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DEPARTMENT
OF
RAILWAYS

Deep Bay Logging Co. Ltd

PABC

GR. *217*

Box *13*

File *23*

DEEP BAY LOGGING COMPANY LIMITED

LOG, TIMBER, LUMBER, POLES
AND PILING

CAMP AT:

FANNY BAY

VANCOUVER ISLAND, B. C.

TELEPHONE: HIGH. 145

335 PRINCESS AVENUE,
VANCOUVER, B. C.

September 30, 1940.

Department of Railway,
Victoria, B.C.

Dear Sir:

Regarding to your letter of 26th inst we are
complete of repairs to the log dump trestle on beginning
of September.

So when you are coming this way will inspect it.

Yours very truly,

E. Kagitani

OFFICE OF THE DEPUTY MINISTER
AND CHIEF ENGINEER



PROVINCE OF
BRITISH COLUMBIA
DEPARTMENT OF RAILWAYS

VICTORIA

September 24, 1940

G.P. Napier, Esq.,
Deputy Minister and Chief
Engineer,
Department of Railways,
Buildings.

Dear Sir:-

Re: Deep Bay Logging Co. Ltd.,

I beg to report that I inspected the lines of the above Company, particularly with regard to the log dump trestle which was referred to by the Workmen's Compensation Board as dangerous.

The worst portion of this trestle has now been filled, but the work is not complete. The bridge across Cougar Creek has been greatly improved by an addition of four feet to the abutments and the line from the junction with the Victoria Lumber and Manufacturing Company to the junction with the E. & N. Railway has been reconstructed and ballasted.

Yours truly,

J. L. Stewart

INSPECTING ENGINEER

JMS:GM

*Mr. Stewart
Have previous instructions
repeated & insist on
compliance within
one month from
25/9/40 h.*

DEEP BAY LOGGING COMPANY LIMITED

LOG, TIMBER, LUMBER, POLES
AND PILING

CAMP AT:

FANNY BAY

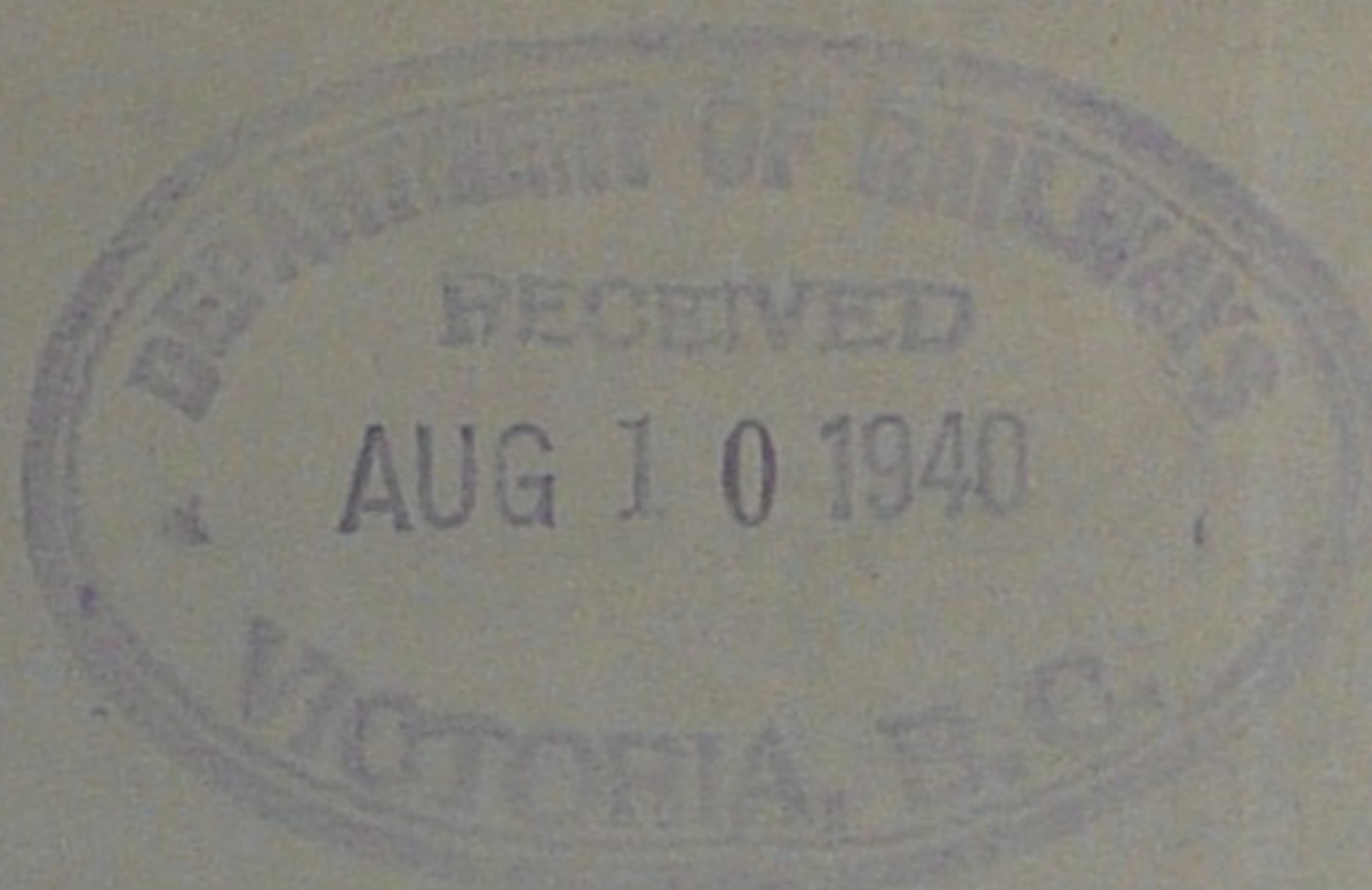
VANCOUVER ISLAND, B. C.

TELEPHONE: HIGH. 145

335 PRINCESS AVENUE,
VANCOUVER, B. C.

August 9, 1940.

Mr. G.P. Napier,
Deputy Minister and
Chief Engineer,
Department of Railway,
Victoria, B.C.



Dear Sir:

Received your letter of Aug. 6th and we are going to shut down our camp from this Saturday August 10th and make all repair needed on the trestle approach to our log-dump at Fanny Bay, B.C.

Yours very truly,

E. Kagitor

L 9 4 0
August 6th.

Deep Bay Logging Co. Ltd.
Fanny Bay B.C.

Dear Sirs:

Kindly arrange that the trestle approach to your log-dump at Fanny Bay is repaired at once. Please refer to my letter of April 13th. 1940, it is now understood that you intend filling the trestle. It is necessary to commence this immediately and a further inspection will be made at an early date.

Yours very truly,

G.P. NAPIER

Deputy Minister and
Chief Engineer.

OFFICE OF THE DEPUTY MINISTER
AND CHIEF ENGINEER



VICTORIA

DEPARTMENT OF RAILWAYS

1 9 4 0
August 2nd.

G. P. Napier Esq.,
Deputy Minister and
Chief Engineer of Railways,
Victoria B.C.

Dear Sir:

Deep Bay Logging Co. Ltd.

I beg to report that I inspected the lines of the above Company. There is an improvement in their lines but they have not yet repaired the trestle approach to the log-dump. The assured me that they would commence filling the trestle with small rock within two weeks.

In agreement with the above Company, the Victoria Lumber and Manufacturing Company are to rebuild the bridge across Cougar Creek and also reconstruct the above Company's line to the junction of the E. & N. Railway. This line will be operated jointly by the two Companies and a derail and block system will be required.

Yours truly,

[Signature]
Inspecting Engineer.

*J.E.
Get this attended to
at once please.
H. 6/8/40*

*Saw W. Hagelin who informed me he
would do this work at once*

[Signature]

OFFICE OF THE DEPUTY MINISTER
AND CHIEF ENGINEER



VICTORIA

DEPARTMENT OF RAILWAYS

1 9 4 0

April 13th.

G. P. Napier Esq.,
Deputy Minister and
Chief Engineer of Railways,
Victoria B.C.

Dear Sir:

Deep Bay Logging Company.

As directed I made a further examination of
the log-dump of the above company at Fanny Bay.

I waited for low tide so that I might examine
the posts and piles. It is an old structure and the trestle
portion was originally on piles. It has since been reinforced
with posts on large sills in such manner that the spans vary
from six to ten feet. The piles in many cases have been half-
eaten away at the base but where this has occurred framed bents
have been placed. I have not seen the trestle under load but am
of opinion that the bents are sufficient to carry the load.

With regard to the deck, stringer reinforcement
was ordered on March 20th. 1938, and in my report to you of
April 12th. 1938, I advised as follows:-

" the trestle to the log-dump has been reinforced
with 8"x 16" stringers and new ties and is also in good condition."

At the end of the trestle approach there is the log-
dump. This is of crib-work construction with cross-logs and filled.
Although two bottom logs are out of place there does not appear
to be any sign of settlement.

Yours truly,

[Signature]
Inspecting Engineer.

*h
13/4/40*

1 9 4 0
April 13th.

Deep Bay Logging Company Ltd.
Princess Street,
Vancouver B.C.

Dear Sirs:

An inspection was made of your log-dump
at Fanny Bay, B.C.

Owing to the structure being situated on
a mud flat, and depending on sills now that the original
piles are half eaten away, you will please arrange to
tighten up the structure by longitudinal bracing and toe
nailing bottom of posts. One bent was noted with too many
shims. Where necessary another bent must be introduced.

Please also advise when the new diversion on
your railway is completed.

Yours very truly,

G. P. NAPIER

Deputy Minister and
Chief Engineer of Railways.

DEEP BAY LOGGING COMPANY LIMITED

LOG, TIMBER, LUMBER, POLES
AND PILING

CAMP AT:

FANNY BAY

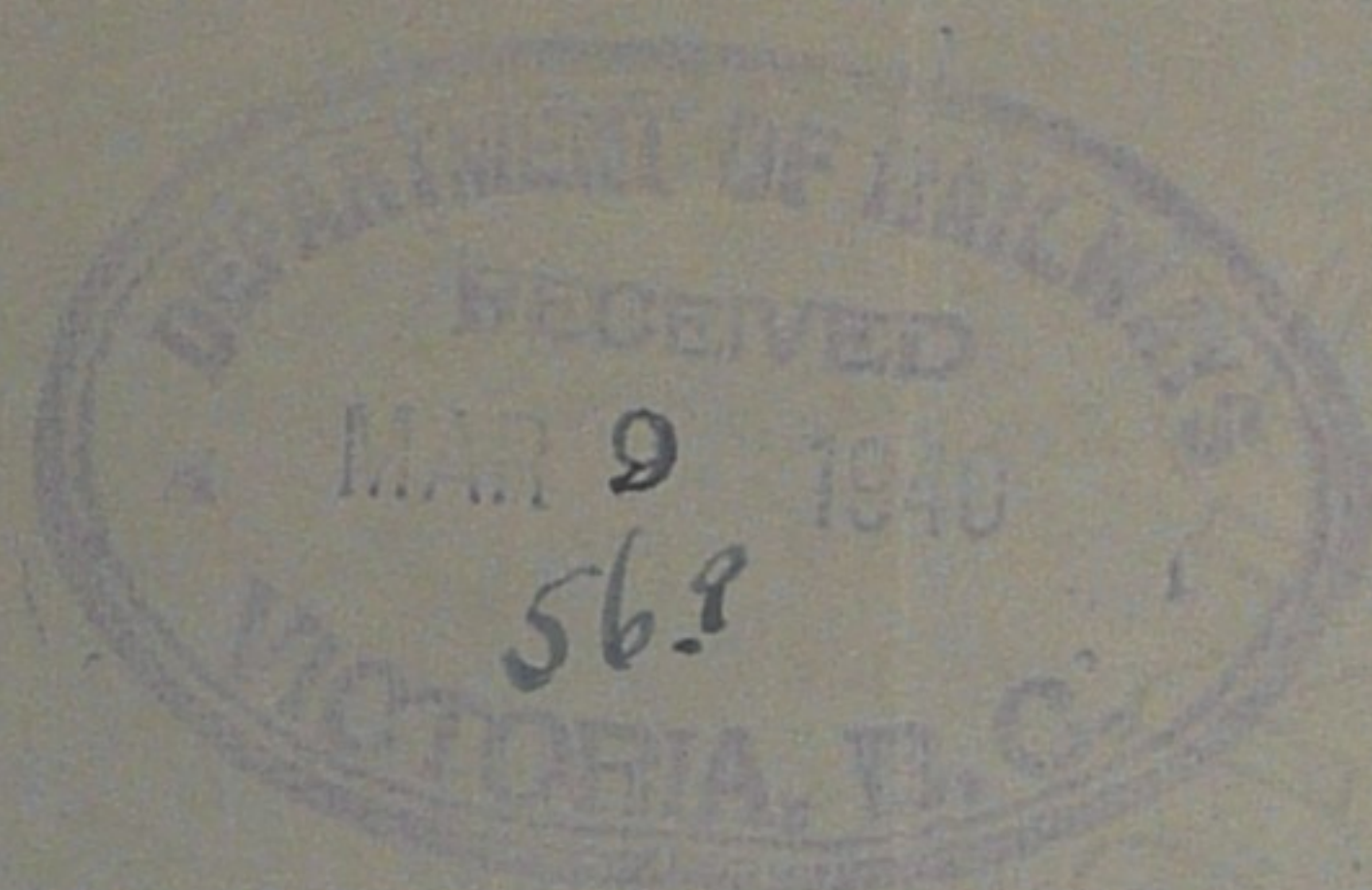
VANCOUVER ISLAND, B. C.

TELEPHONE: HIGH. 145

335 PRINCESS AVENUE,
VANCOUVER, B. C.

March 8, 1940.

Department of Railways
Office of the Deputy Mine
and Chief Engineer.
Victoria, B.C.



Dear Sir;

Regarding to your letter of March 4th about plan & profile
to be send in to you from our engineer Mr. A.O. Noakes.

Your second question we will do by this summer.

We will do right way the clause 3,4, and 5.

Will you kindly instruct Victoria Lumber and Manufacturing Co.
for derail to be installed . For that part is looking after by
Victoria Lumber & Manufacturing Co.

Yours very truly,

E. Ragerton

IN REPLYING, WRITE ONLY ON ONE SIDE OF THE PAPER.
REFER TO ONLY ONE SUBJECT OR TO ONE WORK IN A LETTER.

REFERENCE NO.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF RAILWAYS

ROOM 407
602 HASTINGS STREET WEST
VANCOUVER, B.C.

OFFICE OF THE INSPECTOR

January 9, 1940.

G. P. Napier, Esq.,
Deputy Minister and
Chief Engineer of Railways,
Parliament Buildings,
Victoria, B.C.

Dear Sir:

Enclosed please find copy
of Inspector Short's report covering inspection
of the equipment of the Royston Lumber Company
Limited.

Yours truly,

A handwritten signature in cursive script, appearing to read "L. R. Rae".

Chief Inspector of Equipment.

Encl.
WR/M.

C O P Y

January 9, 1940.

Royston Lumber Co., Ltd.,

R. R. No. 1,

Cumberland, B. C.

Dear Sirs:

I am herewith enclosing Inspector's report, certificate and account covering inspection and test of your locomotive No. 2, D. R. No. 207.

There is a slight leak from the seam in the right back corner of the firebox. This to be caulked. The smokebox is cracked on the right side. This to be repaired by welding a patch on each side above the liner. A new smokebox will be required before the next inspection.

Regarding the inspection of the logging cars it is noted that some of the side bearing bolts require tightening up and the openings over the draw-bars to be covered over. Regarding the hand brakes it was noticed that some of them have the square end on the handle. This is considered a dangerous type of hand brake and you will be required to replace these with a hand brake that can apply and release the brakes without the necessity of the Trainman letting go of the handle. It has been recommended by the Inspector that the cars be turned around so that the hand brakes will be on the back end of the cars as it will be much safer for the person operating the brakes when necessary to apply the hand brakes.

- 2 -

January 9, 1940.

Regarding the speeders for carrying your workmen, it will be necessary to close in the sides of this car and the seats to run lengthwise of the car with the entrance on the side. It was also noticed that with the 6' wheel base and the car body being 18' long, this is out of proportion. On account of the short wheel base the body of this car will oscillate too much and there is a great tendency for a car of this type to be derailed. I would like to have a drawing of this car giving the specifications of the engine and the brake arrangement so that we can check it over.

Yours truly,

Chief Inspector of Equipment.

Encls.
WR/M.

C O P Y

January 3, 1940.

Wm. Rae, Esq.,
Chief Inspector of Equipment,
Dept. of Railways,
Vancouver, B.C.

Dear Sir:

Re Inspection of Royston Lumber Company's
Equipment.

On December 20, an inspection was made of the above Company's equipment at Royston.

A hydrostatic test pressure of 225 pounds was applied to the boiler of locomotive No. 2 which was tight under test with the exception of a slight leak from the seam in the right back corner of the firebox. This to be caulked. As far as could be seen the boiler is clean and in very good condition. The driving tires and machinery are also in good condition. The smokebox is cracked on the right side. This can be repaired by welding a patch on each side above the liner. This will last for some time but a new smokebox should be put on before the next inspection.

An inspection was made of most of the logging cars and two tank cars. One of the tank cars requires more clearance on the side bearings. The logging cars are in very fair serviceable condition but some of the side bearing bolts require tightening up and the openings over the drawbars to be closed in. The hand brakes are of the old type with a square on the end of the mast. I explained the objection the Department had to this type and asked them to change two each month. The hand brake is located on the front end of the car. I would suggest that all cars be turned around so that the hand brake will be on the back end as most of the grades are down towards the mill and I consider it much safer for the person operating the brake when spotting cars to be following the car instead of walking ahead of it.

January 3, 1940.

The Company has two gas cars for carrying the workmen to and from work. Only one of these is in use. They are in very good serviceable condition and are fitted with a very effective hand brake and electric headlights. They are closed in on the ends and top so I have asked them to close them in on the sides and arrange the seats to run lengthwise of the car with the entrance on the side in the center of the car. The car used has a seating capacity of about 35 men but only 20 are carried. The car weighs about two tons and is 18' long. It has a 6' wheel base and a 6' overhang. The engine is set ahead of the front axle and they have it balanced by putting rocks on the back end. It appears to me that such a short wheel base and long overhang would cause it to oscillate very badly which would have a tendency to take the weight off one pair of wheels which might cause a derailment on curves. I drew their attention to this but did not ask them to make any changes as the car is practically new, but left it for you to decide the changes necessary to be made. This car was built by Mr. Edwards who has a machine shop at Royston. I called on him and asked him to send specifications of the engine and the machine in general and the brake arrangement to us so that it could be checked over.

Yours truly,

J. H. Short

Inspector of Equipment.

JHS/M.

OFFICE OF THE DEPUTY MINISTER
AND CHIEF ENGINEER



VICTORIA

DEPARTMENT OF RAILWAYS

1 9 3 9.
January 23rd.

FILE # 56-9.

G. P. Napier, Esq.,
Deputy Minister and
Chief Engineer of Railways,
Parliament Buildings,
VICTORIA, B. C.

RE: Deep Bay Logging Co

Dear Sir:-

I have to report that I inspected
the logging railway of the above company at Fanny
Bay.

The standard of construction has
improved both as regards track and new bridges.

The long trestle approach to Cougar
Creek bridge is now being filled and a revision
is being made which will eliminate Bridge No.4.
I ordered a new stringer placed in this bridge
as one of the stringers is in poor shape.

Yours truly,

INSPECTING ENGINEER.

JMS:DH

J. M. Stewart
24/1/29.

IN REPLYING, WRITE ONLY ON ONE SIDE OF THE PAPER
REFER TO ONLY ONE SUBJECT OR TO ONE WORK IN A LETTER

REFERENCE NO.



OFFICE OF THE INSPECTOR

DEPARTMENT OF RAILWAYS

ROOM 407
602 HASTINGS STREET WEST
VANCOUVER, B.C.

June 12, 1943.

J. M. Stewart, Esq.,
Deputy Minister,
Department of Railways,
Parliament Buildings,
Victoria, B.C.

Dear Sir: Re Royston Lumber Company

I am herewith enclosing Inspector's
report of his inspection of the above railway.

As you are aware this railway was
operated by Japanese and has been closed down for
a considerable period. It has been recently purchased
by a company being formed by a Mr. Stekl.

You will note that the bridges and track
require considerable work before they start operating.

Yours truly,

A handwritten signature in blue ink, appearing to read "W. Rae".

Chief Inspector.

Encl.
WR/M.



C O P Y

C O P Y

June 12, 1943.
June 12, 1943.

The Royston Lumber Co., Ltd.,
J. H. Pillsbury, Esq.,
Commissioner,
Workmen's Compensation Board,
411 Dunsmuir St.,
Vancouver, B. C.

Dear Sir:

Re Royston Lumber Company

I am herewith enclosing copy of Inspector's report regarding the inspection of the roadbed and equipment of the above company.

This railway was owned by a Japanese firm and has now been purchased by a Mr. Stekl.

You will note that before this railway is allowed to operate the work as outlined in the report will require to be done.

I am herewith enclosing application forms which you will kindly have your gas car operator fill out and return to this office.

Yours truly,

W. H. Rae
Yours truly,
Chief Inspector.

Chief Inspector.

Encl.
WR/M.

C O P Y

June 12, 1943.

The Royston Lumber Co., Ltd.,

R. R. No. 1,

Cumberland, B.C.

Dear Sirs:

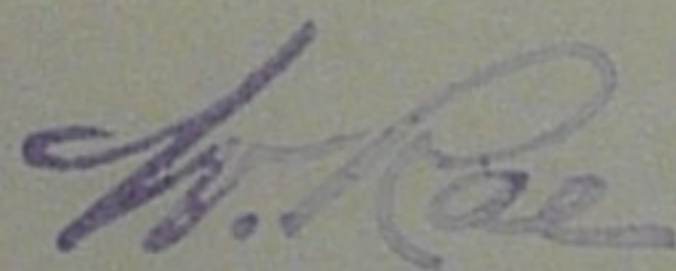
I am herewith enclosing copy of Inspector's report covering the inspection of the roadbed and equipment.

It will be necessary for the work, as reported, to be done especially on the bridges before you start operating.

Regarding the speeder for conveying the men, this will also require to meet the Department's regulations and the operator of the speeder and your head brakeman will require certificates from this Department.

I am herewith enclosing application forms which you will kindly have your brakeman and gas car operator fill out and return to this office.

Yours truly,



Chief Inspector.

Encl.
WR/M.

June 11, 1943.

Re Royston Lumber Company

On June 10 an inspection was made of the above Company's railroad and equipment at Royston and report as follows:

Locomotive was under steam at time of inspection; J. E. Marty, Locomotive Engineer. The work asked for in Inspector Short's report has been carried out on the locomotive. It was found the lower connection to the waterglass was only partially open. This gives a false level in the waterglass and is liable to burn the crown sheet. Engineer and fireman were instructed that this should be blown down twice a day to ensure it is in proper working condition. Mr. L. Taylor was brakeman and it was found he is not in possession of head brakeman's ticket from this Department, therefore it will be necessary to hire a certified brakeman on this job.

The condition of the railroad is as follows:

The road needs brushing out in several places.

Bridge No. 1 is to be renewed as the timbers are extremely rotten.

Bridge No. 2 is to have a raise at the lower approach to the bridge and track aligned. Four of the caps on this bridge are showing signs of rot and have had false bents put on each side of the main bent. These four caps are to be renewed within three months.

Bridge No. 3 requires longer ties and to have space blocks applied.

Bridge No. 4 (Tie Mill). When this bridge was built the railroad approaches were put on reverse curves in order that a tangent track would be on the bridge instead of building a bridge on a curve. The ties, deck timbers and caps are rotten on this bridge and it should be replaced by a fill in a new location in order to eliminate the reverse curves at the approach.

Allan Lake Bridge. Stringers and caps on this bridge are only in fair condition. The caps have considerable end rot therefore this bridge should be re-decked, re-tied and re-capped as soon as possible.

All the bridges above the Allan Lake Bridge are in quite good condition as they are of newer construction and no repairs will be required.

June 11, 1943.

The track requires alignment in several places. Most of the curves have too much superelevation. Several of the switch points and frogs require to be re-packed and should be checked over.

The air brakes on seven logging cars were tested and found to be in good working order. One of them however had too little brake cylinder travel. This is to be corrected. The wheels, couplers, hand brakes on the cars appear to be in fairly good condition. There are two logging cars at the Mill which have log donkeys loaded on them at present. Before these cars are put in operation the air brake equipment should be cleaned and cars gone over generally.

The speeder does not meet with the Department's regulations in any way and has been previously condemned. A new frame and house is partly fabricated at the Royston Machine Shop. The old Company had made arrangements with Mr. Edwards to apply the wheels, axles and motor to this new frame and house which is partly completed at Royston. This work will require to be completed as soon as possible and air brakes applied to this speeder.

One of the gas donkey engineers is at present operating the speeder and it was understood this man will be examined for a speederman's ticket the next time an Inspector is in that district.



Inspector.

RES/M.

IN REPLYING, WRITE ONLY ON ONE SIDE OF THE PAPER
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REFERENCE NO.



OFFICE OF THE INSPECTOR

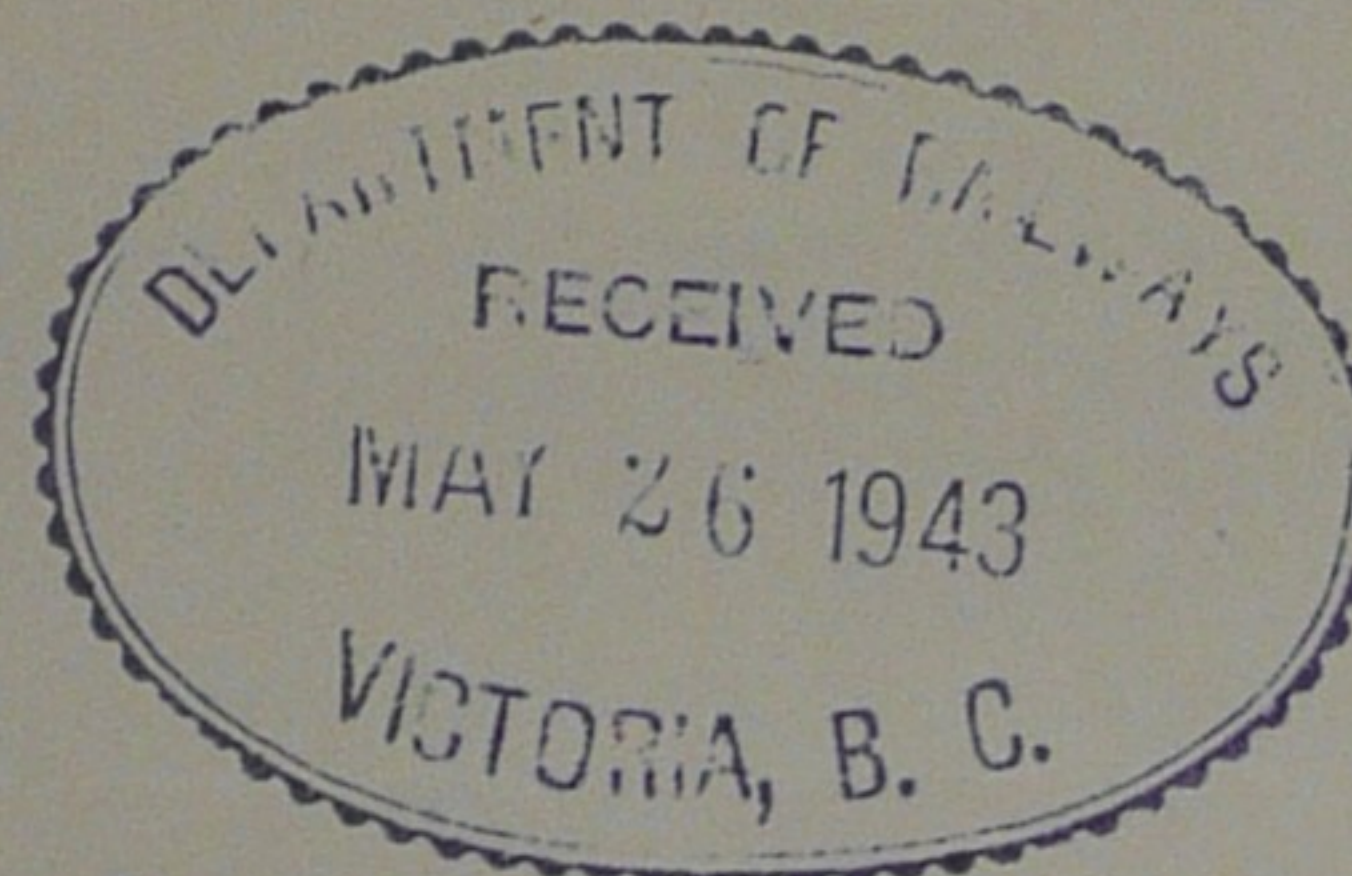
DEPARTMENT OF RAILWAYS

ROOM 407
602 HASTINGS STREET WEST
VANCOUVER, B.C.

56-9

May 25, 1943.

J. M. Stewart, Esq.,
Deputy Minister,
Department of Railways,
Parliament Buildings,
Victoria, B.C.



Dear Sir:

I am herewith enclosing copy of
Inspector's report of inspection of the equipment
of the Royston Lumber Company.

As you are aware this logging railway
has been closed down for some time and Mr. Stekl is
arranging to purchase the holdings of the Company.

Inspector Short had no opportunity to
go over the roadbed so it is understood that before
they start operating the work has to be done on the
cars and an inspection made of the roadbed.

Yours truly,

A handwritten signature in cursive script, appearing to read "W. Rae".

Chief Inspector.

Encl.
WR/M.

May 25, 1943.

Mr. Arthur Stekl,
5376 Marguerite Ave.,
Vancouver, B.C.

Dear Sir:

I am herewith enclosing Inspector's report, certificate and account covering inspection and test of Royston Lumber Company's locomotive No. 2, also report of work to be done on the cars.

I would be pleased if you would advise when the work is completed so that we can make a further inspection of the equipment and roadbed before you start to operate.

Yours truly,

"Wm. Rae"

Chief Inspector.

Encls.
WR/M.

C O P Y

May 25, 1943.

Re Inspection of Royston Lumber Company's Equipment.

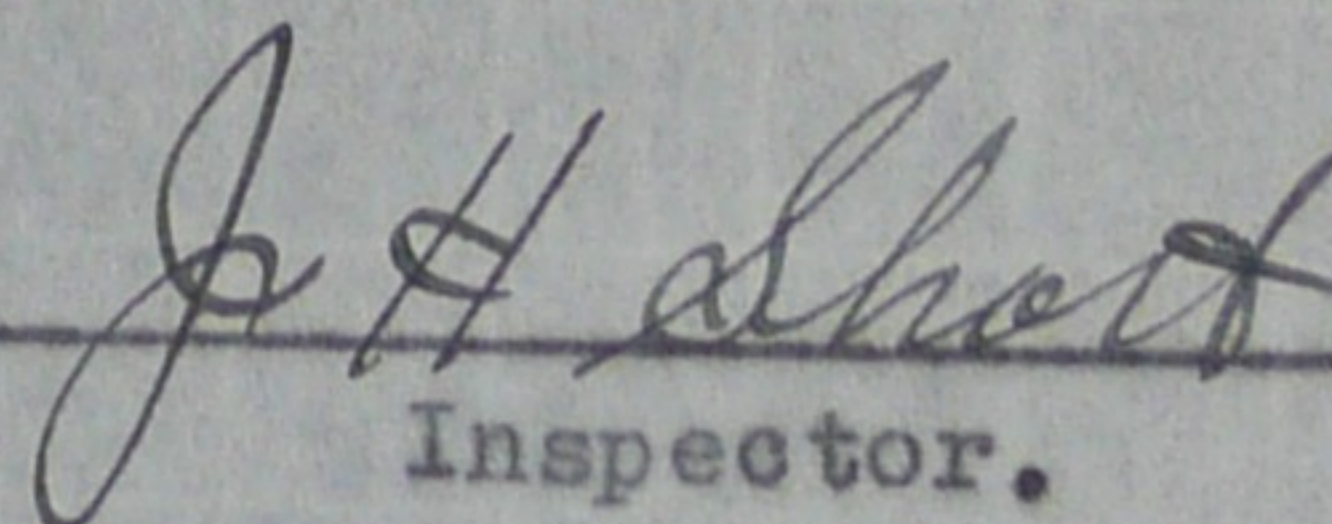
On May 21 a hydrostatic test of 225 pounds was applied to the boiler of locomotive No. 2 which was tight under test with the exception of a bad leak from the throttle valve. This to be ground in and made tight before locomotive is put into service. No other defects were found on the boiler. An inspection was made of the interior through the washout plug holes. Boiler was found clean and in good condition.

An inspection was made of the cars and the following conditions noted:

- Car No. 1 - Automatic coupler locking block required also automatic coupler operating lever to be put on. Car to be raised on the center casting to give clearance on the side bearings.
- Tank Car No. 2 - Air brake was cut out. Automatic coupler operating lever to be repaired.
- Car No. 3 - Side bearing bolts to be tightened and wheels should be changed on account of flat spots.
- Car No. 4 - Automatic knuckles are badly worn. Sills are badly splintered and car requires re-building.
- Car No. 6 - Automatic coupler operating lever required.
- Car No. 7 - Center sills are badly splintered.
- Car No. 10 - Three pedestals broken on the trucks. Pedestal bolts to be tightened up. Car requires raising on the center casting to give clearance on the side bearing. Deck to be repaired.

The air brake equipment to be taken down, cleaned and necessary repairs made before the cars are put into service.

I discussed the condition of the equipment with H.C. Airth, custodian, with the understanding before this equipment is put into service that we would make a further inspection of it and the railway.


Inspector.

JHS/M.

October 8, 1941.

Deep Bay Logging Co.,
335 Princess Street,
Vancouver, B. C.

Dear Sirs:-

On the 3rd. of September I received a report of works necessary to be done on your line of Railway at Fanny Bay. You were informed that it was required of you to complete these works within one month. These works have not been completed.

I was informed that it was your intention to fill Bridge No. 1 in about two months time. You will understand that future intentions do not take care of present necessities.

It is necessary that the repairs to these bridges must be made at once and a further inspection will be made in two weeks time.

Yours very truly,

JMS:PO.

DEPUTY MINISTER:

September 8, 1941.

Wm. Rae, Esq.,
Chief Inspector,
Department of Railways,
Vancouver, B.C.

Dear Sir: Re Deep Bay Logging Company.

On September 3 hydrostatic test was applied to the above Company's locomotive No. 2. Conditions as per report. Five staybolts to be renewed. Two tyres on the left-hand side of the front truck, flanges are below condemning limit. Tyres must be changed.

I inspected their new speeder which is being built at Royston. A satisfactory job is being made of same. I was informed that it would be ready for work in approximately two weeks. I told Mr. Kagetsu it is to be numbered 102.

An inspection was made of their cars and equipment. They have fourteen skeleton cars. Most of these cars are not numbered, therefore numbers should be applied. Several cars have drawheads uncovered. These should be covered with boards immediately. Several cars have not had the new type of handbrake applied. As they have the handbrakes at their shop, these should be applied as soon as possible.

An inspection was made of their railroad. Condition is as follows: Bridges are to be numbered. First bridge above camp approximately 150 ft. long, ties are very rotten. Rail is in bad shape. Stringers are single and in places are not resting on the caps. This bridge requires new ties as soon as possible and a few lengths of new rail to replace the rail which is in bad shape. Ties are to be 12' long and equipped with outside wooden bull rail. This bridge requires brushing out as there are trees growing up around and between the ties. I would advise that this bridge be completely rebuilt or a fill put in in place of a bridge as soon as possible.

September 8, 1941.

Bridge No. 3 requires new ties and outside bull rail. Bridge No. 4 requires blocking between ties. Bridge No. 6, both ends to have a lift on approach to bridge and ties re-tamped, and rails to be re-aligned. Bridge No. 7, ties to block and re-align steel. Bridge No. 8, bad order. Requires new ties blocked or bull rail, re-align and fix fish plate. Bridges 9 and 10 require a lift on the approach at both ends and to be re-aligned. Ties require to be blocked. Bridges 11 and 12, blocks required between ties.

I have advised them that in future 12 ft. ties are to be used on bridges.

Switches and frogs all over their railroad require to be packed. Switch at loading side in the woods to be properly packed as men using handbrake may get feet caught in guard rail and switch. A thorough job should be made of this location. Three switches are to be changed for target type switches. Several places on the main line, curves require to be aligned and joints straightened. There are a few places where 45# steel has been used with 56#. These places are to be changed to 56# steel.

I have told Mr. Kagetsu that this work has to be completed within one month and the first bridge should be rebuilt or filled in at Christmas time, but in the meantime new ties must be applied and new steel.

I examined Charles Tweedie for a Gas Operator's Permit and he passed a satisfactory examination.

Yours truly,

Robert H. Swanson
Inspector.

RES/M.

1 9 4 1
January 11th.

CONFIDENTIAL

Wm. Rae Esq.,
Chief Inspector of Equipment,
602 Hastings Street West,
Vancouver B.C.

Dear Sir:

I enclose herewith, for your information,
copy of radiogram addressed to the Officer Commanding
"A" Division, British Columbia Police, by the N.C.O. in
charge, Courtenay.

Yours very truly,

G. P. NAPIER

Deputy Minister and
Chief Engineer.

S.
Encl.

Address all communications to:
THE COMMISSIONER
British Columbia Provincial Police
(C.I.D.)
Victoria, B.C.



CRIMINAL INVESTIGATION DEPARTMENT
VICTORIA

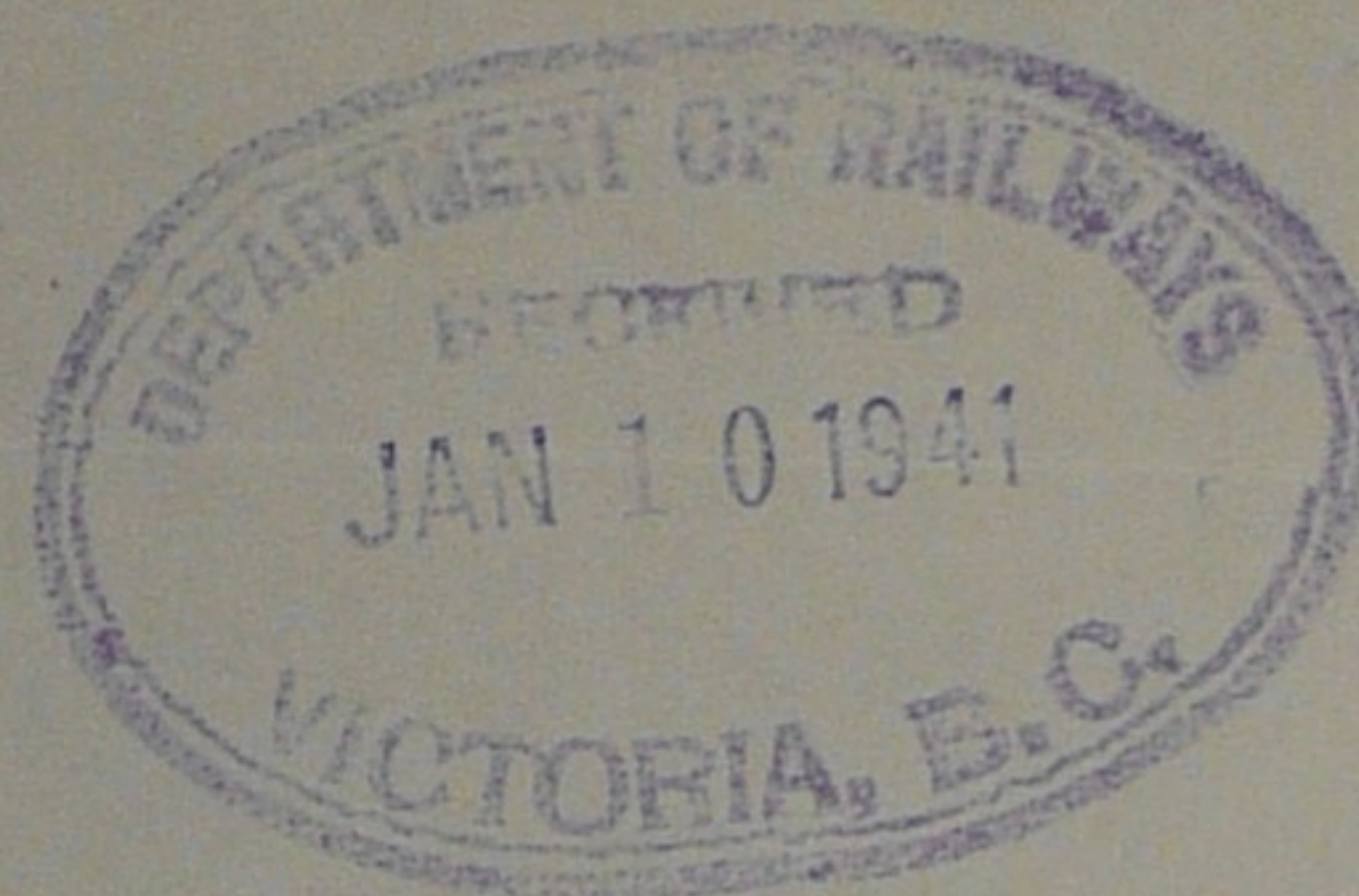
Your File No.

In reply quote File No.

SUBJECT:

Fugimoto -
Royston, B.C.

January 9th, 1941.



G.P. Napier, Esq.,
Deputy Minister & Chief Engineer,
Department of Railways,
Parliament Buildings,
VICTORIA, B. C.

Dear Sir:

I enclose herewith, for your information,
copy of radiogram addressed to the Officer Commanding
"A" Division by the N.C.O. in charge, Courtenay.

Yours truly,

R. Leach
Insp.

T.W.S. Parsons,
Commissioner,
B. C. Police.

RP/JMW
Encl.

C O P Y

BRITISH COLUMBIA POLICE

RADIOGRAM

Message No.	15	Time sent:	5 PM	Time received:
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COURTENAY BC JAN 8

OC A DIVN

YOUR 98. FUGIMOTO HAS BEEN 20 YEARS
AT ROYSTON. HAS WORKED 12 YEARS FOR THE ROYSTON
LUMBER CO HIS REGULAR WORK IS A LOADER BUT WAS
DRIVING A SPEEDER, UP TO THE END OF LAST YEAR WHEN
THERE WAS OBJECTION AS HE WAS NOT QUALIFIED UNDER
THE RAILWAY ACT IN CONNECTION WITH AIR BRAKES. HE
WAS BORN IN JAPAN. HAS A LARGE FAMILY.

NCO

COPY- CIB

September 26th, 1940

Deep Bay Logging Co. Ltd.,
335 Princess Street,
Vancouver, B.C.

Dear Sir:-

Please refer to my letter of August 6th, 1940 regarding repairs to the log dump trestle at Fanny Bay.

A recent inspection disclosed that part of the trestle has been filled, but these repairs must be completed forthwith.

You will please arrange to complete same by October 26th, 1940.

Yours very truly,

DEPUTY MINISTER AND
CHIEF ENGINEER

JMS:CM