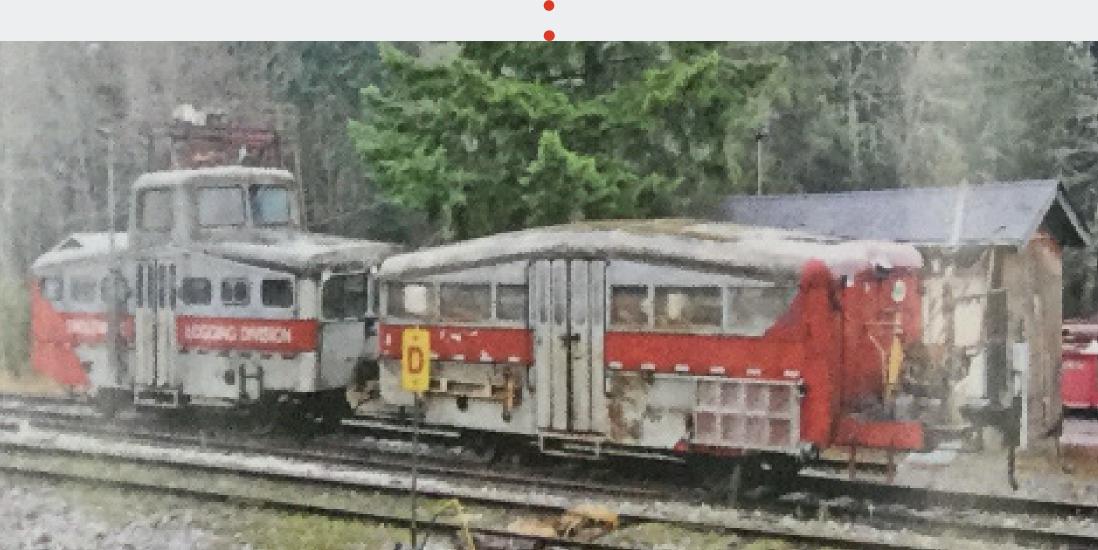
'When one arrived at Camp Vernon

one was at about the most isolated a

spot in the heart of Vancouver Island

one could get.'

demolished and 'Namgis members hold a blessing of the Land ceremony.



123 speeder and trailer at Beaver



Cove, 2017



Nawiła TELLING STORIES OF OUR ANCESTORS

IMPORTANCE OF LANGUAGE

This map was created to share some of the history of 'Namgis Territory. One of the most important things to any culture is language, and along with language comes place names.

The word 'Nimpkish' is a mispronunciation of 'Namgis, which is pronounced NUM-geese. So it is literally, 'Namgis River, 'Namgis Lake, and 'Namgis Valley on today's maps.

Each place where people live today, Alert Bay, Port McNeill, Woss, Sointula, was a place that the 'Namgis lived in the past, and each of these places has a name in our language, Kwakwala.

You will notice throughout 'Namgis Territory that many of the current names reflect the past names.



TRADITIONAL TERRITORY

The traditional territory of the 'Namgis First Nation extends throughout the Nimpkish Valley.

'Namgis holds unextinguished Aboriginal Title and Rights over approximately 220,706 hectares of forested lands located within the Nimpkish and Bonanza River watersheds on northern Vancouver Island.

For millennia, the 'Namgis managed the resources of it's territory, including fish, wildlife, forest resources, lands and waters.



ECONOMIC INFLUENCE

'Namgis has been involved in forest management since the forest as it stands today came to be on the coast.

'Namgis continues to participate in the management and use of our resources in a sustainable manner that protects and enhances the natural beauty and for the benefit all residents.



Arbourglyph - marker carved into a tree to recognize the area which a specific chief managed.

Daxdaxalitda'mis Place of owls on beach. Mills Creek, a former village

Dz<u>A</u>'la±tsa Wa Lake of River. Woss Lake / Ida Lake. A generic term for a lake.

D₂aksiwe' Clover root / Bar on mouth of river. Cluxewe River -Former village site that belongs to the Kwagul. Dzawanadi

Having Coho. Pink Creek. Former village site. Dzudzux'An Having Coho. Davie River.

Galtbala Long Stretching Point. Kilpala River. Former village site on the west side of Kamatsin (Nimpkish Lake.)

Gwani Downriver side. Nimpkish River from the Lake Outlet to

Gwa'yasd<u>A</u>ms Feasting place. Gilford Island. Current village site at Gilford. Belongs to the Kwickwasut'inuxw Haxwamis. <u>G</u>wi'gadi Having Whales. Dong Chong Bay. Used for Hanson Island by the 'Namgis.

Hi'loxwida†sa Begins to be inside. Atluck Lake. Hi'lu⊤so Double lakes / one lake in another. Anutz Lake

Fish head. Haihte Mountain Range. Looks like a fish head from the north.

Kaldexda'ma Pearse Islands.

<u>K</u>alug<u>w</u>is Bent beach. Turnour Island, Main village belongs to

Kamatsin Falling Water. Nimpkish Lake. KoŁkotŁa Rough Rocks. Freshwater Bay, Swanson Island. Foster Island. Kuludas

Porpoise place. Plumper Islands. Notched Beach. Kokish River. Former 'Namgis village at the mouth of Kwagis.

M<u>A</u>ko'las Place of round thing. Nimpkish Island. Makwala Moon. Mukwilla Creek. Named for a chief from the Nali Waxzad

Upriver. West Cracroft Island. 'Ni'n<u>AlgA</u>s Real place of Ninalkinuxw. Former village site on Woss / Nimpkish junction. Nuxda'ma Rocky place. Compton Island. Sibalis

Point projecting on beach. Zeballos River.

Place of paddling to end of beach. Wolfe Lake.

Si<u>x</u>wba'lidzas

Trail. West coast word for trail leading to Wa's. Ťit<u>a</u>'y<u>a</u>m Gravel / hidden. Haddington Island. History says the island appeared overnight. Geology supports the island appearing very rapidly. T_{ŁA}'anis

Rough terrain. Former village site in the middle of

TASI

Nimpkish Lake and Woss River junction. T±agwAni'gwis Copper / red colored beach at Bonanza Lake and Vernon Lake. Both places have these beaches, so both are named this.

TŁasame' Alder facing outwards. Willow Creek. Former site of 'Namgis sockeye hatchery.

ŤŁaŤŁ<u>A</u>sKudis Seaward, opposite Beaches Bay where the ferry docks on Malcolm Island.' Ttetakame' Name of a chief who managed the area. Klaklakama

T_±u±adi Having Elk. Kokish River, near Beaver Cove. Nimpkish. Name for the section of the river between . Tsikwi Trail. Used to trade and to visit family. Black colored. Tsulton River. Named for the black

coloured rocks throughout the river.

Place of river. Steele Creek

Wa'as

Gwa'ni outlet. Was the main village site for the 'Namgis. Spreading leg beach, bay bounded by two narrow points. Alert Bay. Former and current village site.

disappear during low water levels.

Xawole

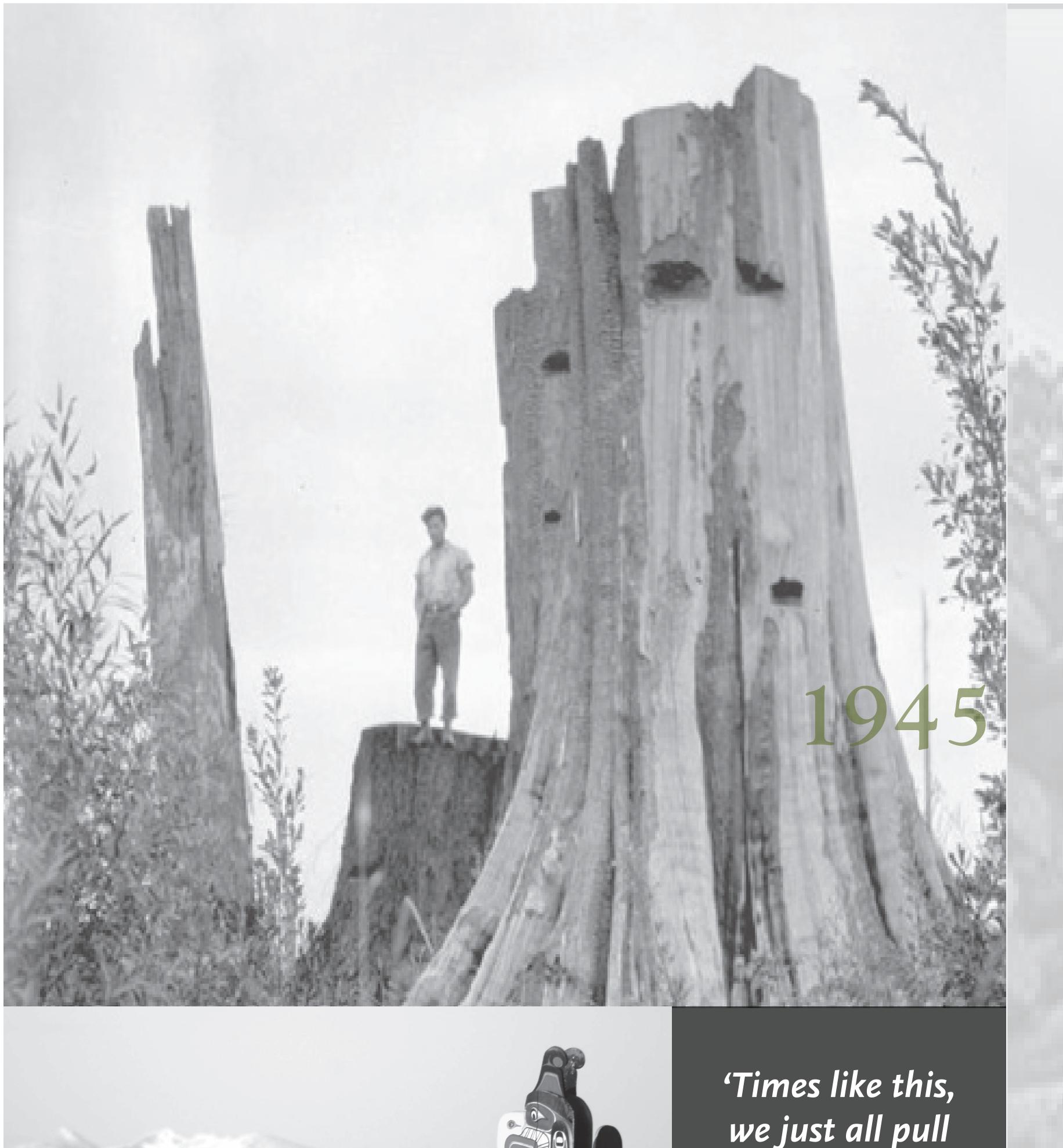
Xwalkw

TLAGWANIGWIS

River on ground, Woss River. Portions of the river

Logs placed crosswise. The northern bank at the

Big loon on mountain. Tabletop Mountain.



together and look

after one other as

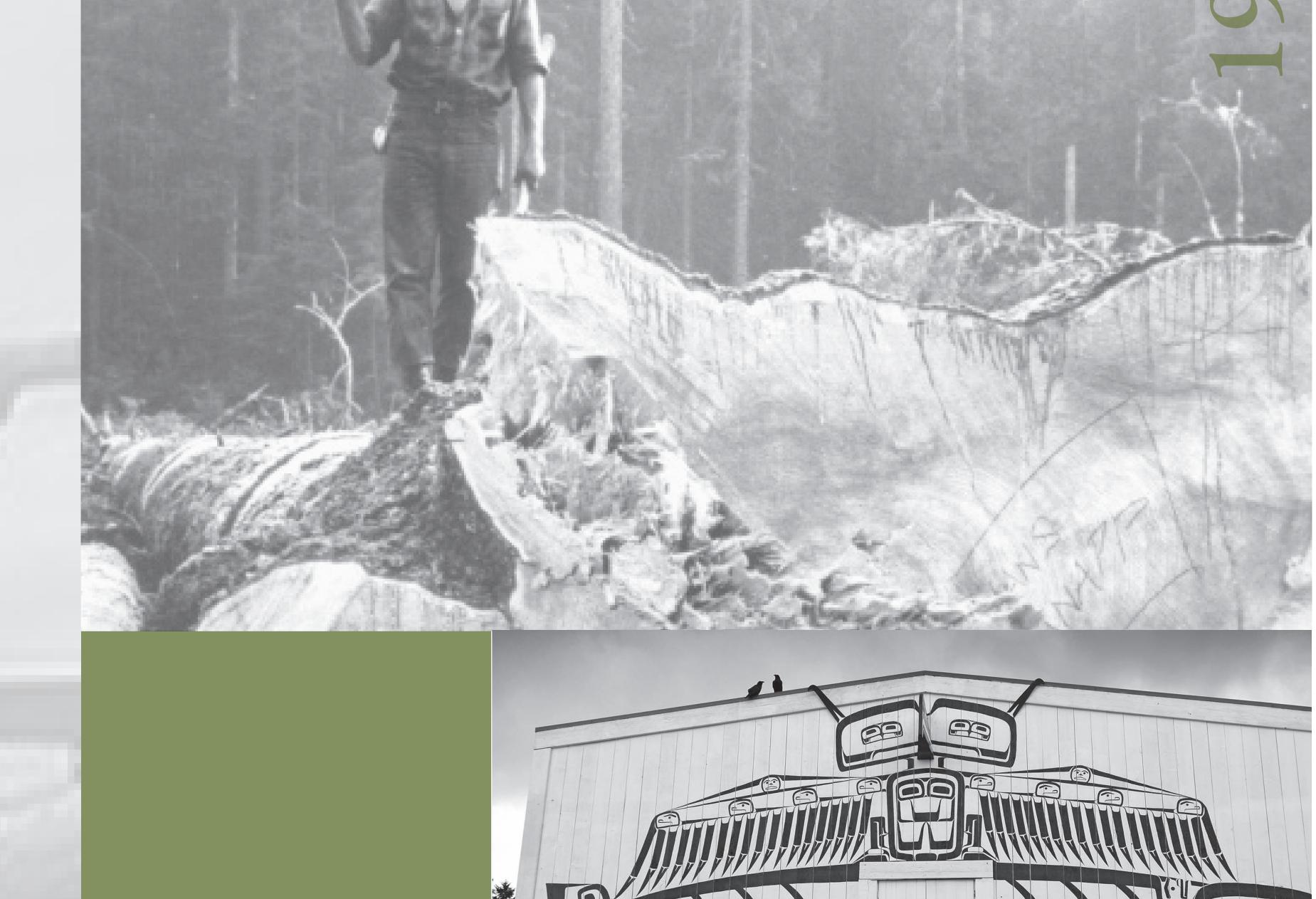
best we can'

NIMPKISH VALLEY FOREST INDUSTRY WORKERS

ACOMMEMORATION We remember your sacrifice

Since the early part of the twentieth century, and up to the present day, men and women have been working in the forest industry on northern Vancouver Island.

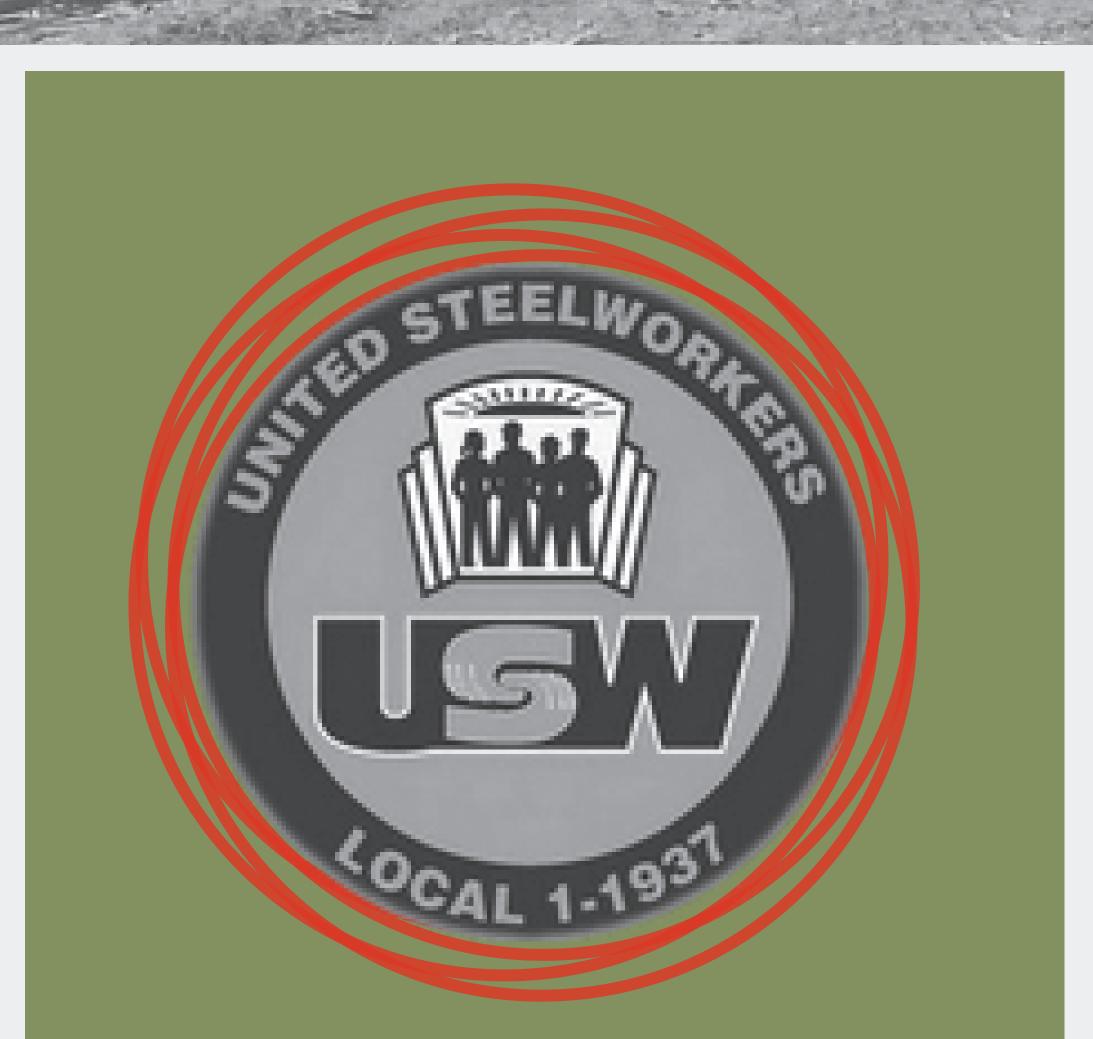
In celebration and remembrance of all of those who have lost their lives as a result of their work in the forests of the Nimpkish Valley and across British Columbia, and in gratitude to those who have sought to improve safety conditions for these workers.



'It's a heartbreaking moment for all community members on the Island and for forestry in general'



community'

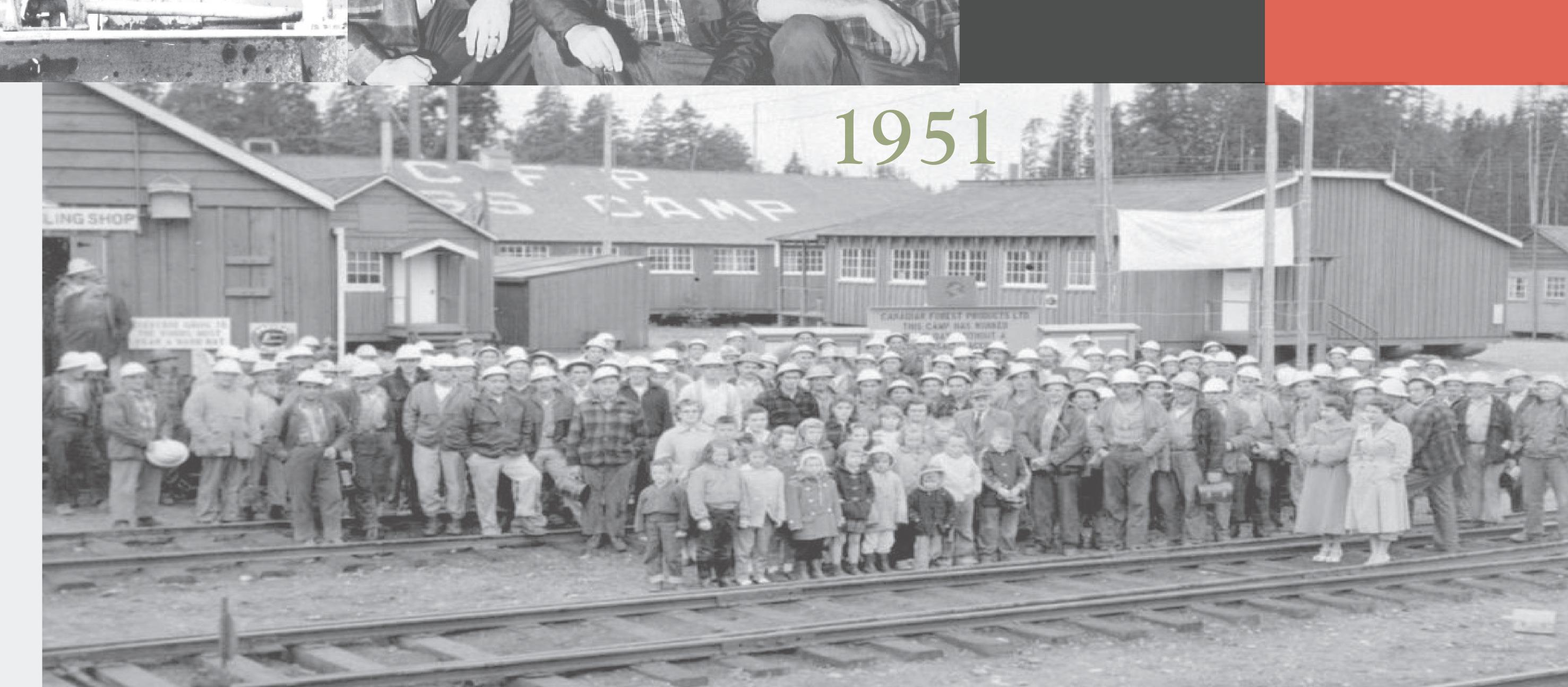


KEPING WORKERS SAFE

Throughout the history of logging in the Nimpkish Valley and across B.C., safety of the workers has been a primary concern.

Forestry was indisputably dangerous in the mid-twentieth century. Reflecting this realization, safety programs in the 1950s targeted workers and their families. Large scale programs like Safety Week aimed to reach the worker's whole family. All the lives lost to forestry made a compelling argument for more stringent safety regulation in the woods.

Efforts by companies and the union were successful in reducing many of the hazards of working in forestry. Yet, many of the dangers in this industry persist into the twenty-first century.

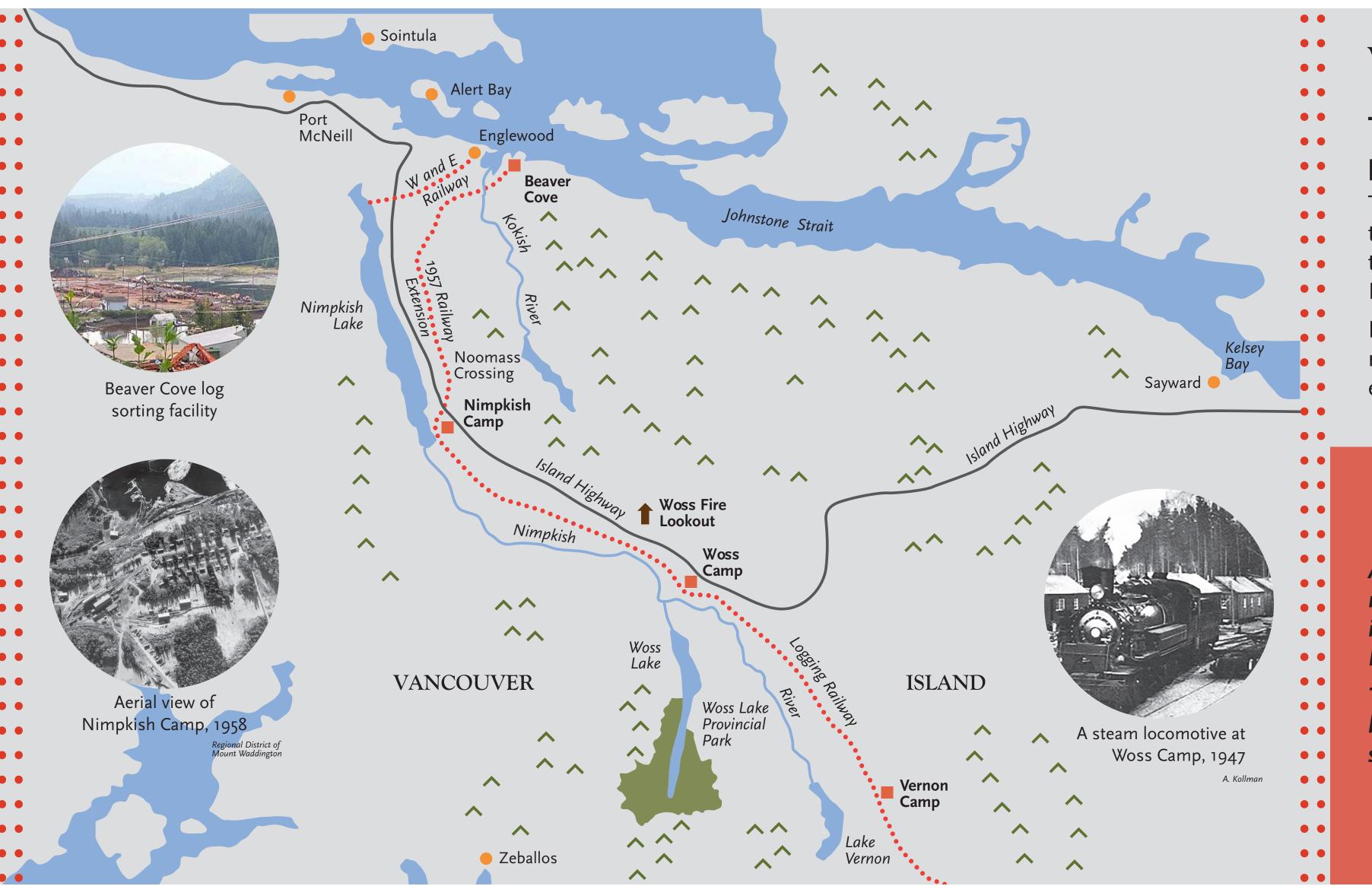


WOSS 113

Heritage Park

Woss Heritage Park celebrates almost 100 years of railway logging in the Nimpkish Valley.

The park's focal point is Locomotive 113, an engine that symbolizes the railway as an essential part of the logging operation.

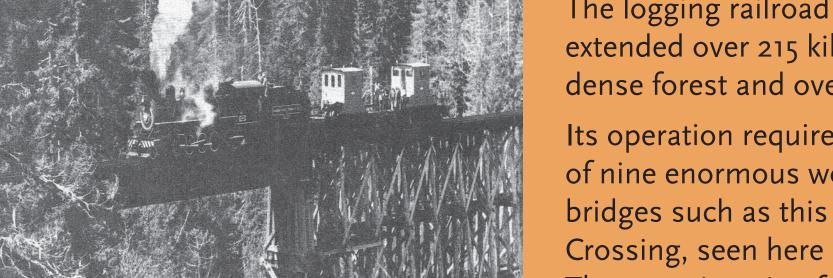


WHY A LOGGING RAILROAD?

The Nimpkish Valley railroad was adapted for the challenging physical conditions of northern Vancouver Island's forests.

Timber has been harvested by railroad in he Nimpkish Valley since 1917, when the Wood and English Timber Company's steam locomotives provided the main transportation network. Five logging camps provided timber for the sawmill at Englewood, with logs towed down Nimpkish Lake to a railway transfer point.

In 1941, Canadian Forest Products bought the company and acquired the railroad along with it. It began a major expansion and modernization in 1954, eventually replacing the puffing steam locomotives with powerful diesel engines



The logging railroad eventually extended over 215 kilometres through dense forest and over deep ravines.

Its operation required the construction of nine enormous wooden trestle bridges such as this one at Noomass Crossing, seen here in the 1950s. These engineering feats were remarkable for their time.

Today, overpasses crossing the Island Highway near Woss indicate the location of the logging railroad.

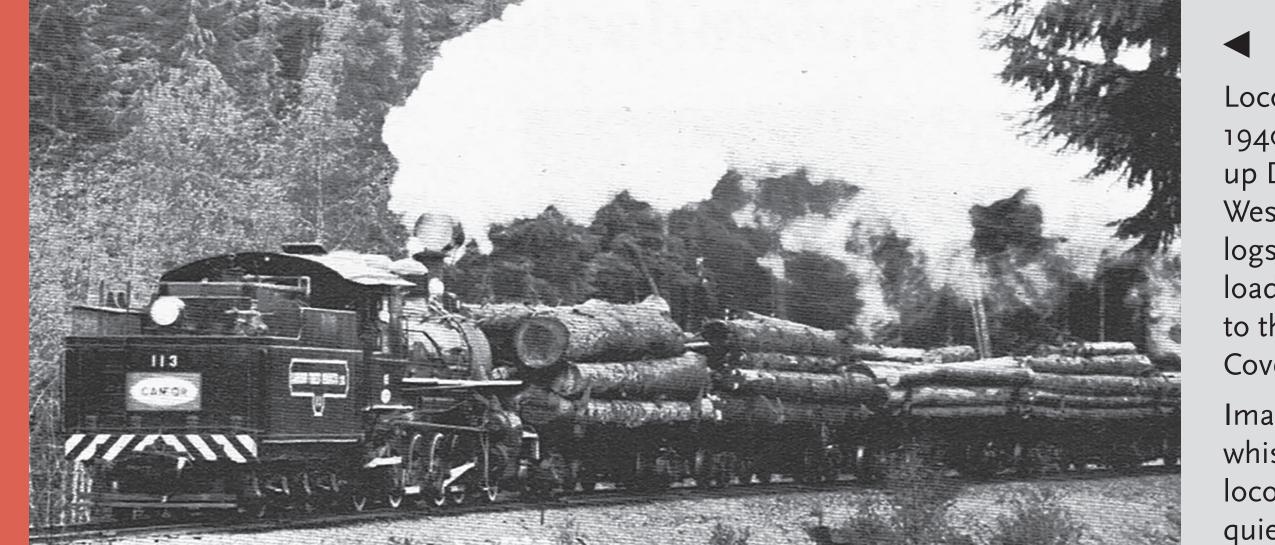


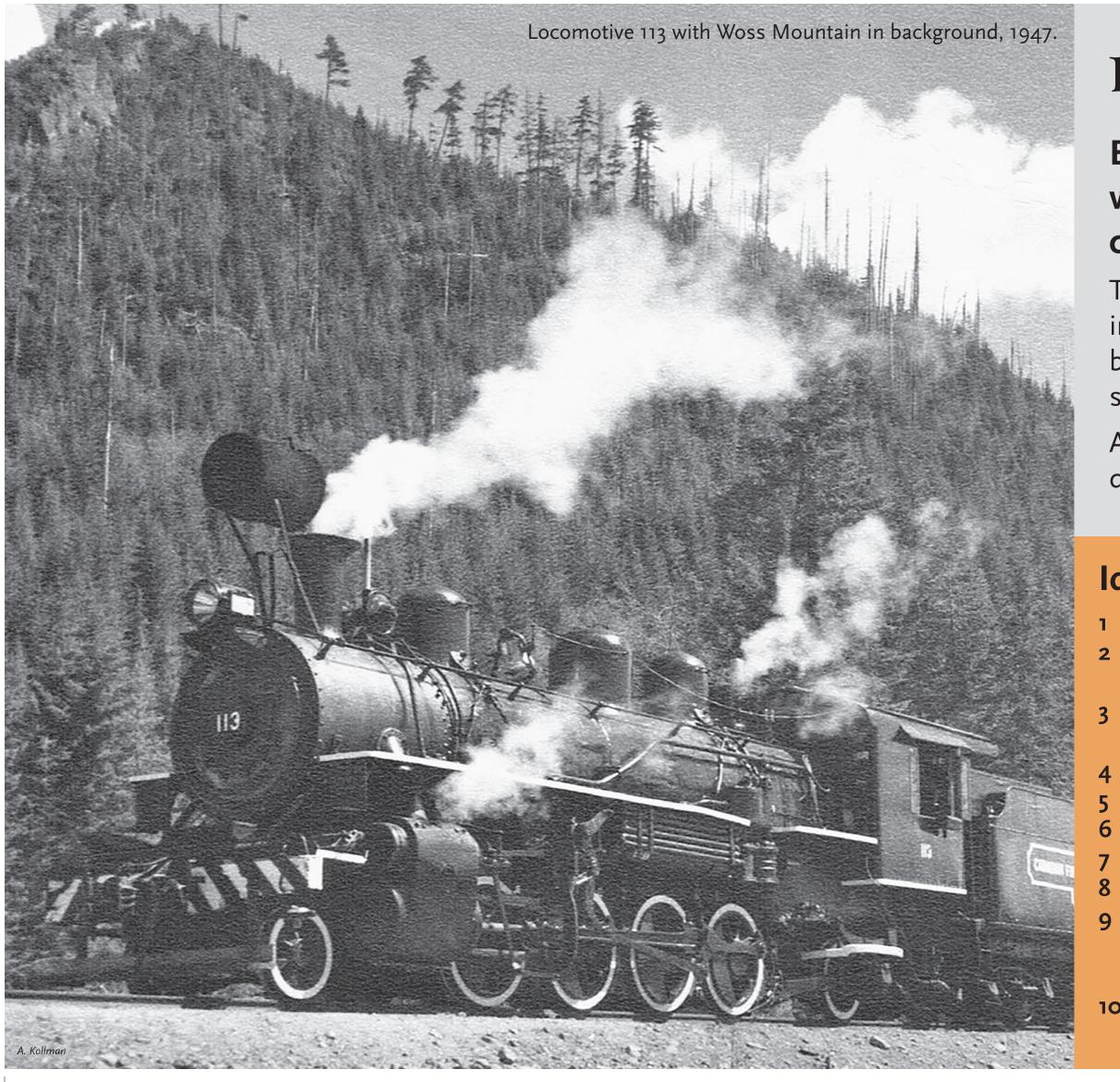
Locomotive 113 in action in the 1940s. The locomotive picked up Douglas fir, hemlock, balsam, Western red cedar and cypress logs delivered by truck at three reloading sites, and transported them to the log sorting facility at Beaver Cove.

Imagine the sounds of the train whistle and the chugging of steam locomotives echoing through the quiet forest.

As the only still-operating logging railroad in the country, the railway is living history at the heart of the Nimpkish Valley logging operations.

The railroad represents both historical and environmental sustainability in the forest industry.





LOCI 113: A 2-8-2 STEAM LOCOMOTIVE

Built in 1920, Loci 113 is known as a 2-8-2 steam locomotive, a wheel configuration commonly used in the first half of the 20th century, before diesel-powered engines replaced steam.

The 2-8-2 wheel arrangement allowed the locomotive's firebox to be placed behind instead of above the driving wheels, creating space for a larger firebox that was both wide and deep. This increased the rate of fuel combustion and capacity for steam generation, producing more power at higher speeds.

A coal fire burns in the firebox, heating a boiler full of water to make steam. This drives the cylinders and pistons to turn the wheels and propel the engine.

Loci 113's Specifications

Number: 113

Serial No.: 61859

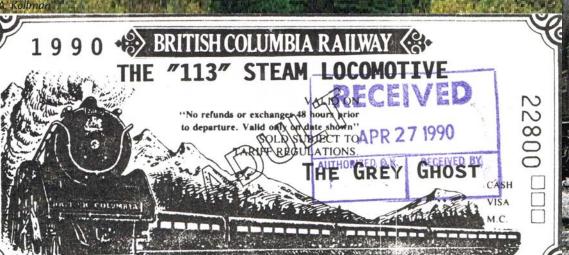
Built: 1920

Weight: 135 tons

Type: Alco Rod Engine 2-8-2, referring to the arrangement of its wheels

Builder: Portland, Astoria & Pacific Railway based in Oregon, USA







Acquired by Canfor in 1953, Loci 113 was used for logging as late as 1966, and for popular forestry tours until 1976. It was then retired and put on display in Woss.

To celebrate Canadian Forest
Products' 50th anniversary picnic in
1988, the newly-restored Loci 113's
steam whistle sounded through the
forest once more. A passenger car
known as the Grey Ghost was used
to transport visitors.

THE LEGACY OF LOCI 113

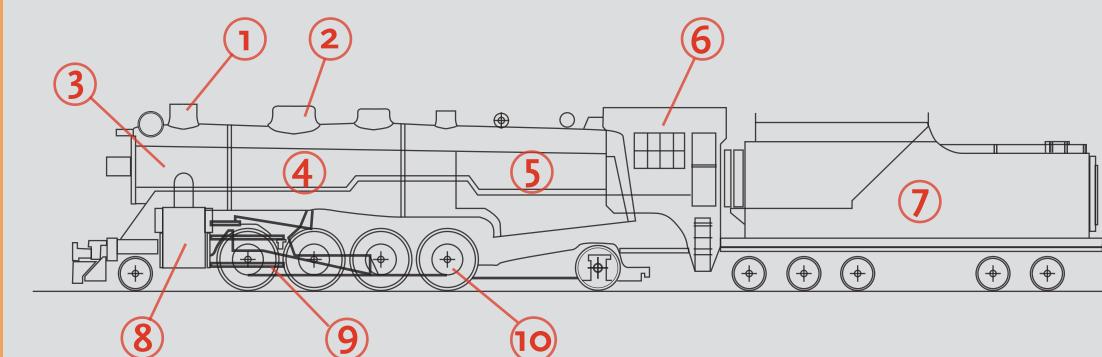
Affectionately known as Loci 113, this steam locomotive remains an important part of the history and community of Woss.

Although its last logging run took place in the 1960s, Loci 113 retains a nostalgic and historical connection for people in Woss and the Nimpkish Valley.

It is a symbol of success for the people who worked for many years as crew on the logging railway, in the forest industry, and for children who explored the forest riding the railway. The locomotive is a sign of identity and home for the Woss community, and continues to be important to past residents who return for train celebrations, contemporary logger sports competitions and other events.

Identifying the parts of Loci 113

- Chimney releases engine exhaust
- **Dome** contains safety valves to reduce steam pressure
- **Smokebox** exhaust steam and gas from the fire passes through to the chimney
- Boiler produces steam from water
- Firebox burns coal to create steam
- 6 Cab houses the engineer
- **7 Tender** carries water and coal
- 8 Cylinder converts steam to power
- Valve gear rods, levers, cranks and other small parts that provide the links between pistons, valves and wheels
- **10 Wheels -** connect to the pistons and drive the locomotive



Memorial gazebo dedicated in Woss on Day of Mourning

By Kathy O'Reilly

In a sombre and emotional ceremony, a memorial gazebo was unveiled at the Nimpkish Heritage Park in Woss on the national Day of Mourning April 28.

"Two years ago, lives were forever changed when those 11 rail cars broke loose and derailed," said North Island MLA Claire Trevena.

"Clem Reti, Roland Gaudet and Jacob Galeazzi died. Ralph Poperel and David Somerville were injured, and the whole community changed," Trevena said.

"The pain and helplessness that people felt who rushed to try and help rescue their colleagues, their neighbours, their friends. The survivors' guilt still felt by people who could have been at work there that day, but for whatever chance, reason, were not," she said.

"There was a palpable sense of mourning over the valley and up the whole of the North Island," Trevena said.

"People say accidents happen, but they should not. No worker should go to work at the start of a shift and not come home at the end of it," she said.

"Logging is a dangerous industry, but that should mean even greater precautions by the company, by supervisors, by union, by workers. And government has a role to play in it, too," said Trevena.

"Our government is taking steps to try to prevent workplace accidents. We are tightening employment standards; we are ending deregulation in the forest industry, which allowed for dangerous practices," she said.

"Nothing we do can bring back those three men, but we all have to make sure we do whatever we can, so that no other families, no other communities, go through what these families and Woss went through on April 20, 2017."

"As humans, we gather for birthdays, graduations, weddings – things we share and celebrate together as family and community, but we also gather in remembrance, to support one another in our shared grief and our sorrow. To remember and to honour those who should be here, but who are not," said Shirley Ackland, MC for the service.

"We fervently believe that everyone who goes to work should return home to those that love them, and we will not rest until that day is here." Ackland said.

"We've all lost somebody, and it affects us in many dif-



Photo - Kathy O'Reilly

A crowd gathered for the dedication of a memorial gazebo in Woss April 28. Below, one of the panels commemorates Nimpkish Valley forest industry workers who have lost their lives.

ferent ways, and one of the things that we need to do that is important, is to remember them, what they meant to us," said 'Namgis Chief Don Svanvik.

"I'm very happy to stand in this gazebo to honour all of these people who have gone before us and I'm proud to be here today and be part of this memorial," Svanvik said.

Memorials are important,



said Regional District of Mount Waddington board of directors Chair Andrew Hory, "because they remind us that we do rely on each other. We're a collective, and it can be really easy to forget that. I'm very proud to be part of the organization that

helped to put this here.

"I'm really, really sad for the fact that we needed it, but we do need it."

The memorial shows "we are not cavalier about the things that happen, even when they may not be directly to us, or to our own family. They really, really matter," he said.

The memorial gazebo "belongs to the community of Woss, it represents the community of Woss, it recognizes the loss that the community of Woss has had, and by extension all of the other people who lost their lives when they just got up and went to work one day."

ATTENTION

SAN JOSEF FSR ROAD CLOSURES

No Access to Cape Scott Park June 3rd to June 7th 2019 and June 10th to June 14th 2019

No Access to Raft Cove Park
June 3rd to June 7th 2019

Woss Heritage Park Project

By Dave Florence Editor, FHABC Newsletter, living in Powell River. The story idea was suggested by Gerry Burch.

In November 2017, Western Forest community partners participated. Pat Products (WFP), operator of the Englewood Railway since acquiring Park Project Manager, successfully Canadian Forest Products in 2006, announced the permanent closure of the railway, which had been shutdown since a tragic accident April 20, 2017 that took the lives of three workers. Logs are now moved by logging trucks on the adjacent roads. WFP reported that it was the need to reduce operating costs, not the accident, that led to the closure. Operating in the Nimpkish Valley for 100 years, since 1917, the railway was considered to be To complete the phase planned in the last railway in North America dedicated to hauling logs.

Planning had begun in 2012 for Woss Heritage Park. WFP moved Steam locomotive #113, a 135-ton Alco 2-8-2 rod engine, to the site in 2014, and the viewing platform was added in 2016.

As part of a total community effort, WFP led a community consultation in 2018 to determine the next steps to record the complete history of the logging railway. The Regional District caboose, washrooms, interpretive of Mount Waddington (RDMW), the 'Namgis First Nation, WFP and other

English, RDMW's Woss Heritage secured funding to implement the next phase, which included the Gazebo (photo right, opened in May 2019).

Approval of funding was undoubtably facilitated by an excellent Statement of Significance for the Heritage Park which was prepared in 2015 after a community consultation and contains the conceptual vision and details of the park and locomotive #113.

2018, WPF is painting, donating and moving to the Park engine #303, a General Motors Electro-Motive Division SW1200 diesel switcher locomotive, which was obtained for the railway in the late 1950s and operated until recently. A caboose is also being donated. If funding from the Community Economic Recovery Infrastructure Program is approved, expected in March 2021, the Park additions will include a viewing platform for the diesel #303 and panels, more signage and trail improvements that will connect the

Valley trails.

Copies of the interpretive panels in the Gazebo and at the across BC, #113 viewing platform have been presented in a website. Many thanks held in May 2019, and to RDMW for providing these our readers. (Download Alert-Very

the pdf file has oddsized widths; readers will have to adjust the "zoom" several times to can be played from here get a readable view of the various panels.)







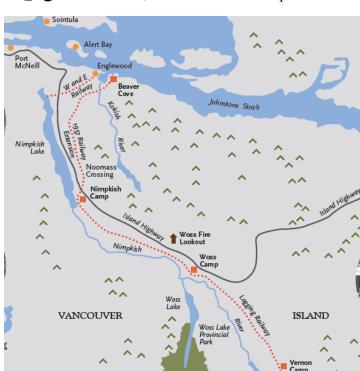
The companion file includes:

- · an illustrated timeline of forest site to other Nimpkish history in the Nimpkish Valley,
 - · a 'Namgis First Nation traditional territory display,
 - · a commemoration of all lives lost in the forests of the Nimpkish Valley and
 - the Locomotive #113 interpretive panel,
- the report from the *Port Hardy* companion file on our Eagle about the Gazebo dedication
 - · this newsletter piece.

images for viewing by A book about the Railway has been published: Macham, R. S. and Atkinson, M. E. (2018) Last of the large file: 35Megs. And, railway loggers. Misery Creek Bookworks.

A 10 minute 2019 video of the Gazebo





Page 12 #108 Dec 2020