A BRAND NEW HIGHWAY

The Salmo-Creston Highway, under construction since the first reconnaissance over the route in 1957, was opened to traffic this fall. It is an extension of the Southern Transprovincial Highway and will provide an alternate route through to Creston eliminating the ferry trip over the Kootenay Lake. Travelling time across the province has been cut about two hours.

Part of the route follows the old Dewdney Trail, and passes through some of the most scenic country in the province, thus opening up a new area to the tourist and outdoorsman.

The Highway, constructed to a 60 mile per hour standard with maximum grades of 7.5% and reaching an altitude of 5,820 feet, cost $12,000,000. The project progressed steadily but slowly because of the short seasons. Along with the usual problems of road-building in the mountains was the need for proper sub-drainage to reduce winter frost heaving.

A good road has been built, adding to the other famous highways in British Columbia.

MEET THE NEW CHIEF ENGINEER

The vacant Chief Engineer's position was filled on August 15th by Mr. D. D. Godfrey. This was the fourth major promotion accorded Mr. Godfrey since he joined the Department in June 1948.

He was born in England into a family of one girl and two boys. Taking his early education in a private grammar school and completing two years of university with aspirations to become a mathematics professor, Mr. Godfrey was forced through lack of funds to accept a job with the Great Southern Railway in Buenos Aires, South America. This opportunity was presented to university students as an experiment by the South American government to attract college-trained young people who would more easily adapt to a new land. Mr. Godfrey chose to work in the Engineering (track building branch of the company, and spent his evenings in studies for an engineering degree. He also studied and mastered the Spanish language.

While an active member of the Anglican Church Choir, he became acquainted with a young lady later to become his wife.

A total of twenty years was spent in the Argentine, and Mr.
Minister’s Message

In a government department as large and complex as ours, there is sometimes a feeling of remoteness and detachment in the many far-flung offices and yards. We communicate, we recognize names and radio call numbers, we move around and make some personal contact but perhaps sometimes we feel we don’t really belong. It is sometimes difficult to regard as a team-mate, someone several hundred miles away, whom we have never met and whose name we barely know, even when he is doing the same work for the same employer. Nevertheless we have to function as a team and we have a common purpose — to work in the public interest to the best of our ability by providing a good highway system, well designed, well built, well maintained and well administered.

To this end, therefore, I was pleased to authorize this new “house organ” publication. I believe that the everyday shared experiences and the personnel news and information appearing in this magazine, as well as the recognition of individual and group achievement, will help us attain a greater measure of unity in the Department and this can only be in the best interest of the public as well as our own.

P. A. Gaglardi
Minister

WALLY BYAM CARAVAN
CLAIMS B.C. HIGHWAYS ARE BEST

On July 31st 1963 a caravan of 120 shiny aluminum trailers towed by panels, half-tons, sedans, and convertibles rolled over the Rogers Pass highway into Golden. The men, women and children, comprising this highly organized brigade, were from around Berndtji, Minneapolis. They were “tourists” in every sense of the word.

The travellers were enthusiastic—the village of Golden was warmly receptive. An evening of welcome was arranged by the Chamber of Commerce and part of the enter-

On a side tour from the B.C. Government Employees’ Association charter flight to London last June, we visited Scotland. Near Inverness, our bus travelled over roads that were under repair, and we were astonished to see that our B.C. Highways’ sign had been adopted — even in the north of Scotland!—Mrs. D. Wilkins, Grand Forks.
FOURTY-FOUR YEARS AGO

How many times do we hear the complaint about trucks and machinery that are too old or too slow! It takes an old photo to make us realize that progress has been made in fifty years, especially if we take a moment to compare it with one of modern day equipment.

Here we have photos taken in 1919. The location is the Slaterville area, probably familiar to Cranbrook people. Two of the four men are Ray Armstrong, driver in the white shirt, and Rainbow Watson. The photo shows a full-scale operation to remove select material for road repairs or construction, similar to our present day screening plants or crushers. You will notice that the vehicle is a Federal Truck. A grizzly is lying on the extreme right, the team hitched to the scraper which possibly had a half-yard capacity hauls the material which is screened before loading.

This next photo shows service time. It appears that the truck driver is oiling the tail gate with an oil can.

The picture of the truck with the elevated dump box (right) is a demonstration of the hoist operation which probably was then a modern device. Surprisingly enough it is a hydraulic cable combination.

WORDS OF WISDOM:

"It is better to keep your mouth shut and be thought a fool than to open it and remove all doubt."
**A LABORER...A SWEEPSTAKE $60,000 ... NOW WHAT?**

Hugo Boreen bought an Irish Sweepstake ticket with the last $3.00 in the sugar bowl. Lady Luck looked his way and he now has $60,000 to worry about! Actually, when we interviewed Pat and Hugo neither of them looked worried—thrilled, is the word to use as the photograph shows.

This young couple came to Quesnel from Saskatchewan in 1959. They were neighbours in a small farming community nine years ago when they met on a blind date. Hugo, the son of a farmer, is a quiet fellow, who believes that "all things work together for good. You just have to work hard and keep your chin up." They have had their share of problems. Illness, unemployment, and a large family to support can be discouraging. Pat, who is a devoted wife and mother, says "We have been down, but never out; our situation would be bad, but just for a while and then something good would always happen; worrying never helped."

This young family really appreciates this good fortune and it hasn't gone to their heads. They have ordered a nine-passenger station wagon but they will not splurge. Poverty has taught thrift, and the money will be used to secure a good education for their five children, as well as investments to stabilize Hugo's yearly earnings. "I want to stay with the Department if I can, I like my job, the fellows are good to work with, we like it here in Quesnel." He says the money is tax-free and is transferred to them through their bank. The telegram that notified them they were winners also stated it took about twenty-one days to complete the arrangements. We extend them both congratulations, and try to suppress that tiny feeling of envy.

**WORDS OF WISDOM:**

Confucius said: "The wise man has nine points of thoughtful care. In looking, his care is to observe distinctly; in listening, his care is to apprehend clearly; in his appearance, his care is to be kindly; in his manner, his care is to be courteous; in speaking, his care is to be conscientious; in his duties, his care is to be earnest; in doubt, his care is to seek information; in order, he has a care for the consequences; and when he has opportunity for gain, his care is whether it be right."

...Great Books.

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**D. GODFREY FAREWELL**

Regional and District Staffs witnessed the colourful presentation of the Grand Award Ribbon, Desk Set and Luggage on Friday, August 23rd, 1963 at North Vancouver to Mr. D. D. Godfrey on his promotion to Chief Engineer.

Mr. E. J. Garrett, Regional Construction Engineer addressed Mr. Godfrey on behalf of all the employees of this Region and expressed everyone's appreciation and pleasure in working for Mr. Godfrey as their Regional Highway Engineer, and accorded to him their sincere best wishes.

The picture showing the presentation of the desk set expresses the pleasure of left to right, Mr. E. J. Garrett, Mr. H. Mackenzie, R/W Agent, Mr. W. Mercer, Regional Mtce. Engineer and Mr. Godfrey.

**ANOTHER LOOK INTO THE PAST . . .**

A "Speeder" shovel loads a Chev half ton.

Chilliwack City Centre, January 27th, 1935.
Promotions

Just two years after he joined the Highways Department as Regional Construction Engineer, J. W. Nelson, received promotion to Regional Highway Engineer. This position was left vacant with the transfer of M. G. Elston to North Vancouver. Mr. Nelson, born in Revelstoke in 1924, where his father was a railroad conductor, was educated in Port Alberni and Victoria. He attended the University of B.C. and also spent one year at the University of Manitoba. While working with the City of Kamloops as City Engineer he continued studies for a degree in Civil Engineering. He assumes his new duties with a recognized ability for smooth administration.

Bill is a gentle but firm personality very much involved with raising four sons. He and his wife, Shirley, take an active part in church activities and in the social life of their children. He naturally enough is on the local Boy Scout Committee.

A popular man, who makes friends easily, Mr. Nelson will undoubtedly help to maintain the good public image the Department enjoys in Region 2.

Smithers received the able leadership of S. J. Sviatko, when Steve was promoted from Resident Engineer at Burnside to District Superintendent in this northern town.

The thirteen years Steve has worked with the Department, and the transfers from New Westminster. Chilliwack to Victoria have groomed him for this new position.

A quiet person with great self-confidence, Steve will be doing a good job with the help and cooperation of the Department’s staff in Smithers.

When a decision was made to create the position of Superintendent of Equipment, Jack Smythe of Kamloops was chosen to fill it. In September, Jack moved to Victoria to take a place among the branch heads at headquarters.

Jack was born, 1911, in Vermilion, Alberta. His father, who was a car inspector with the C.P.R., moved the family to British Columbia and Jack was educated in Penticton and Merritt. Completing High School and still only fourteen years of age, he was too young for a “man’s” job, so he delivered telegrams. A mechanical aptitude led him to jobs where he worked around machines, and it wasn’t long before he was a Service Maintenance Manager with a large trucking firm. Discharged after three years of military service with the Royal Canadian Air Force, Mr. Smythe continued a career in mechanics, serving with the British Columbia Forest Service as Mechanical Supervisor, and finally joining the Highway Department in 1959. He has been Mechanical Superintendent in Region 2 until this promotion.

Jack and his wife, Pauline, celebrated their twentieth wedding anniversary in October this year; they have one child, a boy of eleven.

Naturally enthusiastic, Mr. Smythe will make this new position a valuable asset for the department.

W. P. Zaporozan with the Materials Testing Branch in Prince George, has been promoted from Engineering Aide 3 to Engineering Assistant. Mr. Zaporozan, who served for a time at Nelson, and now with an accumulated service of six years, will ably fill this position.

A familiar face is back again in Region 3—that of Merrill Sproul. Merrill, previously the District Engineer in Cranbrook (1956-59) has returned to Nelson as Regional Maintenance Engineer.

Merrill was born in Davidson, Saskatchewan; received his primary and secondary education there, and graduated in Civil Engineering from the University of Saskatchewan in 1950.

Coming to British Columbia in April, 1956, Merrill joined the Highway Department as District Engineer in Cranbrook. In September, 1959, he was transferred to New Westminster and in August, 1961, to Salmon Arm, serving as District Engineer in both localities. In January, 1963, in addition to being District Engineer in Salmon Arm, he assumed the duties of Acting Regional Maintenance Engineer in Kamloops.

Merrill is married with three children—one girl and two boys. His friends welcome him back to Region 3, extend their congratulations on his promotion.

Skeena West District at Terrace announces the promotion of R. A. Swindlehurst from Automotive Mechanic to Assistant Shop Foreman. This promotion was effective September 13th. Mr. Swindlehurst has 15 months’ service with the Department. The promotion also transferred him from the Terrace Shop to the Maintenance Shop at Hazelton.

A report from Fort St. John tells us that Clifford G. Andrews, after three years of service with the Highway Department has been promoted from Bridgeeman 3 to Bridge Foreman Grade 1.
Promotions (Cont’d)

Fifteen years' service with the Department, culminated in September when George Harper received promotion from Resident Engineer in Prince George, a position held since 1951, to District Superintendent in Quesnel. George began his career as a Junior Draughtsman with the Construction Branch in 1948, and since then has steadily progressed in highway engineering. An “ordinary guy” who likes his job very much, George is married with three children. He and his wife, Iris, share a keen interest in the local Parent-Teacher Association and all outdoor activities. An active Kinsman Club member, George serves on the Winter Employment Committee. Still a young man at 36, Mr. Harper has many more years of service to offer to our Department.

Al W. Slater earned a promotion from District Engineer at Quesnel to Regional Maintenance Engineer in Kamloops.

Al started with the Department in October, 1961, taking up the position of district engineer for the North Cariboo.

He was born in Williams Lake, but received his primary education in Sussex, England; secondary schooling back in Vancouver and a Civil Engineering degree at U.B.C.

World War II placed him in the R.C.A.F. as a member of first a ground crew and then an air crew. He served as a troop commander, 23rd field squadron in the Korean War. A military career continued from 1955 to 1961 with the Royal Canadian Engineers. During this time Al held rank of Captain.

He and his wife Willma were married in 1948. They have one child, a three-year-old daughter.

No doubt Al will be joining local golf and curling clubs and making friends with Kamloops' coin collectors. These are his favorite pastimes.

Fifteen years of loyal service by John Edward Jennings earns him another promotion from Truck Driver Grade 2 to Road Foreman Grade 2. Mr. Jennings is a member of the Courtenay District. He is recognized by his superiors, and the community he works in, as a man to be depended upon, and we know road maintenance in the Courtenay area will be the best.

Another man to gain recognition for good service is Mr. R. E. Moeks, a Grader Operator 3 of Kamloops, who has been promoted to fill the position as Road Maintenance Foreman 2 at Chase, in the Salmon Arm District.

Mr. R. W. Veitch returns to Golden. Bob, who was recently in Golden as Resident Engineer with the Construction Branch, returns this time as District Superintendent, replacing Mr. George Austin.

Born in Trail, Bob attended school in that city and also in Fruitvale and Vancouver. He began work with the Highways Department in October, 1951, with the Construction Branch as an Axeman. While with that Branch, he worked his way up to Resident Engineer, and has been in many areas of the Province, Greenwood, Penticton, Spences Bridge, Golden, Salmo and Kinnaird to mention a few.

Bob is married with two children, a son and a daughter.

New Denver's loss was Rossland's gain when Percy William Cutler was promoted from Utility Man to Road Maintenance Foreman, Grade 2, and transferred. Mr. Cutler has a proud record of fifteen years with the Department. He is a married man with a lovely family of four children.

Announcing the promotion of Wilmot W. Tinsley from Tractor Operator 3 at McBride to Road Maintenance Foreman 2 at Tete Jaune. Mr. Tinsley has accumulated a good record in the four years' service with the Department. Our best wishes go to him as he takes up this new position.

The Lillooet District Office gives recognition to Bruce Drewry, with his promotion from Truck Driver to Foreman J. Bruce, who lives in Clinton, is married with three children. He has eleven years' service.

Medical Note: To avoid falling hair, step briskly aside.
CARAVAN (Cont'd)

Entertainment included the showing of the "Rogers Pass" film by Adam Kloster of the highway department.

Wally Byam, manufacturer of the unique "Air-Stream" trailer organized his first caravan of trailer owners in 1955. This tour originated in Los Angeles and the route led to eastern Canada. It was so successful that today there are over 8,000 trailer owners participating in these cross-country caravans.

The trailers are self-contained including electric lights. Stops are made where there are facilities or attractions or both. Although the tour follows an itinerary, members can detour and catch up again at another point.

At any given moment there is at least one group of 100 or more trailers touring somewhere in the Western Hemisphere. Caravan headquarters make all field arrangements. It takes care of all details such as arrangements with local officials for stop-over parking, supplies, local entertainment, and receptions. In the case of international tours they take care of shipping, customs, insurance, visas, tourist cards, and even health examinations.

The people making up each group are selected to include a leader, entertainment committee, purchasing agent, mechanic, doctor, and other trained personnel.

It was gratifying to hear this group voicing their enthusiasm for our beautiful scenery and highways. They travel over a lot of country and should know.

NEW FACES IN NEW PLACES

Mr. M. G. Elston has taken up the duties of Regional Highway Engineer in Region 1, North Vancouver, following the promotion of the former Regional Engineer, D. D. Godfrey to Chief Engineer in Victoria.

Born in Hong Kong in 1928 (his father, now retired and living in England was employed by the Hong Kong Police as a detective), Mick spent the first year of his educational life in Hong Kong and then his family sent him to England where his grandmother could be a guardian and where a higher standard of education could be obtained. Mr. Elston was literally raised by schoolmasters. In twelve years, he saw his parents twice. In 1949, Mick graduated from University with a Bachelor of Science Degree in Engineering and then went to Malaya to practice his profession.

He spent four years in this tropical land, then came to Canada in January 1954. He received employment with the Alberta Department of Highways in Edmonton. Here he held a Resident Engineer's position for a year and a half until a job offer by an Engineering Consulting Firm took him to Whitehorse, Yukon. Up north, Mick met a young lady from Prince George who is now Mrs. Elston. Two years in the Yukon and then the Elstons moved south to Kamloops where Mick was hired by the Highways Department as a District Engineer.

Mr. Elston advanced rapidly: April 1957, District Engineer; April 1959, Regional Maintenance Engineer; July 1960, Regional Highway Engineer.

Men of action and ability usually end up with an active social life and Mr. Elston is no exception. He is missed in Kamloops by more people than just those working for the Department. Besides holding Office of People's Warden of St. Paul's Anglican Church, where the family were members, Mick was President of the Kamloops Rotary Club, Chairman of the Central B.C. Branch, Engineering Institute of Canada and Professional Engineers of British Columbia.

Being the father of four daughters along with his job doesn't allow time for many hobbies, but Mick does like to read; His choice of books could be called "Heavy".

Richard Boss very ably fills the position of Resident Engineer in the Esquimalt District. He transferred recently from Smithers where, for a while, he held the position of Acting District Engineer. Previous to this, Dick was employed for two and a half years as an Engineer-in-Training in various branches throughout the Department. We sense in Mr. Boss a determination to be a real success in his chosen profession, and we heartily wish him the best.

Don MacSween, the new Radio Operator in Prince George, transferred there from Kamloops. In Kamloops, he worked in the Registry Office as a Search Clerk. Having had radio experience, he became the successful applicant to the position as Radio Operator in Prince George.

We wish him luck as he operates the two trunk system consisting of twelve repeaters, twenty-two base station outlets and about 125 mobile units.
New Faces (Cont'd)

AUSTIN MOVED TO CRANBROOK

George K. Austin, District Superintendent for the past seven years at Golden has been transferred to Cranbrook. George received his engineering training in the Canadian Army as a member of the Royal Canadian Engineers.

He joined the Provincial Department of Public Works in 1947 as a Chainman with the Construction Branch. In 1949, George transferred to the Location Branch where his classifications were consecutively—Draftsman, Instrument Man, Resident Engineer.

Transferring to the Maintenance Section of the Department in 1952, he was appointed to Columbia District at Golden as Resident Engineer. He held this position until April 1956 when he was promoted to District Superintendent.

George is married with three sons. His social life is full. Active in the Kinsmen and the Masonic Lodge, he is a Past President of the Golden Kinsmen's Club, Past-Master of Mountain Lodge No. 11, 1962 Kinsman of the Year and 1963 Deputy Governor, Okanagan and Mainline Zone of the Kinsmen. A former Director of the Golden and District Credit Union, in his spare time, he is a Director of the Golden and District General Hospital and a Director and driver for the Golden Volunteer Ambulance Committee.

Golden, as can be seen from the above outline, is losing one of its most active citizens. We anticipate that Cranbrook will never be the same again, once George is settled and finds his way around.

We all wish George well in his new District, and will be listening for his quiet “3-5-1” on the radio.

COUPE MOVED TO SALMON ARM

Last September's many promotions and transfers also included the transfer of District Engineer, Herb F. Coupe of Cranbrook, to fill a position left vacant in Salmon Arm.

Senior Road Maintenance Foreman, Alvin G. Nelles has transferred from Cranbrook to Athalmer.

Al has presently accumulated a successful record of 13 years with the Department.

Our best wishes as he continues his duties in this new location.

NORTH OKANAGAN SAFETY MEET

The North Okanagan District held its second annual general safety meeting Sept. 18th at the Lakeside Hotel. The District Superintendent Mr. W. G. Helmsing was chairman. Mr. Buck Davis and Mr. D. McLean of the Workmen's Compensation Board were guest speakers.

Anyone wondering where Ernest Kennedy and Dave Jones have moved to? You will find Ernest Kennedy, a Clerk Grade 2 with five years' service, now working in the North Vancouver Office, while Dave Jones, also a Clerk Grade 2, with six years' service, now is at New Westminster. Ernest comes to North Vancouver from New Westminster, while Dave was transferred from Toll Bridge Maintenance at the Oak Street Yard.

Richie Harold, that popular young fellow from North Vancouver Toll Bridge Authority Office, has been transferred to the Oak Street Yard Operation. Richie has presently served with the Department three and a half years and holds position as Stockman.

Mr. Joe Aven- der, Resident Engineer helping out in a demonstration in the correct procedure of flagging.
Merrill Sproul makes presentation of a Turtle Club Award to Glen Chadwick of Salmon Arm. Mr. Chadwick was presented this award because his hard hat saved him from serious injury when a heavy sign slipped and knocked him forcibly to the ground.

Unique Safety Suggestion Box, isn't it? This was designed and constructed by Ray Evans, Sign Painter, at the Rossland-Trail Highway Headquarters.

**WHY DO HARD HATS AND SEAT BELTS PAY OFF?**

Do hard hats and seat belts pay off? You bet they do! If you are not convinced, just read the experience of Prince George Truck Driver, Maurice Callaghan, who is incidentally a member of the Prince George Safety Committee. Maurice has good reason to be glad that he was wearing both a hard hat and a seat belt.

On August 19th, Mr. Callaghan was dumping gravel on the shoulder of the Hart Highway about 119 miles north of Prince George. He had placed all necessary warning signs out well in advance of the job, and also had a flagman, Mr. Herman Burns, stationed where he could flag down oncoming traffic. Mr. Callaghan had just backed his truck across the road and dumped a load of gravel when a loaded tandem truck came into view. Although the flagman tried to stop the oncoming unit, it hit Mr. Callaghan's vehicle, knocking it 55 feet down the road and turning it completely around.

Damage to the departmental truck was heavy, but because he was safety conscious Mr. Callaghan escaped with only minor injuries. Had he not been wearing his hard hat, he probably would have sustained serious head injuries. The impact drove his head against the cab, denting both the cab and the hard hat. If this employee had been sitting on the seat belt instead of wearing it there is no doubt he would have been thrown from his truck, and one shudders to think what the results might have been.

**Accident Prone?**

A person can be "accident prone". He is an individual who has developed the habit of indifference. He pays no heed. He takes chances without realizing it. He usually gets into trouble.

Two little girls were discussing their fathers. "My daddy is a dentist," boasted one. "Humph", retorted the other, "that's nothing. Mine's a civil serpent."
Robert Dunlop retires at the age of 65 and a trip to his birthplace in Scotland is in the immediate future.

Mr. Dunlop has served 18 years with the Department of Highways, holding position of Bridge Foreman since 1945.

He has been a resident of Trail for many years, an active participant in the curling clubs and an ardent sports fisherman.

His former fellow workers will miss Bob and they would like to see him drop into the yard every once in a while.

Charles Delmar Johnston of Athalmer ended 23 years of service with his retirement last July. He commenced employment with the Department of Public Works on May 22nd, 1940 as a Grader Operator at Golden.

He was subsequently promoted to the position of Road Maintenance Foreman 4 in 1950, the position he held until his retirement.

Mr. Johnston is married and has three daughters, two of whom live at Hope and the third at Cranbrook.

A record of 31 years' service with the Public Works and the Department of Highways was completed when Russell C. Irvin retired.

Mr. Irvin, a long-time resident of Port Coquitlam, worked as Senior Bridge Tender.

He gained a reputation among his fellow workers as a man of dependability and conscientiousness. We join with his many friends to wish him many more years of happiness while he watches others do it.

"Head" Ferryman Archie Beatty retired last July after 25 years' service. He started back in 1938 as operator of the West Creston Ferry.

Archie remembers well the old days when the roads were bad, the ferry was a scow and a boat tied together and the wages were $3.20 per day.

John Basista, of the Kaslo crew, retired at the end of July, after 22 years of service as a rock driller.

John came to Canada from Czechoslovakia in the thirties and started life on the prairies. After a spell with the C.P.R., he began to work with our rock construction crews on Kootenay Lake. About this time John married a widow, Mrs. Louise Shutty, and thereby became connected with the famous family who pioneered the settlement of Shutty Bench in 1890.

Farm horses are John's great interest in life—he was somewhat of a horseman in the old land—and his team is the finest in the area.

Since retirement John has been busy making shakes for the barn. He is still pretty hale and hearty and looks as if he could have managed another five years without any problems.

George Wright retires at the age of 65 from his position with the Department as Reaction Ferry Operator at Terrace. Mr. Wright was born in Port Essington, British Columbia. He is a member and counsellor of the Kitselas Indian Band. His immediate retirement plans are to take it easy for about six months and then look for a job as a watchman. This man has no intention of "laying down the shovel and the hoe". He is an ardent sports fisherman and will certainly be doing a good share of that.

Retirement honours go to another department faithful, F. E. (Jimmy) Boyce, of Balfour, B.C. Mr. Boyce, now aged 62, retired after twelve years as a Purser, Mate, and Senior Purser of the Ferries Branch with the Department. A veteran of the Second World War, he served with the R.A.F. from March 1939 through to October 1946. Mr. Boyce and Mrs. Boyce, who is a music teacher, will be moving to White Rock, where Jimmy will no doubt indulge in his favourite hobby, gardening. They have a daughter living at Deep Cove and the move to the Coast will bring this family closer together. Mr. Boyce's many friends and acquaintances at Balfour and the Kootenay Lake area wish him many years of happiness.

We also announce the retirement of Woodruff Bradbury. Mr. Bradbury, who held position as a Road Foreman on Gambier Island since 1942, came to Canada at the age of six from Yeadon, Yorkshire, England. His family first settled at Cardston, Alberta. A working career as farmer, R.C.M.P. Constable, and Department of Highways road foreman, has terminated. Mr. Bradbury intends to settle down to a casual activity of "keeping up with the woodpile, and gardening."

Retiring with 10 years' Service.

Cecil H. Porter, truck driver with the Department in Vernon, retiring after 10 years' service due to ill health. Born 1906, at Elm Creek, Manitoba, he served with the Canadian Army from 1940-45.

At the Department's annual party, Nov. 1st at the Lakeside Hotel, Mr. Porter was presented with a mantel clock from his fellow workers. He has many hobbies in life, including boating, fishing, woodwork and literary interests. Mr. Porter is married and has one son 12 and a daughter 11.

Also with 10 years.

Olof Werner Olofson, with the Department in Enderby, retired after 10 years' service due to ill health. Born in Sweden 1906, he served with the Canadian Army from 1941-46.

At the Department's annual party, Dist. Supt. W. Helmsing presented Mr. Olofson with a mantel clock from his fellow workers.
Reverend Westcott of Sidney, V.I., had the pleasure of officiating at the wedding of Miss Donna Alarie and Mr. Morley Cornelius, on August 30, 1963. Morley is a new member with the Department and presently is employed as an Engineering Aide. The couple honeymooned at Nanaimo and district. They will live at 1539 Jubilee Avenue, Victoria. Their many friends are welcomed to pay them a visit “just any time”.

Wedding bells rang last June 29th when Al Darbyshire of the Chilliwack District exchanged vows with Miss Donna Wilson of Surrey.

A Wedding Ceremony in Smithers conducted by Rev. G. H. Beley, united in marriage Miss Freda Lou Ettinger, employee of the Department, and Mr. Alexander Bruce, also of Smithers. The event took place Aug. 30th, 1963. After a brief honeymoon in Prince George, the couple have taken up residence in Smithers.

August 10th, 1963 was a happy day for David F. Ward, member of the Highways Department at Pouce Coupe, when he and Miss Marjorie Simms exchanged wedding vows. Canon Callan of Pouce Coupe officiated. The couple spent their honeymoon at Los Angeles, California. Sincere congratulations go to both of them from their many friends in the department.

On August 3, 1963 an evening ceremony in St. Andrew's United Church, Haney, united in marriage Steve Cutt, popular member of the Grand Forks Highways Shop crew and Patricia Thompson of Haney. Miss Ann Baker was bridesmaid and Mr. George Lobay, fellow-worker of Steve, best man.

Steve was born in Czechoslovakia and came to Canada with his parents in 1936, and in September 1952, joined the Highways Department in the Grand Forks shop, where he is now a heavy duty mechanic.

An active member of the Grand Forks Voluntary Fire Department, Steve is now Assistant Fire Chief, and is also a member of the Ambulance Rescue Unit operated by the Fire Department. He is a member and Past President of the Junior Chamber of Commerce, an ardant curler and a member of the local Trap Shooting Club.

Patricia was formerly employed in the Grand Forks office of the B.C. Telephone Company.

Mr. and Mrs. Cutt will make their home in Grand Forks.

In Sympathy

CORNISH — Harold Wesley, aged 57 years, of Westbank, B.C., died in Kelowna General Hospital, September 12, 1963. Mr. Wesley was employed as Road Maintenance Foreman 3 in the South Okanagan District and was in charge of the area on the west side of the Okanagan Lake. He worked continuously with the Department since June 1928. A man of few words and a devoted Civil Servant, Mr. Wesley was well known and respected by all.

We announce with deep regret the death of a Cranbrook District employee, Robert Duke. Bob was employed in the Cranbrook District a total of 12 years as a Grader Operator. During these years, his good nature and quiet ways were appreciated by everyone with whom he was associated.

AN ANNUAL EVENT . . .

Vernon’s Lakeside Hotel, on the shore of Okanagan Lake, was the setting for this year’s annual Department of Highways supper and dance. The music was supplied by Department personnel who call themselves the ‘Midnight Ramblers’. Over 90% of the employees turned out, to make it a successful event. Much of the credit must be given to the District Superintendent, Mr. W. G. Helmsing, for making all the arrangements. Everyone is now looking forward to next year’s festivities.

WHY VANDALISM?

Theft we can understand, but vandalism has us beat.

Foreman Joe Broderick from the Barriere yard returned to his grader on the Bridge Lake road after the long Labor Day weekend to find both batteries missing. This is not new. Equipment operators in many parts of the Province have experienced this surprise. But in addition to this all the glass in the cab was smashed, wiring and fuel lines torn from the engine. Why do they do it? Joe Broderick and many others in charge of equipment would like to know.

Try living within your income and you’ll live without worries—and without a lot of other things.
A Mechanics' Training School was held in the Conference Room at the North Vancouver Regional Office on Sept. 23rd. This school was sponsored by the Dominion Road Machinery Company Ltd. and hosted by Jim Johnson, Service Manager for Columbia Equipment. Subject of the Training School was the Champion Road Grader. The Training Session consisted of lectures, slides, question and answer period, and other discussions on the structure, general maintenance, and component parts of this machine. Picture above shows our students paying rapt attention to an illustrated lecture. Picture below shows the class during a break. They include the following personnel: Lorne Anderson, Jack Hudson, George Finlayson, George Owen, Fred Schonwald, A. Connolly, John Oliver, M. Mikkelson, G. Gann, Milt Hepner, John Waring, Gordon Coughtry, Gordon Hunter, Bill Jeffs and Norm Taylor.

The Region reports that the school was a success, teacher taught student, and in many cases student taught teacher.

DO YOU FEEL TIRED?

If you're an adult of average weight, here is what you accomplish in twenty-four hours:

1. Your heart beat 103,689 times.
2. Your blood travels 168,000,000 miles.
3. You breathe 23,040 times.
4. You inhale 438 cubic feet of air.
5. You eat 3¼ pounds of food.
6. You drink 2.9 quarts of liquids.
7. You lose ½ pound of waste.
8. You speak 4,800 words, including some unnecessary ones.
10. Your nails grow .00046 inch.
11. Your hair grows .01714 inch.
12. You exercise 7,000,000 brain cells.

Husband: My wife has an impediment in her speech.
Doctor: What seems to be the trouble?
Husband: She stops for a breath once in a while.

CATS-EYES & CENTRE LINES

"First you dig a square hole into the pavement." Terry Palm is on the jack-hammer and Sandy Watt handles the broom.

Then "pour hot adhesive (tar) into the hole and plop the cats-eye into it." Harold Banks handles the tar pot while Foreman Glen Carleton places the cats-eye.

Actually the job of installing these reflectors is painstaking, that is if they are to stay put. These crews working under Don Page, Traffic Superintendent, have installed as many as 150 "eyes" in an eight hour shift, a record in that business.
M. G. ELSTON FAREWELL

Mick Elston, Regional Highway Engineer, was the "special" guest at a stag dinner held in his honor in Kamloops last September. Region 2 dist. and office officials gathered to wish him the same success he enjoyed in the Kamloops region to follow him when he would take up new duties at the coast. Part of the evening ceremony was the presentation of an award.

In the picture we see Jake Krushnisky, left and Wm. Nelson "hanging" it up. Incidentally it is made of three-eighths inch boiler plate and weighs about 40 pounds. A very appropriate award painted in the department colors.

NEWS FROM EVERYWHERE . . .

L. B. Floren, Location Crew Chief, now has his private pilot's licence.

E. E. Readshaw, Design Engineer in the Testing Branch, represented British Columbia as a member of the Soils and Surfacing Group at the WACHO Conference in Regina last September 17-19.

After five years in basement quarters, the Materials Testing Branch Laboratory at Nelson will move into a new location recently renovated from a gaol.

A. G. Reid, Design Engineer Testing Branch, attended the Symposium in Laboratory Sheer Testing of Soils in Ottawa. He presented a paper on the Effect of Vertical Sand Drains and Consolidation prepared by E. E. Readshaw and C. O. Brawner. Mr. Reid attended the conference in place of Mr. Brawner, who was unable to attend due to family illness.

District Engineer Pat MacCarthy of Courtenay, was guest speaker at the Municipal Engineers' Convention held in Victoria last September 25th. He gave an interesting lecture on Pavement Patching.

Creston is to have a new Highway Department Garage.

Jerry Bisser and his Honeymoon Creek Crew at Prince George want to know if their effort of laying 800 feet of asphalt guard rail in one day is a record.

Prince George's Patching Foreman, George Kazakoff, dispensed with his regular crew the other day, and rounded up a bunch of new recruits, no less than a group of R.M.F.'s looking for knowledge and practical experience. George ignored the fact that these men were senior, and treating them like newcomers gave an excellent lesson.

Ronald Winbow, Resident Engineer at New Westminster, spent two months in Fort St. John assisting Mr. P. A. Tondevold, District Superintendent.

This past summer a Day Labour Project undertaken by the Nanaimo District saw the highway between Ucluelet and Tofino realigned, gravelled and paved. It is now possible to drive along beautiful Long Beach on new blacktop and watch the breakers rolling in from the Pacific.

New Denver District has set up its own concrete guard rail factory. Production specialists Jack Walker, Bill Mole, and Bob Welch report it has produced 750 sections.

The little community of Bamfield on Vancouver Island has a road this year. This was a day labour project carried out by the Alberni District involving construction of 3 miles of road to connect with existing logging roads. The west coast of Vancouver Island is famous for its huge forest, and trees 12 feet through the butt are encountered on the project. The project also includes the building of a bridge over the Pachena River and since the road serves the needs of a logging industry it is constructed to these standards.
A SALUTE TO OUR FILM MAKERS . . .

LEFT: Meet Peter Elkington—"Rogers Pass" movie maker. This man with a successful background of film-production with the C.B.C. joined the department 18 months ago. Script writer, director, producer and narrator of the five award-winning Rogers Pass story, Peter also is the "voice" in the training film, Asphalt Patching.

RIGHT: On location "shooting" a technical story on the re-surfacing of the Lion's Gate bridge. Director Peter Elkington and cameraman Peter Parsons.

ABOVE: Perched high on the telescopic ladder mounted on the Camera truck, Peter Parsons gets some interesting angle shots. The ladder is his own design and has been copied as a lightweight unit that can even be used on a station-wagon.

BELOW: Peter Parsons stepping out of "Car 51". Peter, our photographer, can tell you some exciting location stories such as "shooting down the avalanches in Rogers Pass". He transferred to Highways from the Recreation-Conservation Department.
ON THE JOB . . .

Ferry Wheelhouse — Kootenay Lake. Capt. L. P. Laing and First Mate R. S. Fisher at the wheel.

It was a good summer season for painting bridges. Gordon Barker stands on the rail of the Lion's Gate silhouetted against the sky, spraying a lamp post.

“IT THINK I AM LOSING MY MEMORY.”
“How long has this been going on?”
“How long has what been going on?”


“IDEA CORNER”

Dave Gray—Kamloops radio operator.

In 1956 when the Department of Highways first began to install radios in vehicles and offices, it was possible to memorize the call numbers and names of personnel. Today we can boast one of the Province's largest and most modern private communication systems, with 30 repeater stations and over 650 individual base station and mobile call numbers. No longer is it possible to trust the memory, nor is a note in the shirt pocket or a list on the sun visor convenient.

Noting that most foremen carry a small diary, and some of the engineers a small loose leaf note book, the Radio Operator in Kamloops experimented with the idea of making up a small pocket size Radio Directory (similar to a miniature telephone directory). The book was quickly accepted by those who were given the first copies and over 200 of them have been given out from Kamloops with the help of the Location Branch, who run the pages off on the blueprinter from a typed tracing, and the co-operation of the other Regions in submitting the required information.

Headquarters numbers, each Region, and Radio Maintenance are indexed so the book can easily be thumbed while driving. The call number is shown with the title and name of the corresponding person, his city or town and home phone number (for after hours or emergency reference). All Base Stations and Repeaters are listed, plus the “10 Signals” and some brief notes on better use of radio. Dave Gray had a good idea when he compiled the Radio Directory.

Jim Williams, Accident Prevention Co-Ordinator, lectures the Chilliwack District personnel on the “odds against picking the wrong pill”. He gave an interesting and somewhat humorous illustration on carefulness because “you just never know”.

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The Editor’s Note

We have derived a large measure of satisfaction from the production of this first issue of the Road-Runner. We have made many new friends and the co-operation of our field editors and all personnel has been gratifying.

Basically this is a publication about people—people in this Department, dedicated, diligent people who work hard to help make British Columbia a good place to live. This little magazine recognizes their service, acknowledges their efforts and applauds their successes. It also introduces all of us to one another and brings us closer together. We hope that it will achieve these ends while it informs and entertains.

The winter season is here and it is not too early to wish everyone season’s greetings. We so do and hope that readers might be moved to write to us with critical comment about this publication. It is for you and about you and we would like your help.

The Editor