

BRIDGES AND STRUCTURES BUILDING (B&S Building)
EAST YARD, WINNIPEG

Date - 1889

Architect - possibly John Woodman, Engineer for Northern Pacific and Manitoba, (NPMR) or possibly Charles E. Joy, architect of Minneapolis

Builders - Rourke and Cass, Winnipeg, for Northern Pacific and Manitoba Railway (NPMR)

Original Cost - \$15,700.00

Specifications - One storey brick, set upon a three foot concrete base, building size, 241' x 100', with an eastern wing, 71' x 56'6" in size. A large, ten stall roundhouse once graced the north end of this structure. This also had a turntable device for routing the locomotives to their stalls. The surviving structure is the engine and car repair shop with its attached blacksmith shop wing. This was the usual arrangement with any roundhouse/workshop operation. Currently used for storage.

History - It is very significant to the transportation political history of Manitoba given the connections of this structure with the Northern Pacific and Manitoba Railway, the Canadian Northern Railway and Canadian National Railway. The Northern Pacific's entry into Manitoba came as a direct result of the failure of the Norquay Government to create the Red River Valley Railway (RRVR) in 1887. This was an attempt to break the Canadian Pacific Railway monopoly which was considered by some to be a stranglehold on the western economy. The attempt was a failure because the Federal Government disallowed the Norquay legislation. In the election of 1888, Norquay's government was voted from office, and its place taken by that of Thomas Greenway, which offered a deal for the entry of the American owned Northern Pacific Railway. The resultant Northern Pacific and Manitoba Railway used the RRVR right of way which had been established by Norquay's group.

At the time of the construction of the B&S Building by the NPMR the only other roundhouse/workshop complex in Winnipeg was the Canadian Pacific Railway structure (1882) in the yards just east of the present Arlington bridge. Eventually, the CPR facility was expanded to 43 stalls, making this the largest Manitoba roundhouse, and which, incidentally became a full circle in shape. It has been demolished, its functions having been replaced by the CPR Weston Shops to the west of McPhillips Street. Subsequently, upon the take-over of the NPMR operations by the Canadian Northern Railway after 1901, the downtown yards were progressively obsoleted by further developments. One of these was the creation of Canadian Northern's Fort Rouge Yard west of Osborne Street. At a point between Don and Togo Streets, a 39 stall roundhouse complex was built about 1905. This newer facility automatically gave the 1889 structure second class status. The ultimate take-over of the Grand Trunk Pacific (GTP) and Canadian Northern (CNo.R) operations by Canadian National Railways (CNR) in 1923 further eroded the precarious status of the

1889 complex by adding GTP's 18 stall Transcona roundhouse complex (1911-12) to the CNR's menagerie of structures. Eventually, around 1936, the 1889 roundhouse was demolished, the turntable removed, and the engine house had its peak roof lowered to its present configuration of a flat-top.

Contemporary Examples - Both the CPR and Canadian Northern Fort Rouge roundhouse/workshop complexes have been razed. This makes the Bridges and Structures Building the oldest surviving edifice of this type in Manitoba.

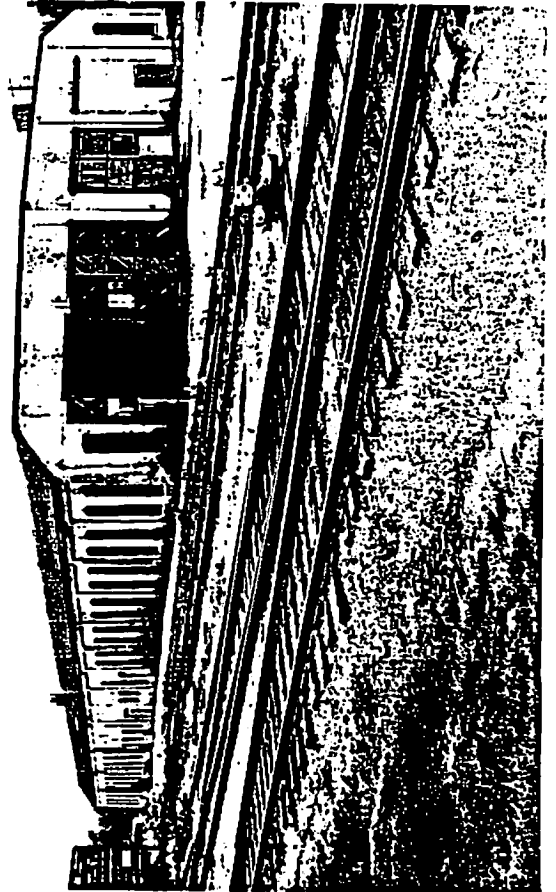
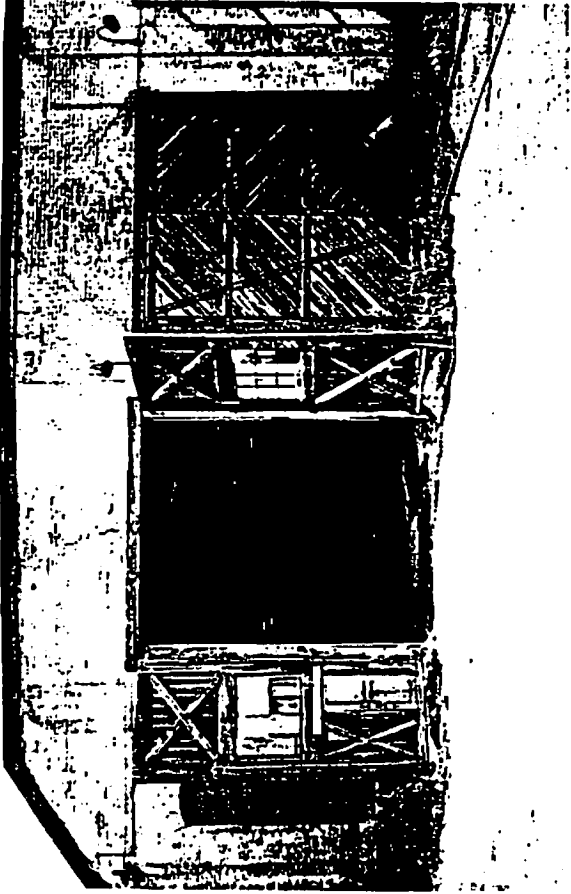
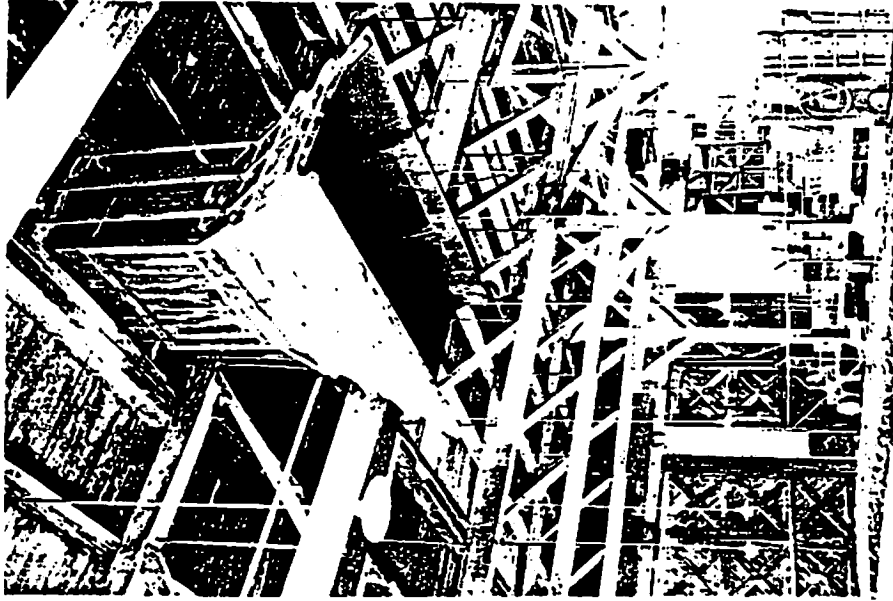
Outside of Winnipeg - Roundhouse complexes were the feature of railway divisional points across Western Canada. Outside the Winnipeg urban zone, this has accounted for some 13 roundhouse structures over the last century. These were:

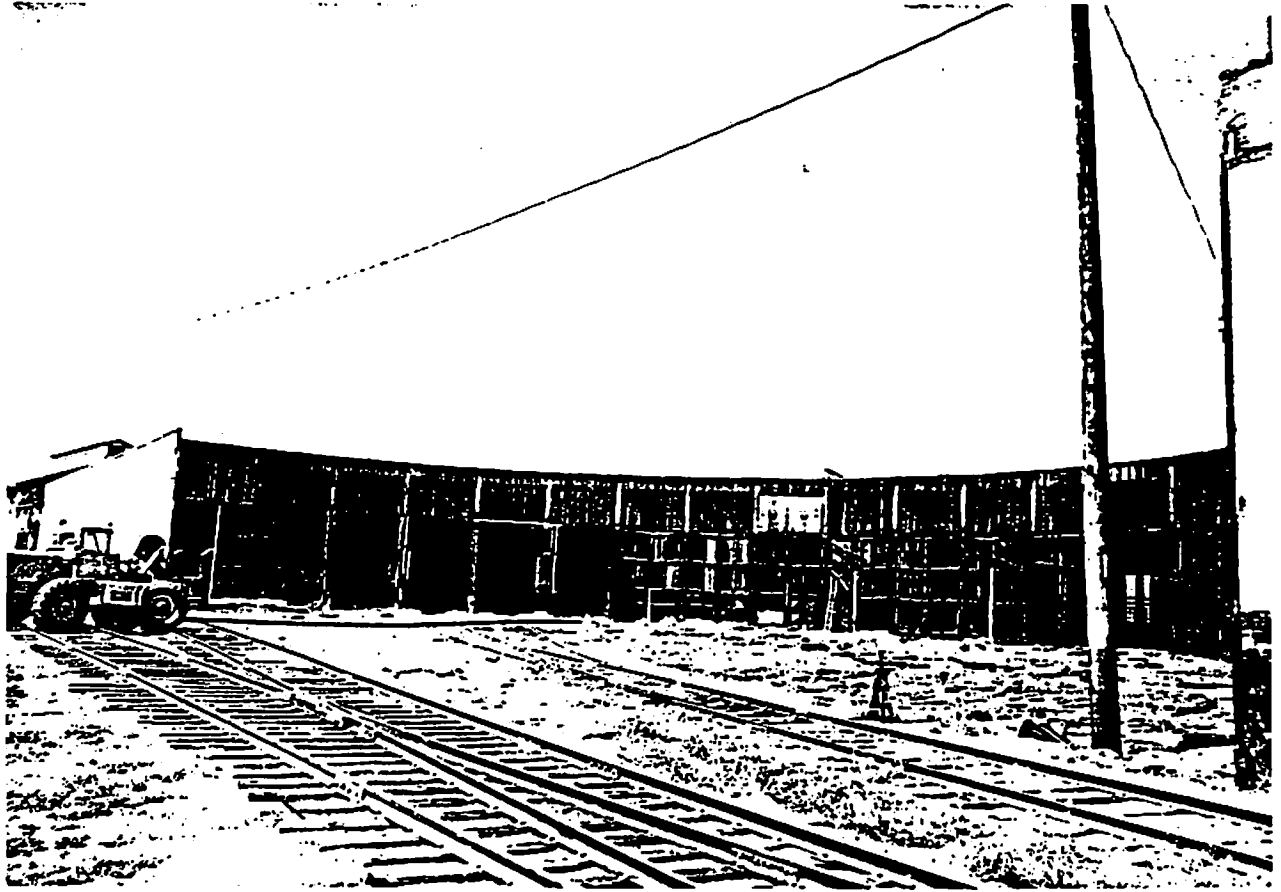
<u>Location</u>	<u>Date</u>	<u>Particulars</u>
Brandon	1903	In the CPR Yard on Brandon's north side. Probably an 18 stall unit. Demolished in 1967, engine house/workshop remains in use. Original roundhouse at 18th Street, built in c.1882, demolished in 1904.
Brandon	c1905	Canadian Northern Railway at SW corner of McTavish and 1st Street. Had 9 stalls and workshop. Believed to be extant.
Dauphin	1908	CNR near Jackson Avenue and the Government Road. A 14 staff unit. Has been the municipal garage since 1969.
La Rivière	1908	CPR, 4 stall unit. North of Railway Avenue near station. Sold in 1960, present disposition unknown, probably gone.
McArthur Falls	?	Engine house of the Winnipeg River Railway, now owned by Manitoba Hydro. Not a roundhouse.
Miniota	?	CPR one storey frame engine shed, near 4th Street and North Railway Avenue. Current disposition unknown.
Minnedosa	1911-12	CPR one storey brick roundhouse with turntable. Near Centre and Rosser. A factory in the mid-1970s.

Neepawa	1902	CNR, 5-stall engine house, on north side of Main Street, west of 5th Street. Demolished August 1987.
Pikwitonei	1920s	Hudson's Bay Railroad. No other particulars.
Reston	1906	CPR, 3-stall roundhouse, 3 storeys in height. Lately Colin Campbell and Sons grain storage.
Rivers	1907-08	GTP - one storey concrete roundhouse with turntable and machine shop. A 12-stall facility. Was a private plant in the mid-1970s.
Souris	1890s	Further particulars unknown.
Virden	1906	CNR roundhouse, Government Road Allowance at the end of Bridge Street. Demolished.

Significance/Context - This is the oldest surviving locomotive repair facility extant in the Province of Manitoba. Along with four railway stations at Miami (1889); Baldur (1890); Beaver (1900) and Hartney (1890), this is the largest tangible reminder of the Northern Pacific and Manitoba Railway's presence in Manitoba. It was this line which introduced competition to rail operation in Manitoba, for it broke the CPR monopoly.

The B&S Building was part of the NPMR's headquarters in Western Canada. From its association with the NPMR, the B&S Building exemplifies corporate organization and business practices, work life and culture, and technology in the pioneer era of small local and regional rail lines in Western Canada, but it has potential for representing the evolution of the work processes in shopcrafts and in railway yards in general. Other secondary themes include east-west commercial connections, the relationship of transportation to the settlement of the Canadian West, the role of railways in immigration, and the role of regional railway companies in economic development.





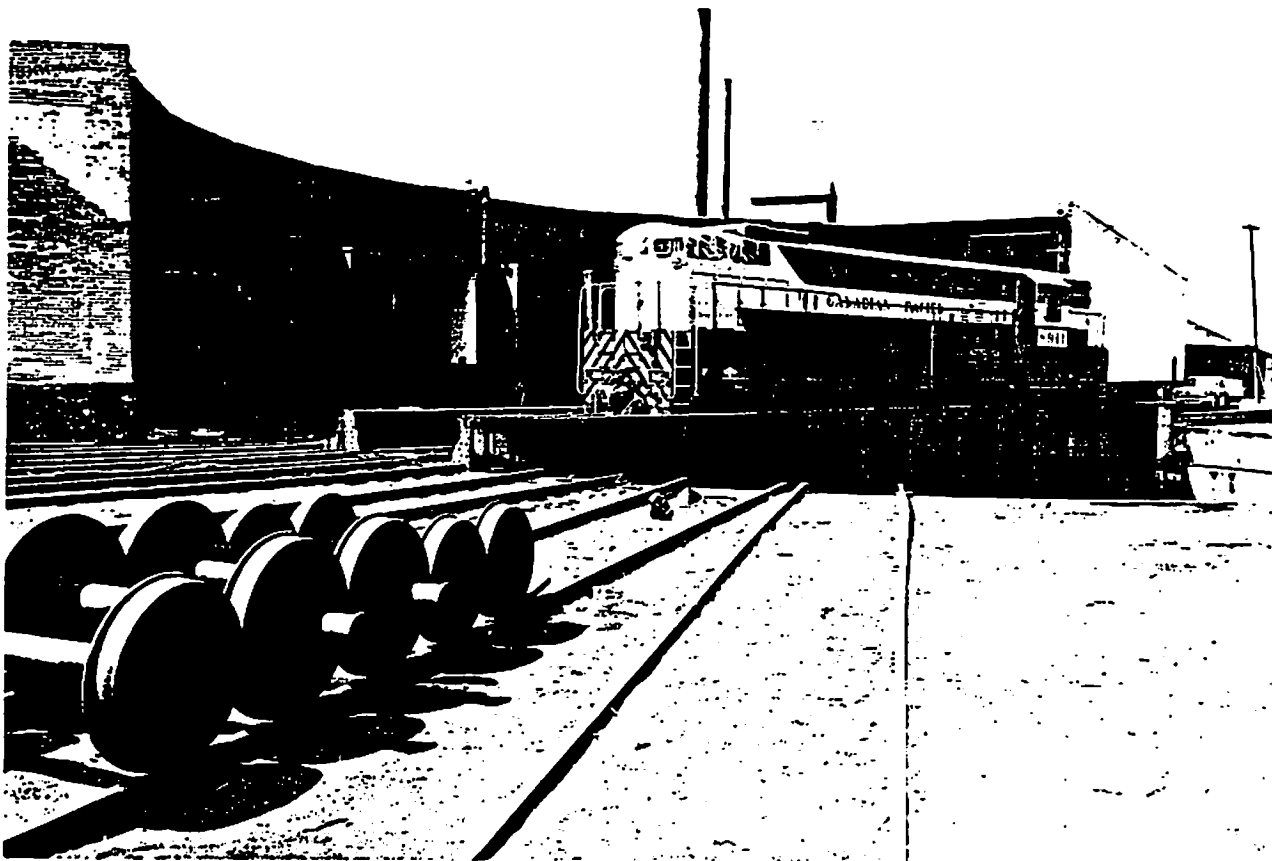
C.P.R. Roundhouse, Brandon, Manitoba. 1903. Demolished 1967. (Manitoba Archives.)



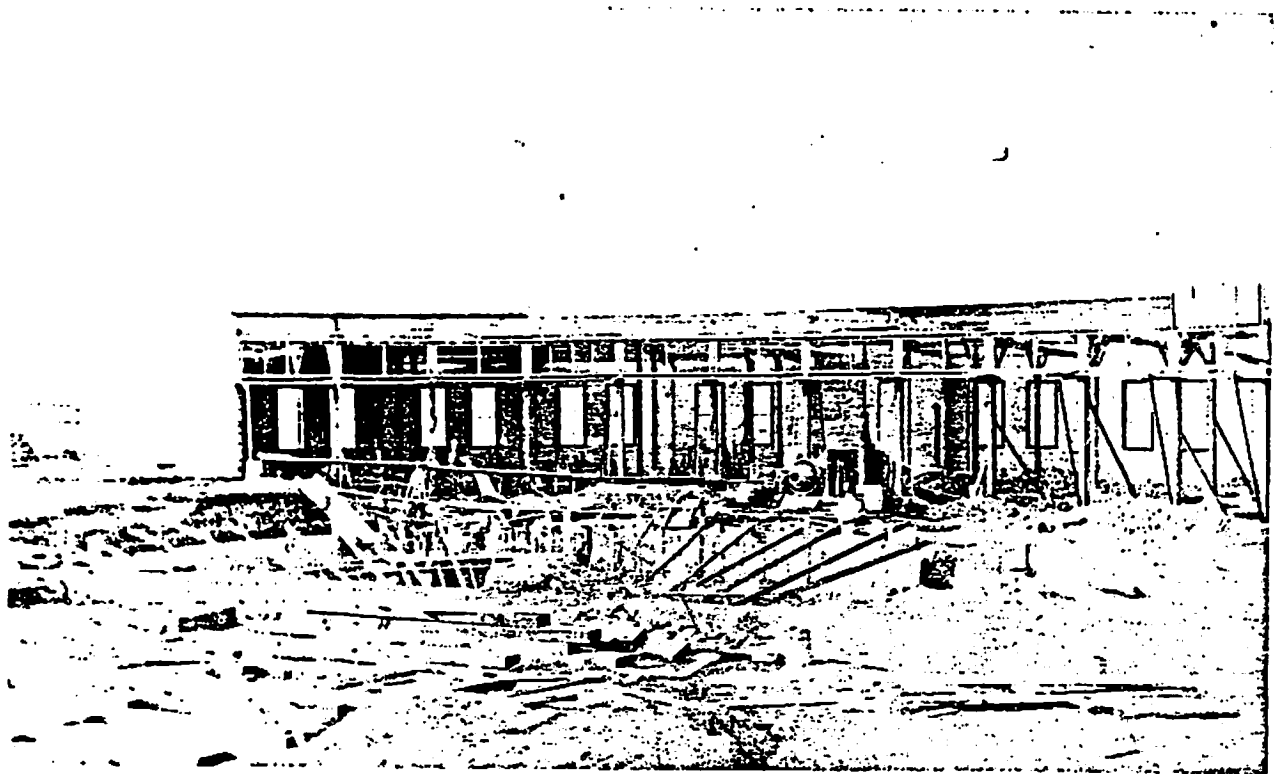
C.P.R. Roundhouse, Brandon, Manitoba. 1903. Demolished, 1967. (Manitoba Archives.)



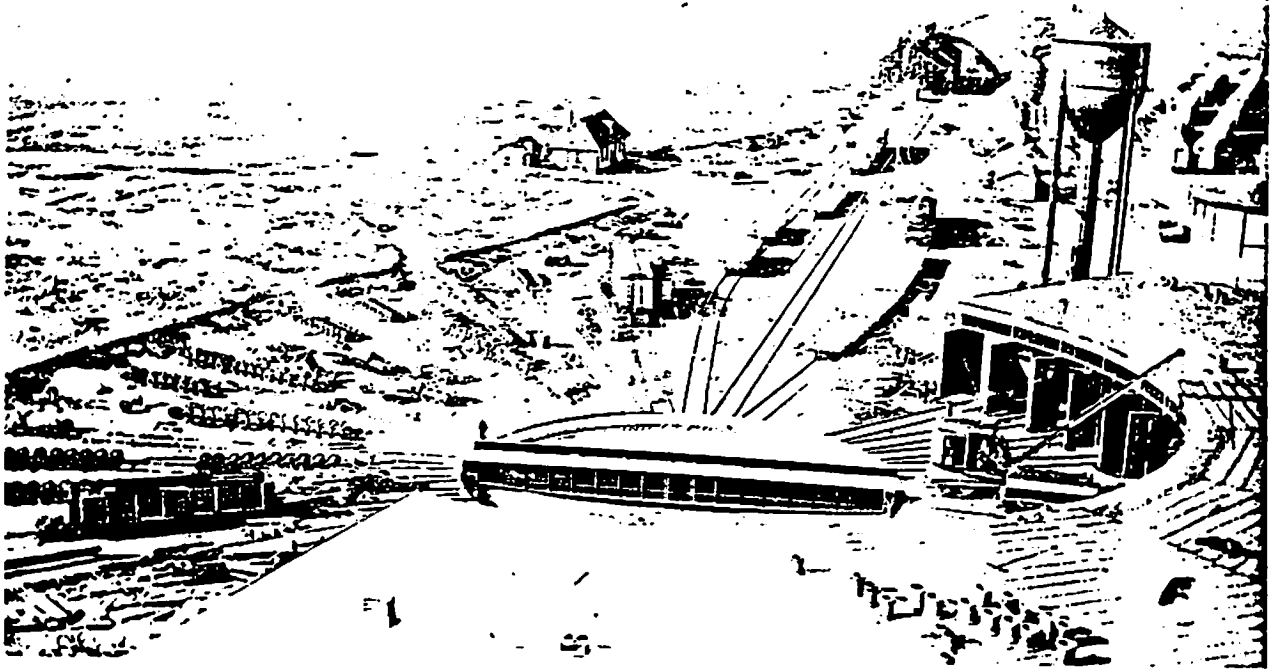
C.P.R. Roundhouse, LaRiviere, Manitoba. 1908. Shown in conjunction with its station. Sold in 1960. (Manitoba Archives.)



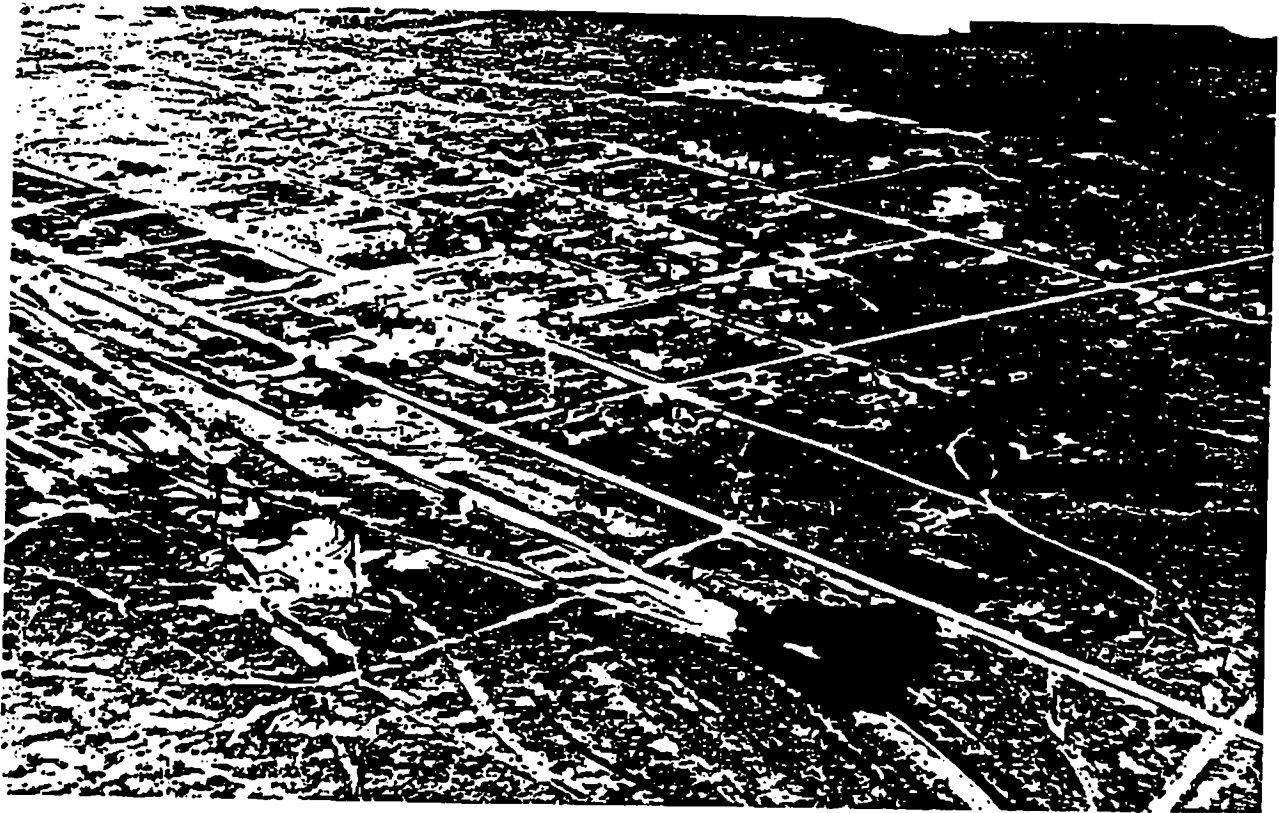
C.P.R. Roundhouse, Minnedosa, Manitoba, 1911-12. The turntable is shown in operation. Converted into a factory in the 1970s. (Manitoba Archives.)



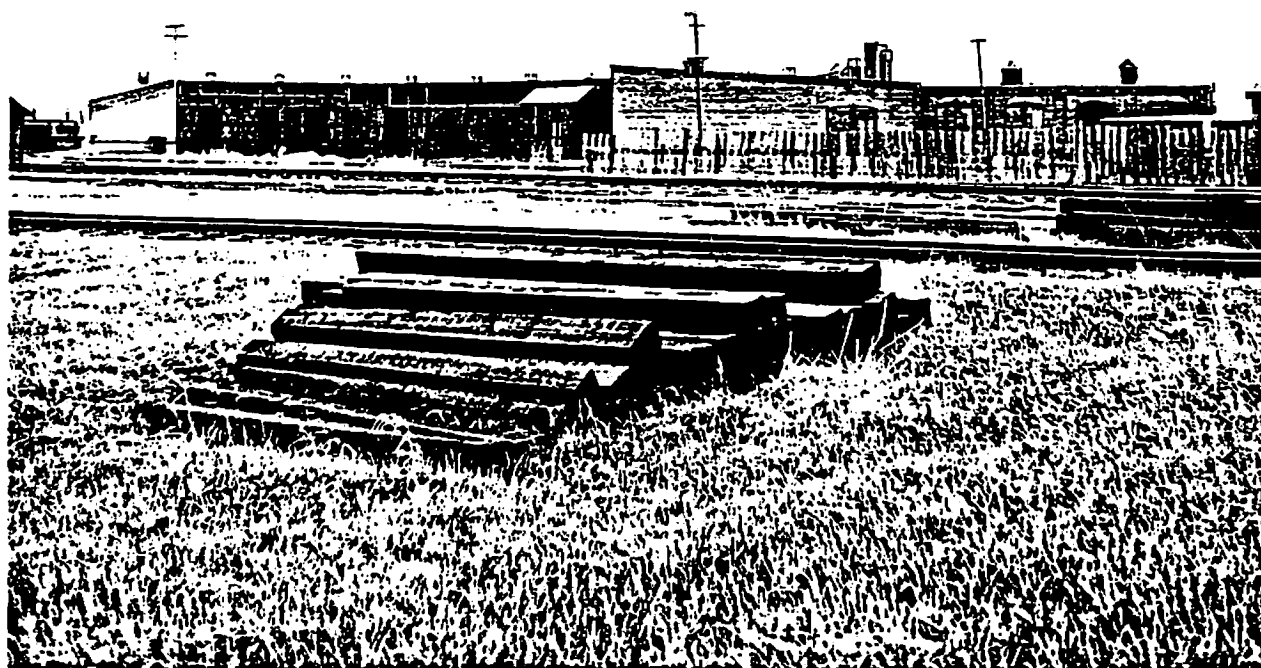
G.T.P. Railway Roundhouse, Rivers, Manitoba, 1907-08. Shown under construction.
(Manitoba Archives.)



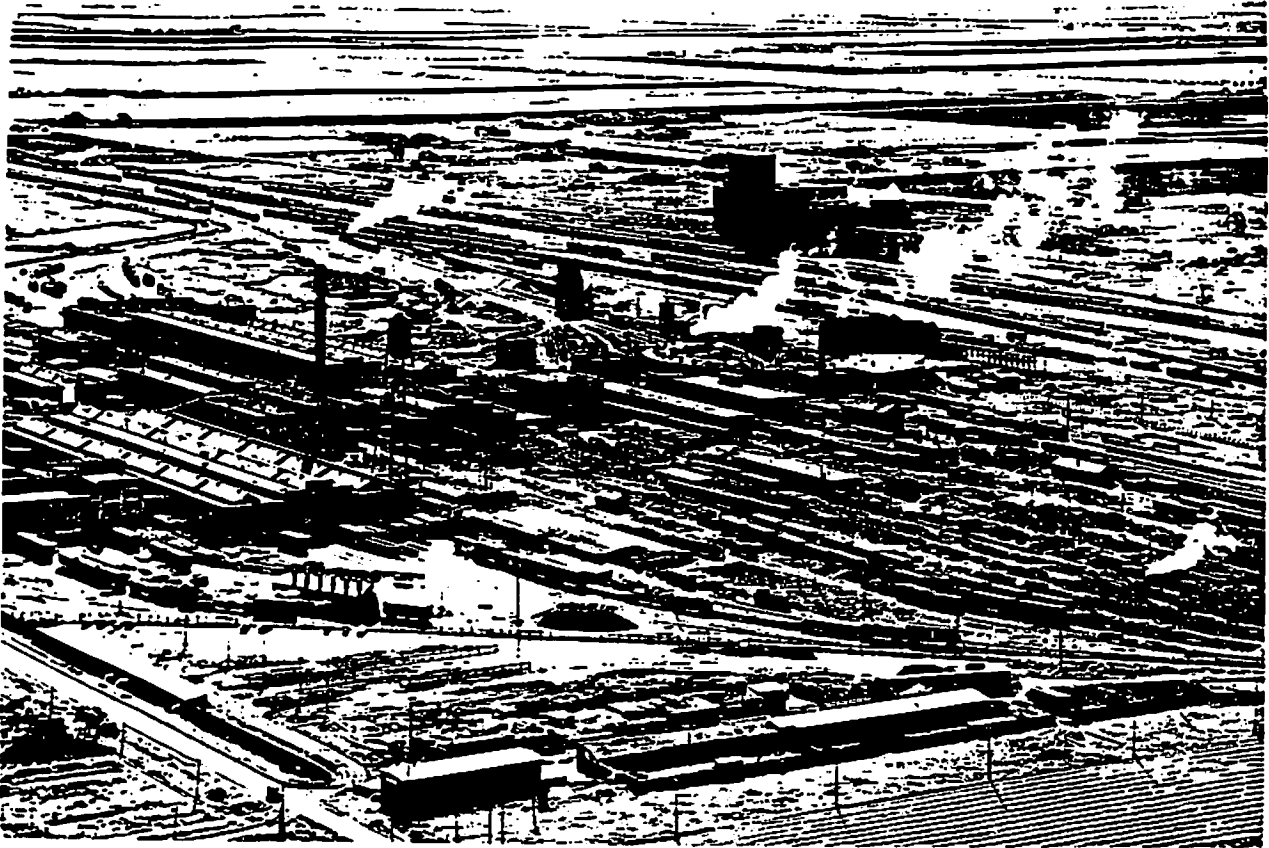
G.T.P. Roundhouse, Rivers, Manitoba, 1907-08. A view taken from the smokestack at the engine-house, 1910. (Manitoba Archives.)



Town of Rivers, Manitoba, c. 1945. The roundhouse and yards are shown in relation to the town itself. (Manitoba Archives.)



C.P.R. Roundhouse, Souris, Manitoba. Possibly 1890s. (Manitoba Archives.)



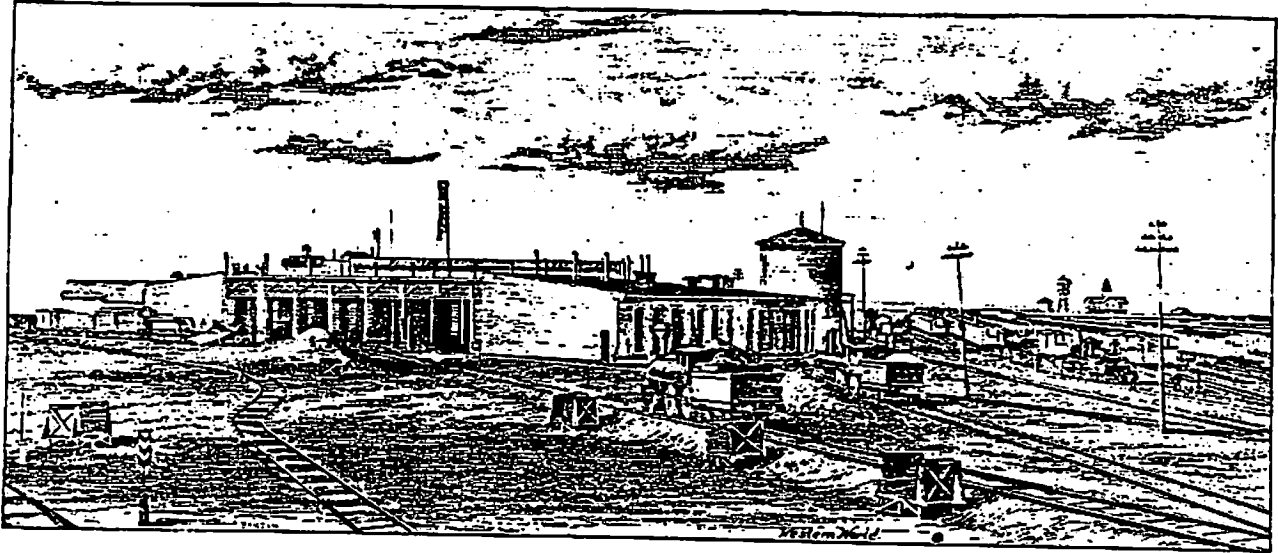
Former G.T.P. Shops, Transcona, Manitoba, taken c. 1955. The Roundhouse is shown at center right. (Manitoba Archives.)



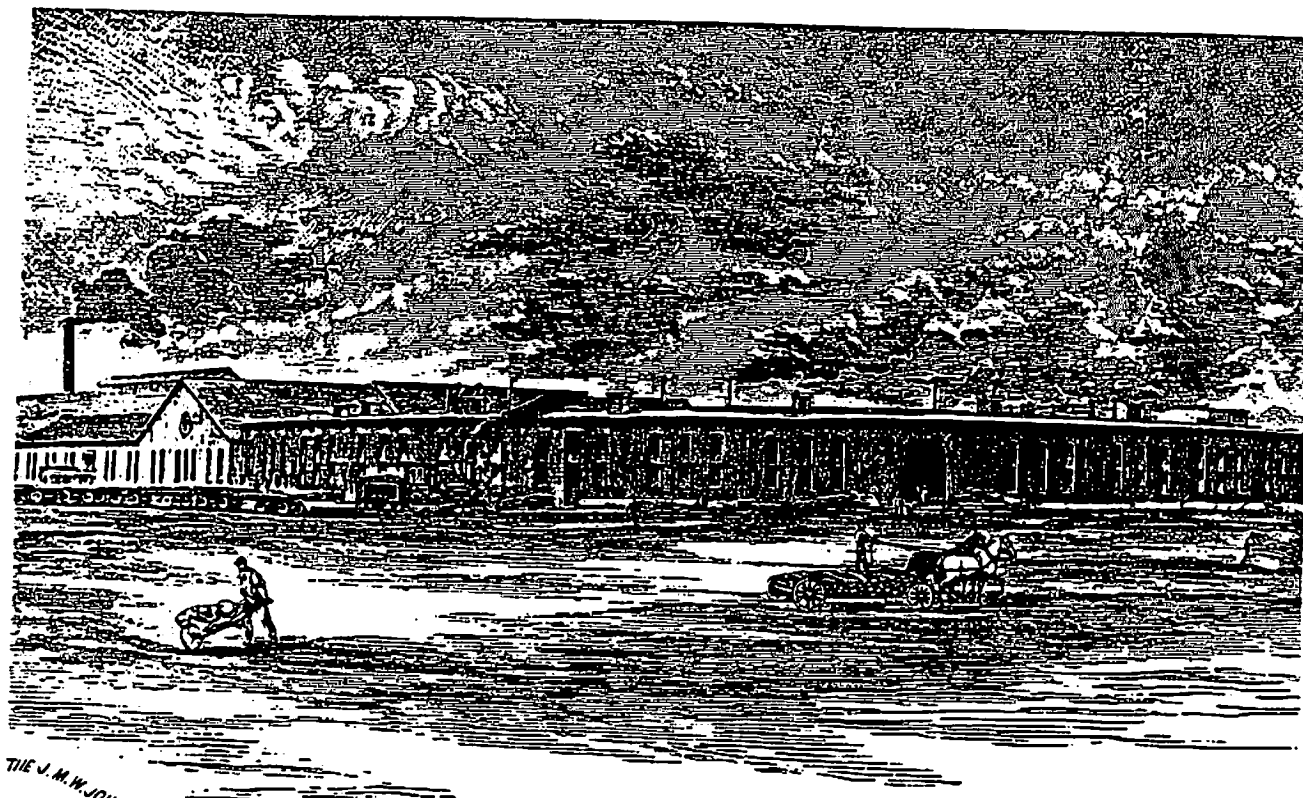
C.P.R. Yards, Winnipeg, Manitoba, showing the Roundhouse, upper left center, c. 1884. Demolished. (Manitoba Archives.)



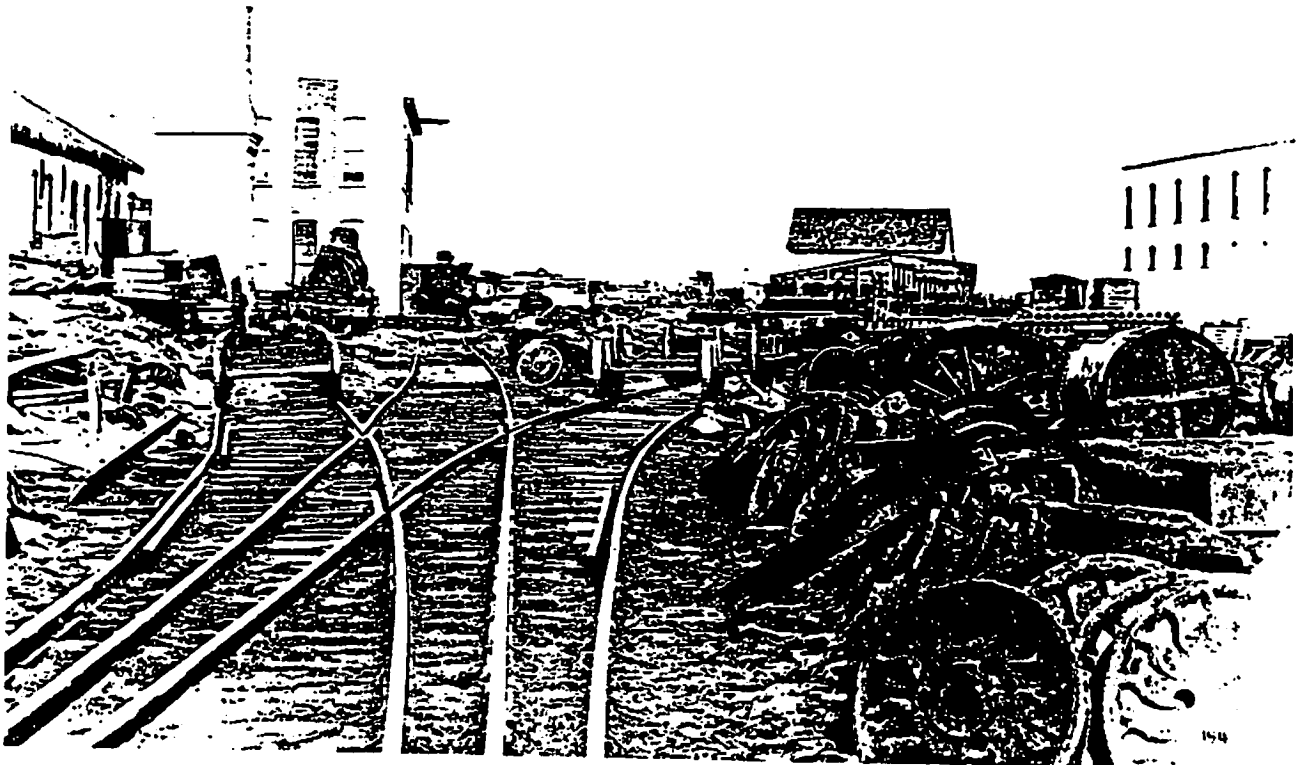
C.P.R. Shops, Winnipeg, Manitoba. Shown in the 1890s, with the Roundhouse at the left. Demolished. (Manitoba Archives.)



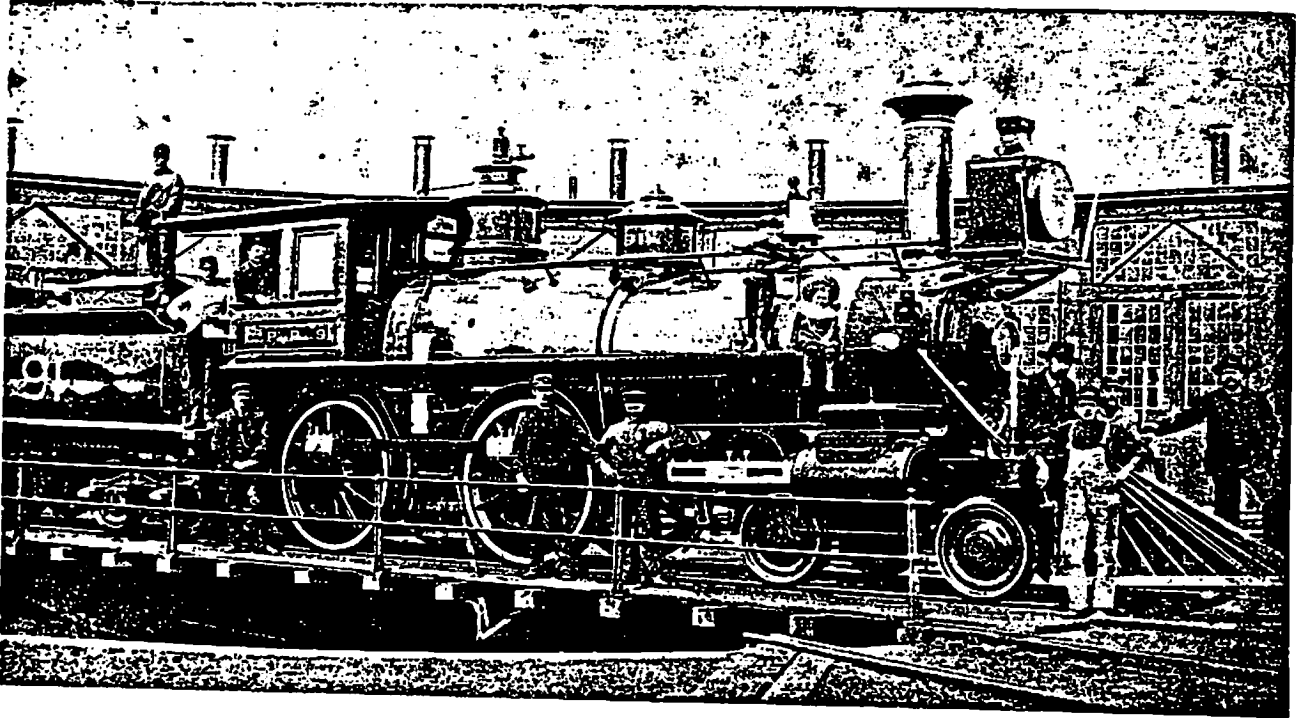
C.P.R. Roundhouse, Winnipeg, Manitoba, built 1882. Shown in the 1890s.
Demolished. (Manitoba Archives.)



C.P.R. Roundhouse, Winnipeg, Manitoba, built 1882. Shown in 1883. Demolished.
(Manitoba Archives.)



C.P.R. Roundhouse yard, possibly Winnipeg, Manitoba. c. 1885-90. (Manitoba Archives.)



Turntable, possibly C.P.R. Roundhouse, Winnipeg, Manitoba. No date. (Manitoba Archives.)



C.P.R. Roundhouse, possibly Winnipeg, Manitoba. The interior after a snow storm.
Note the smoke funnels hanging from the roof. (Manitoba Archives.)