They Battle The Snow

This issue is dedicated to our people who fight the battle against snow. The first snowfall of the season is usually greeted with delight and fascination—but as winter progresses and the stuff piles up it becomes a silent monotony. There are four major snow areas in the province where falls measure several feet. Drive through the Fraser Valley on the Trans-Canada towards Hope in winter and you will see the snow line on the mountains, but the pavement is clear. After you leave Hope on the Hope-Princeton Highway, you see snow in the woods, and then suddenly you are driving on it. You reach the summit at Allison Pass, and here in a classic winter setting beside the highway, are the maintenance headquarters, under the supervision of Jack Chalmers.

Ten machines including graders, sanders, snow blowers, and a front end loader manned by a crew of eighteen, work steadily for six months in a continuous plowing and sanding operation. A 20,000 yard stockpile of sand and 100 tons of salt are used in a season. Besides the lodge containing sleeping quarters and dining room, and a maintenance garage and facilities, the premises also include private cabins housing 9 families. A school on the grounds serves the surrounding community.
Mr. and Mrs. Jack Chalmers pose in the living room of their quarters at Allison Pass, Jack is the foreman of this camp.

Allison Pass camp cook Mrs. (Rosie) Campeau.

Eric Douglas handles the "Oskosh" sander on the Hope-Princeton.

Loading up at the Allison Pass sand pit.

Minister's Message

The practice of safety is featured in this, the second issue of the Road Runner. Pictures, graphs and articles on this important subject tell a story of progress in our Department.

Safety programs, safety conferences, safety studies and safety rules all have contributed to this progress but there is still more to be done. Accident frequency rates can be lowered still more and I have no doubt that they will be, as we become more concerned with safety practices as part of our daily routine.

Because notwithstanding all the programs, conferences, studies and rules, safety is in the final analysis an individual thing. Each one of us has it within the power of his two hands, his eyes and ears, his knowledge and his common sense to almost totally eliminate accidents so far as he is concerned. If each does this, then all do it and there are no accidents. This may be an attainable ideal but we can come close to it with maximum individual effort. Accidents are inefficient and expensive to an organization, but what is more important, they are painful, costly, depressing and even demoralizing to the individual. They are one more thing. They are unnecessary.

P. A. Gaglardi
Minister

SNOW (Cont'd)

Continue a journey along the Southern-Transprovincial Highway and you will arrive at Salmo, start of the new Salmo-Creston Highway. The Department has established a temporary maintenance camp ten miles away from the junction. Here a 15-man crew under Foreman George Lipsack work round the clock keeping ahead of a record snowfall that this winter exceeded 260 inches by mid-January. Their equipment is similar to that used at Allison Pass with the addition of two Series 5000 plows. Because of the absence of roadside services, a shelter is located at the 5,820 ft. summit; this is a cabin containing a wood stove, fuel and a supply of canned food. Winter weather over this area of mountain and valley is always turbulent, and so it is snowing constantly on some portion of the highway. The snow removal equipment is moving over the 38 miles night and day. An effort is made to maintain a bare pavement surface using a mixture of salt, calcium and sand. Air temperature determines proportions of these ingredients in a "spread." If, despite these precautions, an unlucky motorist has driven deep into a snowbank, our crews are there to give assistance to such unfortunate travellers.

Salmo-Creston camp foreman George Lipsack and his wife live in their trailer on the camp grounds.
Best Decorated House in Victoria

The Department's heartiest congratulations to Jim Dennison, our Senior Maintenance Engineer, his wife Ruth and their daughters Gail and Ellan on winning first prize this year for the best decorated house in the Victoria Jaycees annual Christmas Lighting contest.

Jim states that he has decorated his door or window for several years and each year has added a little more. He gets his ideas by saving old Christmas cards and trying to adapt a scene suitable to a section of his house. All work, including electrical and mechanical, was done in his own workshop.

Jim and Ruth Dennison with the Jaycees' trophies.

Jim McDonald cooks the meal at the Salmo-Creston camp.

The survival shelter at the summit of the Salmo-Creston.
The most publicized area, Rogers Pass section of the Trans-Canada Highway has commanded attention because of snow slides. This stretch of road winding through breathtakingly beautiful country is maintained by the Federal Parks Branch as well as Provincial Highways Department. High peaks receive a maximum snowfall of up to 500 inches, and when the build-up is too great it can come down in quantity unless controlled. Because scientists studied the cause of these slides the highway was adapted to these conditions. Snow sheds located at strategic points pass slides over the road and safely into the valley. A snow analyst and his technicians are constantly on duty as well as winter maintenance crews.

Road signs are held high above the snow bank on the Rogers Pass.

A house in Revelstoke is inundated by snow where it really piles up. Parking any place in this town is at a premium.

Northern British Columbia is used to snow. From the Cariboo area northward the winter season leaves you in no doubt. Cold temperatures and average snow fall are consistent until you approach Pine Pass on the Hart Highway north of Prince George. Here through the rocky mountains it snows heavily and the crew at Honeymoon Creek are kept busy with snow removal and surface sanding. A 30 to 50 foot annual snow fall brings with it slides, drifts, and ice. Last Christmas day 62 inches came down and it was a weary crew that finally joined their families for late Christmas dinner. The foreman of this camp is Ted Arnoldus, and he has reason to be proud of his men who have shown loyalty and dedication toward duty.


Wilt Unruh, Grader Operator, clearing a slide off the John Hart Highway, in the Pine Pass.

A sander on the John Hart Highway near Progress in the South Peace River District.

An innovation of the Senior Road Foreman at Vanderhoof, Milton Bernt, is an effective, simple salt spreader.

This involves two additions to one of the new Highway Spreaders, a false end in the truck box with a small gate to regulate the flow of salt on to the conveyor belt, and a twenty-four inch culvert band encircling the rotor, and belted to the arms holding the hydraulic motor and rotor. These are easily removed for conventional sand spreading, but when a narrow spread of road salt and calcium is required, the addition of these two items achieves the change in operation of the spreader.

A novel sand dispenser was designed by Pat Carr, District Engineer at Pouce Coupe and Lew Donovan, Road Maintenance Foreman at Clinton.

These sand barrels are located at strategic spots throughout the South Peace River District to assist motorists during icy conditions. They are relatively cheap to construct. The barrels cost only $2.50 each and the stand are provided by nature. A little work by the district crew cutting the opening, lining the inside of the barrels with tar, and a coat of orange paint results in a well finished and presentable product.

WORDS OF WISDOM:

Nature hath given man one tongue but two ears ... that we may hear from others twice as much as we speak.
A view of the Rocky Mountains? Actually it is part of a large stockpile of sand and calcium in the Peace Coupe yard. The pile consists of 4,500 tons of sand, or 609 loads and 1,500 bags of calcium for sanding operations in the South Peace River district. The annual consumption is approximately 4,800 tons. The Department's total consumption for one year is 3,100 tons of calcium chloride (66 train car loads) and 10,000 tons of salt.

A PEEK INTO THE PAST . . .

The picture shows 3 hopper sanders and one tailgate sander. Also note that the units are equipped for one-way snow ploughs.

The Clayhurst ice bridge is located at Clayhurst approximately 30 miles north of Dawson Creek and crosses the Peace River. This crossing is in operation usually from December to March.

As soon as the ice is thick enough the crossing is opened to light traffic. From then on water is pumped from a hole dug in the ice on to the crossing. In this way the crossing is gradually built up usually to around 40 inches, which permits heavier traffic to cross. The ice bridge can withstand loads of 40 to 50 tons.

There are two short periods—prior to freeze up, and during Spring run-off—when traffic has to detour a considerable distance. This picture of the normal ferry operation is shown for comparison.

A Fordson tractor-grader, 1926. Operator is W. S. Knox, who retired as foreman in 1950.
Our Personnel Officer, Herbert Churchill Davies, was born in Lloydminster, Saskatchewan, on November 20, 1917, the youngest of three children.

His father was a member of the historic "Barr" Colony and came to Canada in 1908, where he met and married Rose Marie Mansfield in Lloydminster, Saskatchewan. The family moved to Victoria when Bert was six years old.

Talented in sports, Bert was a member of the Y.M.C.A. track team and leader corps, but above all his interest centred around basketball. For four consecutive years he was a member of the Vancouver Rivermen B.C. junior basketball champions. After four years in Vancouver he returned to Victoria and became a member of the Dominos Basketball team which won the senior men's Canadian basketball championship in 1937. His active sports career ended when he tore a ligament, cartilage, and cracked his knee-cap in 1939.

Bert recalls the hungry days when jobs were hard to get. His first job was "straw boss" at The Young Men's Forestry Training Project at Cowichan Lake. He finally obtained a steady position with the Department of Public Works Accounts Branch in 1937. He progressed in the Accounts Branch to the point of responsibility for voucher examining and handling personnel regulations. When a Personnel Branch was formalized under Assistant Deputy Minister F. H. Harrison in 1948, Bert became his assistant. When Mr. Harrison retired in 1953, Bert was placed in charge of Personnel Administration.

Bert is particularly proud of his wife's (Winifred) church record and her devotion to Sunday School teaching over a period of many years. Her interest in church work was shared as he was a member of the Victoria Christ Church Cathedral and Oak Bay Church choir during most of his youth.

When President of the Victoria Y.M.C.A. Junior Leader Corps he became actively interested in youth work. Still an active member of the Y.M.C.A. and an avid sports fisherman, Bert enjoys hobbies in the line of woodworking, having built his own Glen-L designed speed boat.

They have one daughter, Gladys Patricia (Pat), now living in Vancouver. Bert considers that his job with personnel is the most rewarding of all positions in the Government Service.

Senior Road Maintenance Foreman Howard Ingram of Parksville has taken his place among those receiving 25-year service awards. Howard was born in Vancouver in 1903 and educated at Lulu Island. He and his wife, Irene, have three children, 2 girls and 1 boy. In addition, they have 5 grandchildren. Howard has spent all his life around trucks and construction equipment. He operated his own trucking business or worked for other contractors before joining Public Works in 1933. A reputation as a top-notch shovel operator moved him around between New Westminster, Revelstoke, Hope and back to New Westminster. It was Mr. H. T. Miard, now our Deputy Minister, who suggested that Howard apply for a posted Foreman 2 position in Cloverdale, where he stayed until 1961, when transferred to take charge of the crew at Parksville. As a member of the Oddfellows since 1929, Howard was presented with a 35 year award in the form of a jewelled pin last December. On his 25 years with the Department, Howard said he enjoyed every day of it, and that during all that time he took less than 2 weeks sick leave.

Miss Elizabeth Valentine Prangnell was born in Esquimalt.

An only child who lost her mother at an early age, Betty was left alone most of her life owing to her father's occupation as a seaman on board the cable ship "Restorer".

She started school in Bremerton, Washington, spent two years in Lampson Street School, Esquimalt, then eight years in Vancouver attending Dawson School and King George High until graduation. She then returned to Victoria to take a commercial course. The first year she had various jobs and worked for the Red Cross.

In November 1938, Betty started employment with the Government in Hospital Insurance and six months later, she commenced with the Department of Public Works.

She has been with the Equipment Branch since 1943. Aside from her job, Betty lives a very active public service and social life. As President of B.C. Indian Arts and Welfare Society, she attended a 10-day course at Saskatoon, University of Saskatchewan on "Indian Urban Work," sponsored by the Indian-Eskimo Association of Canada of which she is a member. A member for 18 years of the Beta Sigma Phi Sorority, she is also a member of the Eastern Star. A fondness for animals makes her an active member of a local S.P.C.A. and a Treasurer for Junior S.P.C.A. Her many hobbies include photography and so she belongs to a Victoria Camera Club besides interesting herself in needlepoint work, reading, public speaking, and music appreciation courses. Miss Prangnell keeps house for her father, now 81 years old.
Mr. George Benson, Road Maintenance Foreman Grade 4, Powell River, was presented with a 25 year certificate at a Luncheon Ceremony held December 18th at the Hotel Vancouver. Born in Victoria, B.C., George commenced with the department on a part time basis in 1931 as a truck driver at Hazelton. He later moved to Burns Lake where he was promoted to General Foreman in 1948. He was transferred to Powell River in 1952. George’s hobbies are fly-fishing and gardening. He is particularly interested in cultivation of roses.

On February 1st, 1963, Mr. Frank Lewis celebrated 25 years’ service with this Department. Mr. Lewis started his service in Stewart in 1938 and was transferred to Prince Rupert as Mechanical Foreman in May, 1952, a position he still holds. Frank and his wife have a family of two; a daughter Dianne who is still attending school and a son, Charles, who is married and living in California. Charles and his wife Tina have a little daughter and the grand-daughter is the pride and joy of the Lewis household.

**NO INFLATION**

You can still get weighed for just one cent

On a penny scale you know,
And you get much more for your money now
Than you did ten years ago.

---

**A WINNING TRICK IN THE BRIDGE GAME**

Replacing several of the main diagonal braces on the 200-foot Howe Truss timber span over Galloway Rapids near Prince Rupert presented a knotty problem. The bridge could not be closed to traffic as it is the only link between Prince Rupert and the pulp mill at Port Edward, so Tom Raymer, Bridge Foreman at Prince George, lent his ingenuity to the local crew and he and Frank Lewis, the Shop Foreman at Prince Rupert, came up with the novel arrangement shown below. It worked even better than expected, the job was done quickly and the bridge was not closed to traffic. It is, in fact, a monster house jack about 30 feet long and made of five inch pipe, clamped between the top and bottom chords. There are other tricks to this and anyone interested should contact Roger McKeown, the District Superintendent at Prince Rupert, who has all the details.

---

**Idea Corner**

The inventor, Tom Raymer, on right, with the maker, Frank Lewis. This shows the 35 ton hydraulic jack which does the work.

The jack in place, clamped to the top chord, ready to remove the defective brace below it.

The defective brace has now been removed.

The new brace being hauled up into position.
A general safety meeting for Kamloops District personnel was held last November 28th. The programme, arranged by District Superintendent Jake Krushinsky, included films and several speakers. The men first gathered at 1:30 p.m. in the maintenance yard for instruction on traffic control and flagging on road projects. Instructors were Public Relations Officer Harry Francis, Senior Road Foreman Ken Trail, Bridge Foreman John Morris, Foreman Ray Leaf, and Assistant Shop Foreman Archie Campbell. When this session ended, the group, including delegates from each of the other districts in Region 2, moved indoors for an interesting demonstration and lecture by Kamloops Fire Department Officer Warren Miner on mouth-to-mouth respiration. Films were shown on this important subject. Later the group gathered at the Highlander restaurant for a smorgasbord dinner. After dinner, Chairman Archie Campbell introduced the following speakers: J. R. Krushinsky, District Superintendent; J. W. Nelson, Regional Highway Engineer; W. J. Williams, Civil Service Safety Coordinator; J. J. Stewart, Regional Safety Officer; Sgt. M. Rowden of the R.C.M.P.; A. H. Dibben, Mechanical Shop Foreman; R. J. Wallace, Workmen’s Compensation Board Safety Inspector. It took time and effort to hold the safety rally, but the result in an improved record made it worthwhile.

**Speaker District Superintendent Jake Krushinsky:** “May I welcome you all to this safety rally. I trust that you will all learn something that will be beneficial.”

**Speaker Jim Williams, Civil Service Commission Coordinator:** “You have made great progress on the accident frequency rating. With the number of personnel it would take the Highway Department only six weeks to accomplish 1,000,000 man hour award.”

**Speaker R. J. Wallace, W.C.B. Safety Inspector:** “You are doing a fine job, but you do have a long way to go—keep it up or you could go to the bottom. 99% of accidents are unavoidable, 3% of accidents are caused by an Act of God, 96% are caused by people. To eliminate most accidents it appears we must eliminate people!”

**Speaker R.C.M.P. Sgt.** Dibben and reflected inside. It takes $35.00 to find a second chance and $35.00 to pay $35.00 neglect to pay.
Speaker Harry Francis: "Traffic moves at 60 miles per hour, we must cope with this high speed. It takes 475 feet to stop a car, so be sure you allow for this and place signs distanced accordingly."

Speaker Warren Minter of the Kamloops Fire Department: "Fellows, meet George, we use him to demonstrate mouth-to-mouth respiration."

Speaker Regional Highway Engineer J. W. Nelson: "This District has a good safety record, I am proud of it. You men will continue to do a good job."

A series of Safety Rallies were held in the latter part of October throughout Region 4. These were organized by the Regional Safety Officer, Mr. Al Limacher, in cooperation with district officials and district safety committees at Vanderhoof, Burns Lake, Smithers, Terrace, Prince Rupert, Fort St. John, Prince George and Quesnel.

A "safety team" composed of J. A. Lonsbury, Insurance and Safety Officer, John Dinsmore, Workmen's Compensation Board Inspector, and A. R. Limacher, Regional Safety Officer, addressed meetings at all centers on varying aspects of the Departmental Accident Prevention Program.

The "team" approach to these Rallies was very successful and a total of 434 employees attended. The Workmen's Compensation Board in a letter to the Minister commended the Department for the effort, cooperation, and enthusiasm displayed. Because of the success of the team approach, it is hoped that this can be made an annual event.

The Revelstoke Bridge crew recently won a B.C. Safety Council Bronze Award of Merit for having worked 14,152 hours without a time loss accident. The picture shows Mr. I. J. Stewart, Regional Safety Officer, presenting award to Mr. P. V. Lanzo, Revelstoke Bridge Foreman. Other members of bridge crew in picture, L. to R. standing: Harry Pryhata, Jim Davies, Dick English; kneeling, Mike Brunetti, Ross Abramson.

This rally was held in Prince George.
SAFETY STORIES (Cont’d)

Hard hats are useful even when sitting under equipment canopies or cabs. The effectiveness of a hard hat was proven to a Fruitvale operator, Mr. George Ewings. He was operating a cat over a railway crossing recently, when the blade inadvertently hooked a rail. The subsequent shock threw George up, striking his head against the roof of the canopy. George was glad for the hard hat protection that time—it saved him from possible injury.

The Dewdney East Road crews on January 22nd, 1964, have completed 1,020 man hours without a time-lost accident.

This work force consists of two crews totalling 23 men under Foremen W. J. Pullin and W. C. Cameron.

The Safety Committee Members of the Alberni, Duncan and Nanaimo Committees are all sporting shiny Safety Committee badges.

AN INVENTION

Ross Robertson, Yardman at Pouce Coupe, invented it . . . but what is it? All we could get from Ross was “wait and see”. We waited, stalking Ross with a camera until at last our patience paid off. For those who can’t wait, hurry and turn to page 13 for the answer.

“OUR NEWLYWEDS”

Alfred Albo and Dorothy Chisholm, both of Rossland, have united in marriage.

The wedding ceremony took place at the Sacred Heart Church, and the reception was at the Masonic Hall with 200 guests present.

Alfred, a Truck Driver Grade 2 with the Department in the Rossland area, took his new bride on a honeymoon trip to Spokane.

They reside in Rossland.

A wedding of interest to Lillooet and district took place on January 25, 1964, when Doreen Watkinson became the bride of Laurence Fleming, a Departmental employee who has been on survey work since 1900.

Both Doreen and Laurence are from well-known South Cariboo families.

FIVE ATTEND

CIVIL DEFENCE

RESCUE COURSE

The Civil Defence recently held Provincial Rescue Course No. 13 from November 25th to December 6th, 1963, in Vancouver. The following noted in the above picture were in attendance and read from left to right: Pete Shaw, Quesnel; Fred DeGuglielmo, Nelson; Jack Chalmers, Allison Pass; Tom Hastings, Provincial Fire Marshal’s Office, Vancouver (Fire and Rescue Instructor); Chris Bartsch, Pouce Coupe.

THE DESIGNER

Stevenson’s Rocket? Well, not really, but nevertheless as useful to our maintenance crew today as the “rocket” was to the travelling pioneers of yesterday. The machine is a combination portable tar kettle and crack filler — TKCF for short. The unit was designed by our Senior Road Maintenance Foreman, Harold Kelly, and built by the Pouce Coupe Shop Crew. The crack filling material is placed inside the compartment with the smokestack on top and is heated by propane. The propane tank (not shown) sits on the front of the unit. There are two such units being used in this district. The “bearded” gentleman in the picture is Harry Konopata, a truck driver in this district.
Tom Yearsly, Mechanical Shop Foreman at Terrace since October 1962 was promoted to Regional Mechanical Superintendent at Kamloops February 1st. Tom was born April 1st, 1921, in London, England. His education, which consisted of elementary school, was interrupted when at fourteen years of age he quit to “go to sea” as a “greaser” on a tugboat on the Thames River. One year later, Tom decided education was more important and went back to grammar school to complete his Senior Matric. It was then back to a sailor’s life as a mechanic’s apprentice with the Orient Line in 1936. He also worked on board the “Nep-tunia”, which was one of the largest sea-going salvage tugs, and when the war started, he enlisted in the Royal Navy. Trained as an anti-submarine detection operator, “ASDIC”, Tom accumulated a lot of sea-going time because rated personnel were scarce; only five of them serving in the Mediterranean. During a period of three years he was sunk five times; and on one occasion only he and three others survived out of a crew of seventy-four. Tom returned to England in 1943 to train for a commission, but failed to qualify because of an eighty per cent hearing loss, and became a regulating Petty Officer, Master-at-Arms, until the end of the war. Then it was back to a deepsea tugboat as a diesel engineer. In 1941, Tom married Doris Isobel Bateman. They came to Canada in 1950. His first job upon arrival at the west coast was automotive mechanic for Western Forest Industries, Vancouver Island. He moved to Quesnel when a job opportunity came up—a stenographer’s position for Doris in the Court House, and a mechanic’s job for Tom in a garage. They lived in Quesnel from 1952 to 1960, settling down into a home and acreage of their own and also adopting two children, a boy and a girl. Tom joined the Department in 1958 as Assistant Mechanic, transferred to Pouce Coupe in 1960 as Assistant Foreman and then Terrace. For the past twenty years Tom’s social life has revolved around the Boy Scout Organization. He has served as Assistant Scout Master, Scout Master and on the Scout Committee. It was a Sea Scout Troop that he led in Quesnel, and claims that outdoor camping is definitely more exciting in winter than in summer. Drama, play acting and motor cycles (an interest shared by Doris) along with soccer (he refereed in Terrace) round out social activity. The Yearsly’s are very happy with this promotion and a chance to live in the Kamloops-Okanagan area.

Michael Tito with an accumulated 17½ years’ service has been promoted from Power Shovel Operator 2 to Road Maintenance Foreman 1.

He was born in Cranbrook, B.C., June 11, 1918, and started with the Department of Public Works on a temporary basis in 1935. Four years were spent in the army during World War II and then he rejoined the Department on a permanent basis.

Mike has one child, a son, Patrick.

C. A. (Charlie) Arnold has been promoted to the position of Road Maintenance Foreman 1 at Bowen Island.

Starting with the Yale District Bridge Crew as a labourer upon leaving school in 1948, Mr. Arnold advanced to the rating of Bridge man 3 before deciding in 1960 to forsake the “Nomad” bridge crew life for a truck driver position on the Hope maintenance crew.

At Hope he also acted as a Temporary Road Maintenance Foreman 1 during the winter night shift.

Charlie is married and he and his wife have two daughters, Colleen and Lori.

Hartson S. Dowd, 4½ years’ service, won by competition, a promotion and transfer from Terrace to Vanderhoof. Hart is now the new stockman at Vanderhoof. He and his wife Helen moved from Terrace January 6th, 1964, and appear to be quite happy in their new home. Hart is an expert in organizing party games at social activities and will be sorely missed at Terrace. A very enjoyable farewell party was held by about 50 of his co-workers.

Joe Kobza has been promoted from Heavy Duty Mechanic to Construction Foreman.

Prior to joining the Department, Joe had five years’ construction experience as a scraper operator. He was then placed as a Mechanic’s Helper and shortly afterwards, he became Heavy Duty Mechanic. Joe is now in charge of the Regional day labour construction crew at Nelson.

Miss “DEAS TUNNEL”

Miss Sandra Dee Gibbons, presently three years old, who was born May 3, 1960 in the front seat of her daddy’s car at the Deas Island Tunnel. Department of Highways Patrolman, Harry Thomas, who helped in the emergency run to the hospital, recalls this as one of the outstanding events of his service.
Promotions (Cont'd)

The position of Resident Engineer at Nanaimo has been awarded to Hector McLeod, Engineering Aide Grade 3 at New Westminster. The position became vacant upon the death of J.A. Bartsford. Hector earned his promotion after ten years service with the Department beginning in general maintenance. He was born at Lynndale, P.E.I. in 1920, receiving a primary and secondary education there. A farmhand, he joined the Canadian army in 1941 and served overseas where he met and married Lily Belson in London. Hector brought his wife to Vancouver in 1945, where he first found employment with a building contractor. A short time later they went into business for themselves as proprietors of a restaurant. Contracting proved more lucrative and Hector was soon back building houses on his own. He is also an active church minister. His ten years with the Department was interrupted briefly to allow time to graduate as an ordained minister from the Miller Memorial Bible Institute at Banbrun, Sask. in 1960. Mrs. McLeod and Hector are proud of their family of 9 children which include 5 boys and 4 girls ranging in ages from 1 year to 19 years. They are enterprising people; a large family has large demands and so Mrs. McLeod has worked up a successful public stenographer's business. The Nanaimo community will be impressed with this family; all their friends wish them a pleasant life there.

Mr. Joseph Lloyd Newsham, formerly P.G.O. 2 at Coldbridge, has been transferred to Saturna Island as a Road Maintenance Foreman 1, a position he won by competition. Lloyd, born in Saskatoon 29 years ago, is married with three daughters and one son. He has been with the Department of Highways since May, 1962, and previous to this he had a wide variety of equipment operating experience both on the coast and in the interior.

NEW FACES IN NEW PLACES

William R. (Bill) Ball, formerly Resident Engineer with the Location Branch, Vernon, was the successful applicant for the position of Resident Engineer in the Fort George District.

Bill is married and has two children and he and his family are looking forward to settling in Prince George for the next few years.

Irwin Fallowfield, formerly of Cloverdale, has taken up duties as Foreman Grade 2 at Westbank.

Irwin feels right at home in the Okanagan, having wanted to live there to enjoy the hunting and fishing.

He and his family are now happily living in a home overlooking Okanagan Lake.

A farewell party was held for Irwin in Cloverdale and his fellow workers presented him with some lapidary equipment for use in his hobby as a semi-precious stone polisher.

After 8½ years with the Department of Highways as Power Grader Operator 2 John Morrow left the Grand Forks-Greenwood District October 1st, 1963, to accept a similar position won through competition in the Cranbrook District at Kimberley.

John tells us that he likes Kimberley very much. He will be missed in the Grand Forks-Greenwood District.

Filling the vacancy on the Beaverdell crew is Gordon H. Houlind, Tractor Operator 2. Prior to joining the Department in November, 1963, he was self-employed as a cat operator in logging operations.

Gordon is married and has a daughter age 4, a son 2, and twin daughters born in October, 1963.

Harold Brown, well known throughout the region through his service with the Q4 crusher crew, transferred December 9, 1963, as Truck Driver Grade 2 at Grand Forks.

Harold and Verna Brown, who have four little “Brownies”, have made their home in Grand Forks for the past 4½ years. He is keenly interested in mechanics, and according to information received from a reliable but anonymous source, “spends every spare minute tinkering on cars and trucks”.

Similkameen District welcomes energetic Raymond Van Dykhuizen to the Princeton garage from McBride where he was a Mechanical Foreman Grade 1.

With his transfer, he received a promotion to Mechanic Foreman Grade 2.

Ray has accumulated 10 years service.

Assistant Mechanical Foreman Grade 2, Robert E. Johnson of Cassiar, has been transferred and promoted to Mechanical Foreman 1 at McBride. Bob has been with the Department for 4½ years.

A. Casagrande has been transferred to the position of Road Maintenance Foreman at Duncan. Mr. Casagrande was previously in the North Vancouver District and immediately prior to his appointment to Duncan he was in charge of Project work in the Northern part of Comox District.

Gerald Edzerba, formerly of Cassiar, has taken up duties at Atlin, B.C., as power grader operator.

Gerald has been with the Department for 9½ years.

Jim Edge, formerly a construction foreman in Region 4, has transferred to Burnaby to take a position as Road Maintenance Foreman 1. Jim is back home again, having previously worked for the Department at Mission.

The Road Foreman 2 position left vacant by the transfer of Irwin Fallowfield has been filled by Joe Pabin, formerly a construction foreman in the Cloverdale area.
A total of 28 years' service was completed when John Milne of Princeton retired end of last year. He was born in Keith, Scotland, coming to Canada as a young lad, and completing a high school education by correspondence.

John, who had attained position of Mechanical Foreman Grade 2, was respected by his fellow employees as sincere and co-operative. Always active, he has held offices as School Trustee, Village Commissioner, Deputy Grand Master of the Odd Fellows Lodge and is also a Voluntary Fireman.

A son, Gregory, is presently attending U.B.C. studying Theology. John's retirement plans are simply to take life easy and travel as much as possible.

Mr. Art Andersen was Road Maintenance Foreman 3 in the Chase area at the date of his retirement after serving for 29 years with the Department.

A party was held in his honour in the Old Blind Bay School where a bench saw was presented to him by Mr. Ramsey who acted on behalf of fellow employees.

He is an ardent wood-working hobbyist and also enjoys fishing.

Art and Mrs. Andersen plan on doing some travelling and visiting now that he has the leisure time.

Herman Myers of the Salmon Arm maintenance crew has retired after 11 years service. Born in Canoe, B.C. and now living with his wife in Tappen, Herman will have more time to devote towards his hobby of woodworking.

Joining the 10-7 club as of December 12, 1963, is Joseph Rowlandson, who retired voluntarily after 21 years of continuous service with the Department, primarily as Truck Driver, Grade 2.

Joe was born in England in 1902 and came with his parents to West Grand Forks (then called Columbia) in 1905. After receiving his education in the Grand Forks schools, he embarked on a varied and interesting career from hostler at the Great Northern Round House and the Granby Round House; to work at the Dentsonia Mine near Greenwood and the Arlington mine north of Erie, where he sharpened steel.

Joe joined the Department of Public Works in 1929 as a machine operator but left in 1932 to work with a road construction company. He re-joined in 1942.

In 1947 he received his Civil Service appointment.

Joe is married, has a son and a daughter, one granddaughter and 4 grandsons.

Asked what he intended to do upon retirement, he replied: "All the things I haven't had time to do before". He is keenly interested in carpentry and upholstery and has several pieces of furniture in his home that he has built and upholstered. Both Joe and his wife, Sarah enjoy dancing and outdoor activities.

A PUBLIC SERVANT

There is certainly more than one way to serve the public, and employee George Lundie of the outside crew in Salmon Arm has not only worked for the government off and on for forty years, but he has also donated 30 pints of blood to the Red Cross. We imagine that there are not too many readers of the "Road Runner" who can top George's contribution.

 Antonio Dodorico is retired after 22 years service with the Department.

Born in San Quirino, Italy, he has lived for the past 40 years in Cranbrook.

"It won't win the Nobel Prize or anything like that," said Ross, "but it has its use." By the way, the fellow in the picture is Sam Michalski, one of our grader operators. At last report he was still rapped!
M. A. McCallum has retired.

This picture of Mac was taken on his last day of work. He had been with the Department since 1944 and has worked on the Salmon Arm Bridge crew since that time.

It could be noted here as a point of interest that when this picture was taken, his crew was dismantling the Old Sicamous Bridge.

Mac also worked on this bridge in 1948 during its construction as a Bridgeman and one of his comments was, “During its construction in 1948, as Bridgeman, I received $8.59 a day and in 1963 for the dismantling, a Bridgeman received $16.14 a day.”

As an active member of Branch 62, he will continue to devote a lot of hard work to Legion projects.

A smorgasbord banquet was held in Kamloops to honour the retirement of John Berry last December 24, 1963.

John, who has served with the Department for the past 12 years as Utility Man, Truck Driver and Shovel Operator was presented with a handsome wallet containing a sum of money.

In the picture, John is being presented an honourable discharge certificate by District Superintendent, J. Krushinsky and Regional Highway Engineer Bill Nelson.

Richard Tamlyn “Dick” Marrow retired on December 23, 1963, with over ten years’ service.

Dick was born in Swansea, South Wales. He came to Canada in the spring of 1914, and served in both World Wars.

Dick first entered service with the Department in October, 1953 as labourer, and in November 1954 became Stockman for Omineca East District. He is an active member of the Canadian Legion, and his wife, Myrtle, is a member of the Legion Auxiliary. They are both avid crib players and belong to a 15-2 Club which raises money for local charities.

At a party held in his honour, Dick was presented with a fine wallet containing cash, and Mrs. Marrow, with a vase and bouquet.

Last January 21st, 1964 the Department of Highways Maintenance Camp at Birch Island was the scene of a dinner held in honour of Ed Carlson, retiring after 9 years’ service.

A native of Sweden, he came to North America 51 years ago and spent most of that time in this province.

Mr. Brugger, Resident Engineer, presents Ed with a fine suitcase, an appropriate gift for his coming trip.

E. D. “Ted” Marsh retired last month after 15 years’ service with the Department as Road Maintenance Foreman at Duncan.

Ted was born at Los Angeles, but with his family moved to Duncan in December 1899, where he was educated.

He served three years with the Second Canadian Howitzer Battery in the First World War and then followed 18½ years’ employment with the Municipality of North Cowichan as a Foreman in charge of works.

After this period, Ted joined the Department of Highways as Road Maintenance Foreman for Duncan, a position which he held until his retirement.

Retirement activities include his hobby of rockhounding and stone cutting and cruising the Gulf Islands when the fish are biting.

Mechanical Foreman Tom Hodgson is reluctant to have praise for his efforts, but credit is due him for the extra time and effort he has devoted to certain special projects.

One of these is pictured above—Unit S-2543 with sander and underbody built especially for Department requirements. It is one of
three built at the Cranbrook garage, two of which went to the Salmo-Creston summit and one to Rogers Pass. The unit features a hopper heated by engine exhaust, a central hydraulic system operating the sander and plow in winter and the box hoist in summer—and a 40 m.p.h. plowing and sanding speed.

Both the sander and underbody are adaptations of basic commercial designs for B.C.'s special needs and conditions.

Others helping on the project were, left to right: Jimmy Allen, mechanic; Sy Mackay, mechanic helper; Jack Fraser, assistant mechanical foreman; Tom Hodgson, mechanical foreman; Bill McKay, blacksmith; and Angelo Fiorentino, assistant mechanic.

In Sympathy

With deep regret we report the death of Resident Engineer at Nanaimo, James A. Barford, who died in Nanaimo General Hospital October 25th, 1963 at the age of 54. He leaves his wife, Mrs. Dorothy A. Barford and son Gouin. Private funeral services were held in Vancouver on Saturday, 26th October, 1963 and his ashes were committed to the sea outside Nanaimo Harbour under the auspices of the Canadian Legion.

Ross Alexander McPherson died October 9, 1963. He was 58 years of age. Ross had served as Road Maintenance Foreman on Bowen Island since 1947. He is survived by his mother.

Charles Steven Bristol, aged 45, of Smithers, B.C., died in the Bulkley Valley District Hospital, November 20th, 1963. Mr. Bristol was employed as Eng. Aide, 2 in the District Office. He is survived by his wife Lucille and three sons, James, Mark and Morgan.

John Dyrck (shovel) and Fred Holsworth, members of the Quesnel maintenance crew, do their part in preparing for winter.

NOTICE
CARRY CHAINS
OR USE WINTER TREAD
BEYOND THIS POINT

ON THE JOB...

Mechanic Tom Barrie changes a clutch on a 4-ton... part of a day's work for him in the Allison Pass garage.

Diamond Drill Testing program carried out by Quesnel district—"Patty" Rath is the drill runner.

Burning the ditches at the Williams Lake Jet. Crew members are Ted Leavitt and Bill Dormuth (holding torch).

Resident Engineer Tommy Tasaka rides an early ferry to Victoria.

John Brinley keeps the Salmo-Creston camp spotless.

Grader Operator Eric Douglas "trims" a blade at the Allison Pass yard.
NEWS FROM EVERYWHERE . . .

Duane Hull of Terrace is busy with his brother Don, preparing to enter the Shell 4000 Car Rally again this year. This trans-Canada Rally, originating in Vancouver and terminating in Montreal, is one of the longest in the world. It will be run on April 18-24. Duane and Don entered last year's rally and finished way-down the list, but they did finish, while many professional drivers were eliminated. Car used last year was a 1960 6-cyl. Ford.

David Boon, an Engineering Aide on the Burnside survey crew, has recently become the proud owner of a Luscombe 8A two place plane.

Word has just been received of the death last fall in Fort William, Ontario, of A. R. Boal, who was Resident Engineer in Kamloops and lately with the Federal Department of Public Works.

The Regional and District Offices of the Department of Highways have had from one to five teams in the Prince George Commercial Curling League over the past six years. Although none of the teams has ever walked away with the prizes everyone has had a wonderful time trying.

Above is a picture of our current team, from left to right, Al Limacher, Marge Brown, Lou Layfield, and Clyde Smaaslet.

A day's frolic in the snow began at 6:00 a.m., January 18th when 39 people from the North Vancouver Regional Offices boarded a chartered bus and went to Allison Pass. This fun-in-the-snow was successfully organized by Neil McLeod, and the report is that everyone had a great time—except one person. He suffered a twisted knee on the ski slope and spent three weeks in a cast. You guessed it—Neil McLeod was the unfortunate victim.

B.C. HIGHWAY MAINTENANCE STANDARDS APPRECIATED

Mr. Hector Wright, commissioner for the B.C. Workmen's Compensation Board, drove across Canada from the East in December, 1963. While he was not impressed by the winter maintenance in certain other provinces, he had this to say, in part, about ours in a letter to the minister.

"... However, on entering BEAUTIFUL BRITISH COLUMBIA it was a pleasure to meet a sanding truck working in the Kicking Horse Canyon at 9 p.m. on Sunday evening December 8, 1963 with the temperature exactly at zero. I followed the truck as far as Golden where it pulled off the road to load more sand. I stopped and spoke to the driver and commended him for his efforts. The point which impressed me most was that in British Columbia, from Field to Lytton, plows and sand trucks were working wherever there was a need... I feel this is a concrete example of practising Highway Safety."

Rossland, B.C.
December 8, 1963

Dear Mr. Gaglardi:
I wish to bring to your attention the excellent job of road maintenance being done this winter by the highways department in this area. As soon as the main roads have been plowed, access roads are attended to. Driveways are left open and garage entrances cleared. Roads are well sanded whenever necessary.

As we are 16 miles from town, it does a great deal to our peace of mind to know we can get out at any time.

Yours truly,
Mrs. D. F. (Audrey) Thorpe
Jan. 20, 1964
Merritt, B.C.

Dear Mr. Gaglardi:
Would like to express my appreciation about the way you and your department is looking after our roads.

Our local Highway department here in Merritt is doing a fine job in road upkeep and maintenance as a whole and snowplowing in particular. P. W. Maris,
Merritt Division Manager

Lytton, B.C.
January 16, 1964

Dear Mr. Gaglardi:
I wish to draw your attention to the excellent work done by the local Department of Highways crew in coping with an exceptionally heavy snowfall here. Without any meteorological warning, snow began falling in the early evening of yesterday. Continuing to fall all night, it amounted to approximately 13 inches by this morning.

As far as I can tell you, your men must have been working all night to clear the roads. Certainly, at eight o'clock, the Trans-Canada Highway in the immediate area was thoroughly ploughed.

Yours truly,
A. J. Ashmore

EDITOR'S NOTE:
This issue is packed with pictures and stories about many of our people... we regret that limited space has made us omit material that was sent in from the field. Some of this copy will be run in the next issue. Our field editors have responded very well and this is appreciated.