

SAVE THE
HISTORIC
KINSOL
TRESTLE

Kinsol Trestle Rehabilitation
CAPITAL CAMPAIGN

COWICHAN VALLEY, BRITISH COLUMBIA

Save the Magnificent, Historic Kinsol Trestle

By Jack Peake, Chair, Kinsol Trestle Capital Campaign

When I was asked to Chair the Cowichan Foundation campaign to raise \$2 million to save the spectacular Kinsol Trestle, I replied with an unhesitating, resounding YES.

There are so many compelling reasons why saving the Trestle makes sense. I have made my gift to support rehabilitation of the Trestle. I hope, after reading this information, you will join me and do the same.

History and Beauty Worth Saving

There aren't many opportunities in a lifetime to make a difference for generations to come. Saving the Trestle for its rich history is a powerful reason to support this campaign. I imagine school children walking across the Trestle in the years ahead. I can see them staring down at the Koksilah River through the graceful curve and weathered beams and being told of the industry, skills, audacity and sheer tenacity of those who built this engineering marvel in the wilderness. I also imagine myself going back in time, travelling by steam-powered train across the Trestle with the crews and passengers of a bygone era.

Seeing the Trestle brings history to life in such a powerful way. The Trestle is one of the few accessible and visible reminders of the early mining and logging industries on Southern Vancouver Island.

Too many times, unfortunately, we witness the disappearance of our heritage and wish we had done more to preserve it. This is our chance to avoid such a loss for our community. Saving the Trestle means we will keep that window into a bygone era open for all to look through.

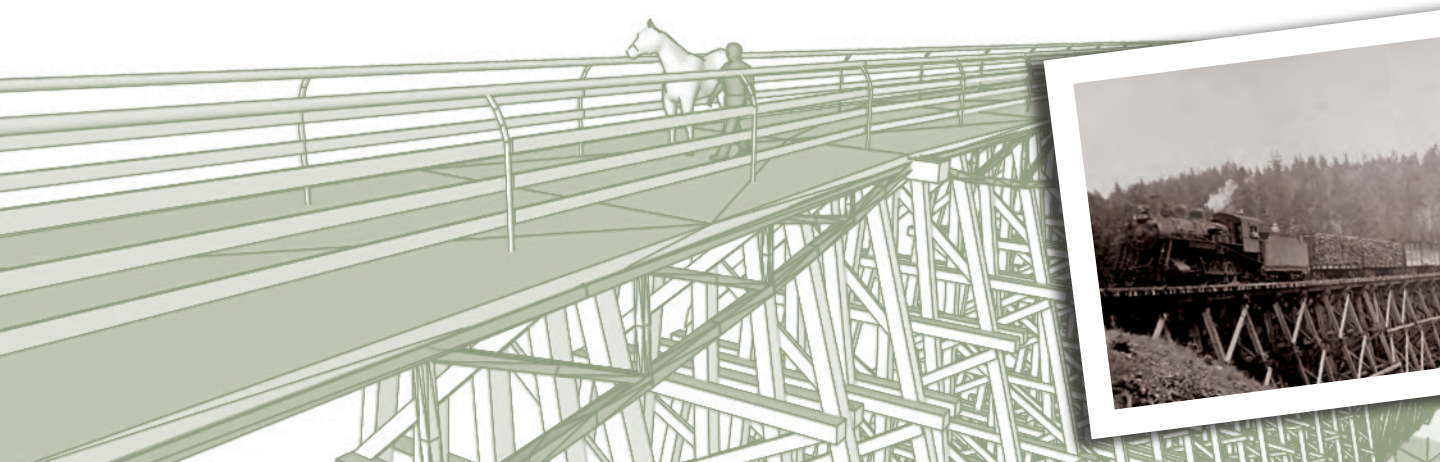
If you aren't familiar with the Trestle's background, here is a little bit of history to give you a sense of why saving it matters to the region and to Canada. At the end of the 19th century, the race was on to build railways so that lumber and minerals could be more easily shipped nationally and internationally.

Construction of the Kinsol Trestle started in 1911 when forestry had gained some ground on Vancouver Island and a more efficient way to transport the region's huge, old-growth timber was needed. The Trestle was completed by Canadian National Railways in 1920 as part of the "Galloping Goose" rail line.

Designed by engineers but built by local farmers and loggers, the Kinsol Trestle is one of the tallest free-standing and most spectacular timber rail trestle structures in the world. At 614 feet in length and standing 145 feet above the salmon bearing Koksilah River, the Kinsol is an incredible structure worth preserving.

The sheer beauty of the Trestle's design and its incredible natural setting are reason enough to save it. Whenever I take visitors to see the Trestle they are amazed. The Kinsol's immense scale and elegance prompt reactions of awe and reverence in those who experience it, whether it's their first visit or their tenth.

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Create Jobs for Today and Tomorrow

Equally important to me is that rehabilitating the Trestle will help our economy. Supporting the Kinsol rehabilitation is a positive way to invest short term in an infrastructure project and long term in our tourism industry both of which support small businesses in the region.

The decade-long shift in the Island's economy that is still underway is well documented. We have all seen the impact. Who hasn't been touched by job losses in the fishing and forest industries? The changes continue with mill closures and the loss of logging contractors reinforcing the need for all of us to get behind efforts to diversify our economy.

In the midst of the latest economic downturn, **the rehabilitation project will produce 22 man years of employment for direct work, a little over 6 man years for engineering/project management and almost 15 man years in indirect work.**

We all know that there are further economic spin offs from infrastructure investment and I want to see those benefits coming here to the Valley.

So what are the long-term economic benefits to the region? Tourism is a growing industry in the Valley. Did you know that over 114,000 tourists visit the Cowichan Valley annually? These tourists seek a variety of experiences such as agri-tourism (wine tours and farm stays), First Nations culture, heritage sites and outdoor adventure, to say nothing of the scenery and natural environment of our Cowichan Valley. The Regional Economic Analysis study (February 2009) from the Vancouver Island Economic Alliance indicates further growth potential in outdoor/adventure, educational, culinary and cultural tourism for the Island and the Valley. Rehabilitating the Trestle will add another strong destination to the Valley's diverse offerings.

As a railway enthusiast, I'm convinced the uniqueness of the Kinsol and its heritage will attract railway enthusiasts from around the world!

For many years the Kinsol Trestle has been a focal point of Cowichan Valley tourism. Stories of logging and steam train enthusiasts from around the world coming to see this imposing structure are legion. The completion of a missing link in the Trans Canada Trail will add not only to the Trestle's tourism attraction but to its value as part of a recreational resource.

– Rod Harris, President & CEO, Tourism British Columbia

The Myra Canyon trestles and the Kettle Valley Rail Trail in the Kelowna area are good examples of why it makes sense to invest in rail-trail experiences. Over 50,000 people annually visit Kelowna and surrounding area for the trail/trestle experience on the Trans Canada Trail. The economic impact is in the millions of dollars annually.

One of the most exciting economic and recreational benefits of rehabilitating the Trestle is that it will complete the “missing link” in the section of the Trans Canada Trail between Shawnigan Lake and the Town of Lake Cowichan.

In the 19th and early 20th centuries, the transcontinental railroad connected all Canadian provinces. Today, the 21,500-kilometre Trans Canada Trail route links every province and territory, from the Atlantic to the Pacific to the Arctic oceans.



When completed, the Trans Canada Trail will be the world's longest recreational trail, connecting close to 1,000 communities and over 33 million Canadians. The Kinsol Trestle will be part of that national link.

The development of the Trans Canada Trail through the Cowichan Valley has been a priority for the Cowichan Valley Regional District (CVRD) to enhance tourism and recreation for residents and visitors alike. Much of the trail route follows former railway corridors of both Canadian National and Canadian Pacific railways. The 120-kilometre Cowichan Valley Trail winds its way through spectacular scenery in the Shawnigan Lake Valley, Koksilah River and Cowichan River corridors. Kinsol is one of eight trestles along the route and by far the largest and most spectacular.

Seven of the trestles have already been rehabilitated or rebuilt and are in use as part of the trail.

The Kinsol Trestle is thus the only missing link in the section of the Cowichan Valley Trail route. Successful completion of this capital campaign and the rehabilitation of the Kinsol will allow bikers, hikers and equestrians to experience the full Trans Canada Trail in the Cowichan Region. Eventually this trail will connect to the Galloping Goose Trail in the Capital Region and the Nanaimo trail system.

Returning the Kinsol to its former glory, combined with the connection along the Trans Canada Trail, will create a world-class recreation experience that will enhance the Valley's offerings for tourists.

Why is Rehabilitation Needed?

No trains have crossed the Trestle since 1979 and it has been closed to foot passengers for decades. Last maintained and repaired over 30 years ago, the Trestle has deteriorated to the point where major rehabilitation is required.

If it isn't repaired, the Trestle must be dismantled to prevent the environmental impact and risk to public safety that would result if the Trestle starts to collapse into the Koksilah River. The BC Ministry of Transportation and Infrastructure, owners of the Trestle, have determined that it must either be dismantled or effectively rehabilitated to a safe, sustainable condition.

How Will the Trestle be Fixed?

To find the best solution for the Kinsol Trestle, the CVRD commissioned a series of studies over the past few years, listened to what the community wanted, and worked with the BC Ministry of Transportation and Infrastructure.

During the last study in 2008, Commonwealth Historic Resource Management Limited, heritage structure experts, brought a team together consisting of timber construction experts, structural engineers, quantity surveyors and an

environmental consultant to examine the Trestle. They determined that the Trestle could be rehabilitated at a cost of \$5.7 million. This rehabilitation option met many of the CVRD's objectives for increasing recreation, tourism and economic opportunities.

Design concepts and costings are complete. The rehabilitation work will replace unsound timbers, reinforce eight structural piers and build a new 614-foot walkway atop the structure for hikers, runners, cyclists and equestrians. The

rehabilitation will ensure that the historic characteristics – the span, height and timbered design qualities – of this wonderful structure are preserved as the original timbers get replaced due to age and deterioration; not unlike the ongoing maintenance requirements of any active wooden trestle serving a railway line.

Included in the rehabilitation project are landscaping improvements on both ends of the Trestle, a walkway going down into the Koksilah gorge from which the true visual impact of



PROPOSED TRESTLE REHABILITATION SCHEDULE

Capital campaign	June 2009 to December 2010
Detailed engineering	July 2009 to October 2009
Timber & lumber assembly	Fall 2009
Construction tendering	Fall 2009
Construction	Spring 2010 to Winter 2010/11
Trestle & trail open	Early Summer 2011

the Trestle will be appreciated, and information kiosks that will display the proud story of the Trestle as well as the contributions of the donors who have made the project a reality.

One other important note is that the CVRD is planning to take possession of the Trestle from the province once the rehabilitation is complete. The CVRD is committed to maintaining the Trestle in the years to come to keep it in shape and fully usable.

Together We Can Save the Trestle

I am excited to be working with a great group of capable, community-minded people who have joined me on the Kinsol Campaign Cabinet. They too believe that we must save the Trestle.

Together, we are asking you to donate to rehabilitate the historic Kinsol Trestle. Our donations will leverage substantial infrastructure dollars that will be invested in the community and used to hire local people to build a local project and host increasing numbers of visitors.

Your gift matters. Help save history for generations to come and support our Valley economy.

Sincerely,

Jack Peake

The Trestle is an important historical structure that illustrates by its scale and engineering the significant investment that the forest industry has contributed to this community. The story of the forest industry and how or why our communities have grown here are important to tell not only to our visitors but also to the residents of the Cowichan Region.

– Roger Stanyer, President, BC Forest Museum Society

PROJECT COSTS AND FUNDING

The cost to rehabilitate the Kinsol Trestle is estimated to be \$5.76 million.

CONSTRUCTION COSTS

Direct labour	\$ 1,117,000
Supplies, equipment & services	1,324,800
Heavy timbers & lumber	654,100
Subcontracts – truss & infrastructure	854,400
Contractor fees	395,200
Contingency	652,100

Total Construction Costs **\$ 4,997,600**

SOFT COSTS

Project management, design & engineering, permits, legal & insurance	760,000
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Total Project Costs **\$ \$5,757,600**

Funding of \$4.1 Million has already been secured. The provincial Ministry of Transportation and Infrastructure has earmarked \$3.1 million in program (LocalMotion) and departmental funding for the Kinsol Rehabilitation project. The CVRD has also received a commitment of \$1 million from the Island Coastal Economic Trust.

Now, we are turning to our community to raise \$2 million towards the rehabilitation of the Trestle. The \$2 million will provide an additional \$340,000 above project costs to be used to create an endowment to generate income for future repairs to the Trestle as well as cover some of the fundraising costs for the campaign.



Directions to North End of Kinsol Trestle

From the Trans Canada Highway take Koksilah Road heading west. Cross under the E&N Railway tracks and cross over the Koksilah River Bridge. Immediately past the bridge, take a left on Riverside Road. Follow this road (paved/gravel) for approximately 8.5 km. Parking is on the left in a designated area. It is a five-minute walk to the north end of the Trestle.

Directions to South End of Kinsol Trestle

From Trans Canada Highway, take one of the roads to the Village of Shawnigan Lake. Once there, follow Renfrew Road around the north end of lake. Turn right onto Glen Eagles Road, then right onto Shelby Road. There is a small parking area on the left. Look for an old rail bed, now part of the Trans Canada Trail, and follow to the Trestle.



Kinsol Trestle and Cowichan Valley History

The Kinsol heritage illustrates the powerful draw of resource extraction that consumed politicians and corporations of a growing Canada at the turn of the 20th century. The railroad was key to the expansion of industry and wealth, especially in the west. Fierce competition existed between Canada and the United States, between railway companies and between industrious individuals to see who would be first to extract the most lumber and minerals from the richness of the Pacific Northwest.

By 1890, numerous sawmills were operating in the Cowichan Valley, including the Chemainus sawmill, one of the largest and most modern mills on the Pacific coast at that time. The same year, the first commercial logging operations began near Cowichan Lake.

Railways were vital to the forest industry's expansion, providing efficient transportation for the region's huge, old-growth timber. By the mid-1880s the Esquimalt & Nanaimo railway came through Cowichan and in 1913 the Canadian Northern Pacific Railway line was built to Cowichan Lake. The forest industry boomed, becoming the leading sector of B.C.'s economy by the 1920s.

The Kinsol Trestle was completed by Canadian National Railways in 1920 as part of the "Galloping Goose" rail line. The engineering technology used to build the Kinsol Trestle – the highest and largest surviving timber trestle in Canada and reportedly one of the four largest wooden structures in the world – is representative of how Canadian railways were built to traverse deep ravines.

The Depression era of the 1930s saw the forest industry collapse, only to recover and thrive again for three more decades. During this time, industry giants such as MacMillan Bloedel, BC Forest Products and Rayonier absorbed smaller logging companies and acquired vast timberlands in the region.

The Kinsol Trestle was damaged by high waters in 1931. Repairs to the Trestle forced the creation of a hybrid structure in 1934 that used large, old-growth Douglas-fir timbers for eight parallel Howe Trusses resting on concrete piers. Several other major repairs were conducted over the ensuing years. The last train crossed the Trestle in 1979.

Rehabilitating the Trestle will save many of its historical, character-defining elements:

- The immense scale and complexity of wooden construction
- Old-growth Douglas fir timbers
- Techniques of timber trestle construction
- The original barrel stands to support water barrels for fire-fighting
- Unique numbers hand-chiselled into primary timbers
- Inspection ladders

Kinsol Historic Timelines

1911 Canadian Northern Pacific Railway (CNPR) begins 250-mile line through southern interior of Vancouver Island linking Victoria to Port Alberni.

1918 Construction resumed by federal government, who took control of Canadian Northern Railway (and subsidiary, CNPR) in 1917. Downgraded to logging railway with wood trestles, rather than steel bridges.

1920 Construction of Trestle completed by Canadian National Railways (CNR), successor to CNPR. Featured high-level Howe Truss. Officially named Koksilah River Trestle; popular name Kinsol Trestle refers to nearby King Solomon copper mine.

1921 CNR ceased work, ending at south end of Cowichan Lake, half its intended length.

1922 Daily passenger and freight service began on main line.

1925 CNR builds 'Tidewater Subdivision' to Cowichan Bay and main line extended north to Youbou and Kissingar at head of Lake Cowichan (completed 1928). Freight mainly logs and sawn lumber.

1931 Koksilah River floods cause extensive damage to Trestle, which is repaired by CNR.

1934-36 CNR repairs/rebuilds Trestle with low-level Howe Truss.

1950s Trucks begin to supplant railways for hauling logs on Vancouver Island.

1958 Major repairs to Trestle.

1973-74 CNR repairs Trestle for last time.

1979 Last train passes over Kinsol Trestle on May 30. Trestle abandoned 1 year later.

1984 Province of BC acquires CNR right-of-way, including Kinsol Trestle. Structural assessment and feasibility study for preservation and/or reuse undertaken.

1988 Fire burns portion of Trestle.

1999-08 CVRD conducts several studies to see if Kinsol Trestle can be saved and to measure the economic impact of the investment. In 2008, CVRD receives final report and decides to rehabilitate Kinsol Trestle.





Cowichan Foundation Will Lead the Kinsol Capital Campaign

When it was decided to raise the remaining \$2 million needed to rehabilitate the Kinsol Trestle through a community campaign, the Cowichan Foundation stepped forward to lead this important initiative.

The Cowichan Foundation has a long history of quietly making a difference in the Cowichan Valley Regional District (CVRD).

Incorporated as a non-profit society in 1982, the Cowichan Foundation's purpose is to contribute to the social, cultural and physical improvement of communities in the CVRD.

The Foundation is the result of one man's vision for a long-term, community development fund. Mike Coleman, a Duncan lawyer (and now a Kinsol Campaign Cabinet member), approached other community minded and well connected citizens about starting a fund that would be available for community needs not covered by other funding sources. From those conversations the Cowichan Foundation was born.

Through the years, the Foundation has been the beneficiary of some significant gifts. On a regular basis most of the Foundation's funds are generated through small donations from members of the community. The Cowichan Foundation's resources have increased since its inception, but they remain modest compared to other community foundations.

The Foundation gives 10 bursary awards each year to Cowichan Valley students pursuing post-secondary education at Vancouver Island

University. Three of the bursaries are permanent, annual memorials in honour of Dennis Alphonse, Art Mann and Don Morton for their significant contributions to the Foundation's Board and to the community at large. Donations have also been given to individuals pursuing other career training who would otherwise not be able to afford post-secondary education. Directors of the Cowichan Foundation are all local citizens who are well attuned to the needs of the Cowichan Valley community.

The Foundation maintains its federal registration so that all donors can be given receipts that are eligible for income tax purposes.

The Foundation is running the Kinsol Trestle Capital Campaign in conjunction with the Cowichan Valley Regional District and Community Futures Cowichan. Community Futures is providing a physical home for the campaign office as well as administrative services.



The amazing experience of travelling over the Kinsol Trestle, as part of the Trans Canada Trail, for residents, tourists and history buffs will no doubt be a significant contributor to our local economy. Once restored, the Trestle will become a major destination that will attract numerous visitors who spend money and use the services in many local businesses. It is the strength of the small business sector that supports rural economies.

—Cathy Robertson, Manager, Community Futures Cowichan

Make a Gift to Save the Kinsol Trestle

How to Give

- Make a one-time gift by cheque, credit card or transfer of securities or other property. Make your cheque out to "Cowichan Foundation-Kinsol Trestle"
- Make a pledge or a series of payments over several months or annually for up to five years



Bring Your Gift to the Office

Please come by the Campaign Office and drop your gift off with Diane Myrden or Kim Martin. Our office is located at:

135 Third Street (off Canada Avenue)
Duncan, BC V9L 1R9

Donate by Mail

Fill out a pledge card and send your gift to the office address above.

Donate Online

You can make a one-time or monthly gift using our secure online donations page at www.kinsol.ca.

Donate by Phone

Credit card donations can be made by calling 250-709-1087. We accept Visa or MasterCard.

Make a Pledge Over Several Years

Please fill out a pledge form and drop it off or mail it to the office address or e-mail to kinsol@cfcowichan.ca. Your initial gift installment should be included with the pledge. Pledge forms are available from Campaign Cabinet members, the office or online at www.kinsol.ca.

For More Information

If you have any questions about making a donation to the Kinsol Trestle Campaign through the Cowichan Foundation, please contact:

Diane Myrden or Kim Martin at
250-709-1087, or e-mail us at
kinsol@cfcowichan.ca.

Receipts

A tax receipt will be issued by mail for all donations of \$25 or more. To reduce administration costs, receipts for gifts under \$25 will be mailed only upon request. Please note that credit card donations will be processed by Community Futures Cowichan and the tax receipt will be issued by the Cowichan Foundation.

Donor Recognition

We are happy to recognize your gift in a meaningful way. Please speak with a member of the Campaign Cabinet or call us at the office to discuss recognition opportunities. Donors will be recognized at the Kinsol Trestle site once the campaign has concluded, and many opportunities will be available during the campaign itself.

Kinsol Trestle Campaign Cabinet Members

Mr. Jack Peake, Chair
Retired

Mr. Mike Coleman
Lawyer / Partner, Coleman Fraser
Parcells

Ms. Janet Docherty
Owner, Merridale Ciderworks Corp.

Mr. Ernie Elliott
General Manager/CEO, Cowichan
Tribes

Mr. Richard B. Friedrich
Lawyer, Orchard & Company

Mr. Dave Johel
President, Johel Group

Mr. Roger Painter
Forestry Consultant

Mr. Rollie Rose
Executive Director, BC Press Council

Mr. Ross Tennant
President & Partner, Three Point
Properties

Mr. Daniel Varga
Investment Advisor, BMO Nesbitt Burns

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