A MOTORIST'S DELIGHT AND A MONUMENT TO DEPARTMENT OF HIGHWAYS PERSONNEL

When Premier W. A. C. Bennett cut the ribbon to officially open the Port Mann Bridge and freeway section of the Trans-Canada Highway June 12 he recognized the accumulated efforts of a great many hard-working Department of Highways people.

From the Honourable The Minister, Mr. P. A. Gaglardi, down to the most junior summer laborer this was a giant Department show and team project.

The ceremony, conducted by Mr. Gaglardi, took place before a large, happy crowd, on hand to witness the event that completed a 73.5 mile 4-lane freeway from Taylor Way, West Vancouver, to Bridal Falls. Costing $125,000,000 and taking 7 years to build, this freeway with its 61 bridges, 59 over and under-passes, and 60 miles of interchange connections and frontage roads, is a monument to many men who devoted their skill and imagination to its creation.

Under direction from the Minister the Location Branch moved in to conduct an origin and destination survey and photogrammetric mapping of the Fraser Valley in 1956. Key people involved were: N. R. Zapf, Director of Location; M. S. Ingram, and J. H. Blackey, Design Engineers; J. R. Stanhope, W. W. Kilgour, E. H. Cobey, Resident Engineers and their parties.

(Cont. on Page 2)
A concrete pylon erected 90 feet high stands guard at each end of the bridge. This time exposure shows off the indirect lighting that makes this monument stand out against the night sky.

PORT MANN—Cont.

When the new proposed Freeway was located the Right-of-way Agents took over to purchase and acquire hundreds of acres needed for right-of-way and interchanges. Under the direction of the Chief Right-of-way Agent, L. J. Moore and Assistant Chief N. C. Talbot, field agents V. A. Drew, H. R. MacKenzie, E. H. Thompson, E. N. Delmonico, P. N. Russell, H. Gasaras, A. Davidson, A. P. Kloster, and R. Satterfield negotiated to purchase a variety of properties. These included a hosiery manufacturing plant, an adhesive plant, a television tube plant, heavy equipment plant, railway lands, golf course, and many other business establishments as well as private residential properties. Right-of-way negotiations commenced under the local supervision of Regional Agent V.

(Cont. on Page 3)
The ribbon cutting with the Minister of Highways, Hon. P. A. Gaglardi, and provincial Premier, Hon. W. A. C. Bennett.

Part of the crowd that gathered for the Port Mann Trans-Canada freeway opening. Important citizenry, high school bands, flying flags and bunting and the cheering people made the day a success.

PORT MANN — Cont.

A. Drew in November 1958 and carried on through to the latter part of 1960 at which time the majority of purchases had been completed. However, engineering revisions, together with difficult claimants required negotiations to be carried out through 1961, 1962 and part of 1963.

While land was still being acquired, contracts were let and construction began. The program was divided into fourteen projects which were supervised by Resident Engineers, except in three instances where a consulting firm was engaged. The Construction Branch’s “Who’s Who” list reads as follows: F. T. Brown, D. D. Godfrey, Chief Engineer; E. C. Webster, Director of Construction; J. A. Demoul, then Highway Construction Engineer; E. J. Garrett, Regional Construction Engineer; Project Resident Engineers were: J. F. Keenleyside, D. M. Johnston, G. McCabe, T. Clarke, S. K. McKeld, R. K. Chisholm, E. W. Hunteker, B. J. Penner, A. Walliser, and A. E. S. Lillien. New as well as old techniques were used such as sawdust fill and sand drains over peat areas; and sand fill pumped in from the Fraser River for the Port Mann Bridge approaches. When a tunnel was cut under the railway tracks in the Springbrook-Halls Prairie Road section the soil was marl-clay complete with seashells. Flat land presented more than the usual drainage problems to the road builder but these were solved.

The ’Ride’ is a feature of any highway and the public is most interested in and this Freeway has one of the smoothest. The Paving Branch did an excellent job in spite of bad weather, tight time schedules and an asphalt plant that caught fire. Credit goes to these men who supervised the Asphalt Paving: J. W. G. Kerr, Highway Paving Engineer; J. Hynes, Regional Paving Engineer; Resident Paving Engineer, J. Keenleyside, T. Decker, R. McMillan, I. Douglas, H. Waring, and D. N. Gray, who passed away before the project was completed.

Many names of persons have been mentioned but there is a host of other people to recognize; inspectors, instrument men, rodmen, chain men, soils men, scale men, draughtsmen, and office men, all contributing important work.

PORT MANN BRIDGE.

Erection of the $25,000,000 Port Mann Bridge commenced on June 4, 1962 with steel work completed in October 1962. An orthotropic deck system (2,106 tons) is a first of its kind in North America. Deck expansion joints of a rolling link type are used and this is another first in the country. Over a mile long with a “clean” design and a deck level lighting system, the bridge is another landmark on this continent.
Many district meetings held

Many district conference meetings were held in April and May.

On April 30th and 31st, District Superintendent W. M. Underwood brought his foremen together for a successful meeting at the Admiral Hotel in North Burnaby.

May 7th was a day of interesting discussion when the New Westminster district foremen met at the Canadian Legion building in New Westminster.

A combined meeting of foremen from Nanaimo and Burnside districts was held at the Malaspina Hotel in Nanaimo on May 26th.

These meetings featured guest speakers Mr. J. A. Dennison, Senior Maintenance Engineer from Victoria; Mr. R. D. Page, Traffic Superintendent, North Vancouver; Mr. W. W. Mercer, Regional Maintenance Engineer, North Vancouver; Mr. R. B. Gilmour, Regional Safety Officer, Chilliwack; Mr. J. H. Smythe, Superintendent of Equipment, Victoria; M. D. Novak, Public Relations Officer, Vancouver; Mr. J. Williams, Co-ordinator of Accident Prevention.

Topics under discussion ranged from “entrances and encroachments”, “sign maintenance”, “spare operator training”, “gravel pits”, “equipment maintenance” and our safety record. Many informative facts were brought out about these topics.

In one discussion on entrances and encroachments led by Mr. Mercer, Mr. M. G. Elston introduced “Parkinson’s Fifth Law” namely “there is no entrance more permanent than a temporary one”. It was pointed out that road signs were useless unless they could be read and therefore proper maintenance including frequent washing was important.

Other points raised at the meetings:

Only a co-operative attitude between the maintenance shop and the operating crew could guarantee a maximum production from the machines.

If gravel pits were not fenced, kept tidy and level with no accumulation of deep water, trespassers in the form of children could get hurt.

The accident frequency rate must go down. We must demand safety practices on the job. The injuries suffered and the quarter million dollars spent on lost time last year must be curtailed.

Future machine operators must be trained now as spare operators.


These men attended the North Vancouver district foreman’s conference. 1st row, L to R: Ed Turner, Bruce Gilmour, W. M. Underwood, J. A. Dennison, Jim Williams, Reg McMillan. 2nd row: John Buchanan, Fred Schonwald, Hector Waldorf, Chuck Arnold, Oscar Hogue, E. Findlayson. 3rd row: Bill Ryan, Dave Pollock, Eric Nicholls, George Owen, Joe Proffitt.
Region 2 Holds Mechanical Foreman's Meet

The Mechanical Foreman's Workshop held in Kamloops last May 6th and 7th was attended by the shop foreman from each district in Region 2 and the following guest speakers: J. H. Smythe, Superintendent of Equipment, Victoria; H. Francis, Regional Safety Officer, Kamloops; A. Cassidy, Tire Inspector, Kamloops and M. D. Novak, Public Relations Officer, Vancouver.

Tom Yearsley, Regional Mechanical Supt., who organized the workshop was an able chairman and a wide range of topics were discussed. To begin with each man stated the number of years he has been employed as a mechanic and combined the total was 406 years, “This”, stated Mr. Yearsley, “give us a wealth of experience to draw from”. Demonstrations, lectures and films, all were well received and an evening banquet concluded the workshop. Another one is being planned for October.

SIX NEW CERTIFICATE HOLDERS

The Accounts Branch in Victoria now boasts six new holders of the St. John Ambulance Association certificate, Advanced Course. The six were members of St. John’s Class No. 10708, the course being offered under the auspices of the Civil Defence Organization of the Parliament Buildings. All six are volunteer members of the Civil Defence First Aid Party No. 1 for the Douglas Building, and when work permits, endeavor to carry on a weekly practice session in order to maintain their proficiency.

A PEAK INTO THE PAST...

Were the trucks able to keep up with the shovel? A proud assembly of men and machines building the approaches to the Wardner bridge in the Fernie district. The year is 1927 and the crew from L to R is: W. Shad, R. Sangala, R. Anderson, R. Ashmore, T. McGovern, P. McGovern, M. Commons. Today RMF 4 at Fernie, and I. Commons.

Building the first road into Tupper, B.C. during the summer of 1931. Tupper is a small community near Swan Lake, just inside the B.C.-Alberta border. This road has now been replaced by Highway No. 2, Pouce Coupe-Alberta border. Shown in the picture are a Cat No. 60, and an Adams No. 12 Pull Grader. William Kent, Road Foreman is on the Cat and Ben Herndon on the Pull Grader. Modified versions of this Pull Grader are still in use.

A cart full of hay being loaded on the Nelson Ferry in the early thirties. They need some extra horses (two legs) ones to get the load on board.

WORDS OF WISDOM

If you get up earlier in the morning than your neighbor and work harder and scheme more and stick more closely to your job and stay up later planning how to get ahead of him while he is snoozing, not only will you leave more money when you die than he will, but you'll leave it a lot sooner.
LAST OF THE TOLLS

The last toll was collected on the Provincial Highway and Bridge System, 7:00 p.m., April 1st of this year. With the Minister of Highways on hand, the last car through the Oak Street Toll Station was occupied by the late, former M.I.A., George Massey. Mr. Massey was extended this recognition for his part in the early planning of the Deas Tunnel. There were ten places where tolls were taken in the province, and that evening marked the end of tolls for the Oak Street Bridge and Deas Tunnel Fraser River crossing. The other eight toll locations were: Nelson, Kelowna, Agassiz, Sea Island, Lions Gate, Second Narrows, and Pattullo Bridges, and the Fraser Canyon Highway back in the 1930's and 40's.

Who Carved The Wooden Head?

If you have been in Revelstoke you have seen it at the city entrance mounted on a concrete platform with a sign drawing your attention to careful driving.

Penticton District Office Manager Pete Fuoco takes the "blame" for this famous objet d'art. Back in the summer of 1940 when the Big Bend highway was under construction, Pete, a time-keeper and first aid man, noticed a tree stump 80 miles from Revelstoke, that to him at least faintly resembled a face. He began to carve away to the amusement of his fellow workers. As the head took shape, the engineer decided it should be used in the official highway opening ceremony to be held at the Boat Encampment Bridge.

The head had to be moved. A crew assembled, it was sawed off at ground level and hauled by truck to the new location where it played a starring role. Since then it has been moved once again to its present site.

Pete does not today receive any recognition for this roadside attraction. He is, however, contented in knowing that his talent to carve from an old rotting hollow stump this head which has amused and advised thousands of people, he has at times been criticized for making a "monstrosity" but admits it was not meant to be "a classical piece of sculpture." Pete finds his reward when motorists pay heed to the message.

HIGHWAYS TEAM WINS CHAMPIONSHIP

The Highways Accounts team has topped the Victoria Government Employees' Bowling League for the 1963-64 season. The League, consisting of thirty teams, bowled thirty evening sessions. A season is divided into three parts and the winners of each part have a five-game roll-off for League Championship. Several trophies are presented for team and individual efforts, but the first place team is awarded the Honourable John Hart Trophy, largest (in size) bowling trophy in Canada. This trophy was first presented by the late Premier Hart, winning team, consisting of Mrs. Herta Monroe, Nan and George Wagg, Betty and Bill Ingram, rolled 8,943 in the playoffs to take first place. All the teams bowled over their averages, but the girls bowled 45 pins per game over their averages. Betty Ingram rolled a single of 295. It would appear the girls actually won the trophy.

Remember when tolls were lifted on the Pattullo Bridge? That day maintenance foreman Vic Booth on ladder and Ross Workman, Divisional Engineer for New Westminster, had the signs removed.
The Cranbrook District maintenance garage is very fortunate to have Bill McKay as its mechanic welder. Bill has been with the department for 17 years starting in New Denver as a blacksmith and coming to Cranbrook in 1954. Bill has a remarkable talent for sound ideas and excels in craftsmanship. His pleasant nature is also a mark of his character. A sign he has on the door of the welding shop reads, "If you are the type that enjoys work you can have an awful lot of fun in here."

Two of Bill's innovations occupy our "corner." The first is an overhead hoist with a five-ton capacity. It has a 180 degree swing with locking positions at regular intervals. The winch itself rolls backward forth for about twelve feet and is easily operated on rollers. The main mast is very neatly and solidly designed and is anchored in cement seven feet deep.

The Cranbrook Bridge truck was also "worked" over. It features neatness and safety. Everything is concealed either in the deck, as grommets and winch moving parts or in the side, as grommets, tail and clearance lights and tool boxes. The extra fuel tank is also nicely concealed in the side deck. The winch and hoist is completely controlled from within the cab.

Sharon Preston, of Highway Accounts, Victoria, and Brian Lewis have owned the car for approximately one year and have been working steadily on it for about 10 months. When they bought the car, it had no upholstery, no paint, no motor, and no transmission. During the last year they have managed to bring it up to show condition. The first car show that it was entered in, The Quarter Milers Autorama '64, in the Esquimalt Sports Arena, Victoria, it won three trophies, one in its class, Best Engine Compartment, and People's Choice. The next car show will be the Parksville "Injectors" Car Club Show, in which it will be the "Feature Car." Having many new ideas for the car, they plan to start work in the fall and later exhibit in Calgary and Edmonton.

ROSS DEFOE, head ferryman and his crew have received many commendations from the public for the excellent passenger and motor vehicle service provided by the Castlegar ferry. Two cable ferries handle over one million passengers yearly.
WANTED:
A SAFETY SLOGAN

The attention focused upon our safety record is creating a competitive attitude among the various districts and work crews. As each group rallies to combat accidents an appropriate slogan will sound the victory over high accident frequency. Send in your suggestions to your local field editor. The chosen slogan will be adopted throughout the province and the winner will receive an award. Nothing just happens, everything is caused, and so it is with safety records. When each man will engage himself in a battle to prevent accidents the frequency rate will sink to an all-time low.

REGIONAL OFFICERS ATTEND ANNUAL SAFETY CONVENTION

The four Regional Safety Officers attended the Annual B.C. Safety Council convention held last March at Royal Towers Hotel, New Westminster.

They are District Superintendent Bruce Gilmour of Chilliwack, for Region 1; Public Relations Officer Harry Francis of Kamloops, for Region 2; Regional Maintenance Engineer Merle Sproule for Region 3; and District Superintendent George Kent of Vanderhoof for Region 4.

The Department of Highways set up a display booth again this year and the theme was around a modern highway surface. Samples of the ingredients that make asphalt pavement along with cut pavement cores were displayed, as were catseye road markers and the bead that reflects the centreline. The movie "Lifeline", produced by the Department telling a story about our centreline crews in action was shown through the break periods and this completed a very interesting display.

Department personnel gathered around the display are from L to R: Bridge Patrolman Howard Maundrell, Bridge Maintenance Foreman "Slim" Pollitt and Public Information Officer Adam Kloster, all from Vancouver; District Supt. George Kent from Vanderhoof and District Supt. Bruce Gilmour from Chilliwack.

A comprehensive safety program is being maintained in Lillooet District and it is beginning to show results. The Lillooet bridge crew have received a Bronze certificate, commending them on their accident free hours. District engineer Jim Stevens makes the presentation.

Eugene Klein of Edgewood became a member of the Turtle Club recently when his hard hat saved him from serious injury on the job. He fell off a bridge into the Slocan river and struck his head on a rock.

Silver Safety Awards were earned by the Dewdney East Bridge Crew and the Dewdney East Road Crew for the period of time between April 1st, 1962 to January 31st, 1964. The bridge crew totalled 24,942 man-hours and the road crew 100,020 man-hours.

THEY MADE IT — A GOLD AWARD!

The Minister was on hand to present a Gold Safety Award to the Albion Ferry Crew on June 2nd. The men assembled on the deck of the ferryboat T'Laguna, and they were commended for a record of 188,607 man-hours without a loss time accident. Senior Master, Captain D. Harvey accepted the framed certificate on behalf of the crews.

AVENDER ELECTED CHAIRMAN

Vernon District held its annual general safety meeting last April in the National Hotel with sixty-two employees present. Guests were: H. F. Coupe, District Engineer from Salmon Arm, and Buck Davis, W. C. B. Inspector from Vernon.

Resident Engineer Joe Avender was elected chairman of the Safety Committee for this next term of office.

Mr. Davis also presented the Bridge Crew with a Safety Council Bronze Award.

A Silver Certificate Award of Merit has been presented to the Mechanical Crew, Department of Highways, Courtenay for having operated 85,926 consecutive man hours without a time loss accident from September 1st, 1960 to January 31st, 1964.

A Bronze Certificate Award of Merit has been presented to the Ferry Crews, Department of Highways, Courtenay for having operated 74,713 consecutive man hours without a time loss accident from January 1st, 1962 to January 31st, 1964.

Robert Baker of Edgewood has a Gold hard hat to remind him that he could have sustained serious injury in a recent accident if he had failed to wear one. District Superintendent D. Westway congratulates Bob.

A District Engineer is a man who can make a decision and stick to it — no matter how wrong he is.
The well wishes of all Rossland-Trial employees were conveyed to Bill Anderson during an enjoyable evening held to honour him on his retirement on January 31, 1964.

Born in Edinburgh, Scotland, Bill served with the British Army in World War I to be stationed in Sudan, India, Pakistan and China. While in India he was one of six army personnel sent to accompany Lowell Thomas through the Khyber Pass while the famous writer gathered material for a book. Discharged in 1929, Bill came to Canada where he met and married Betty Barlow. They settled in the Trail area.

He first joined the Department of Public Works in 1935, but in 1937 moved over to the Department of Finance as a caretaker of the Rossland Courthouse. With the outbreak of the Second World War, Bill enlisted in the Canadian Army and was discharged in 1946. He immediately took up employment with the Department of Public Works road crew and stayed with the Department to work as a deckhand on the Castlegar Ferry since 1961. This position he held until his retirement. Mr. and Mrs. Anderson have two married daughters and three grandchildren. They are presently working on their property at Robson. At the retirement party Bill was presented with a gift of power tools.

E. B. (Bud) Barlow, Foreman with the Department at Hope for the last two and a half years, has terminated 21 years of service.

He first started with the Department of Public Works in the North Cariboo District (quesnel) April 1, 1929 as a tractor driver, graderman and truck driver. In those days the equipment was rather light, limited and inadequate compared with today's. He recalls that the dual wheel on tracks was just beginning to appear at that time.

Bud moved to the South Cariboo District (Williams Lake) in 1943 and continued as a machine operator until 1951 when he was promoted to foreman. In 1959 he applied for the foremanship at South Okanagan (Kelowna) and was successful working there until January 1, 1962. It is with mixed feelings and perhaps a little regret that he gave notice of retirement from the service but a health problem has made this necessary. Mr. and Mrs. Barlow look forward to settling in Salmon Arm where they have property upon which they will build a new house. Retirement also makes it possible for them to see more of their son Barrie and his family at Williams Lake, and a daughter Bernice of Calgary. Their grandchildren are also one of their biggest interests.

Mr. C. Van Iderstine, Bridge Tender with the Department of Highways, retired at the end of February after 35 years of service with the Department. Born in St. Peter's Bay, Prince Edward Island, Mr. Van Iderstine joined the Service as Bridge Tender at the Marpole-Ellena Bridge in 1926. In 1937 he became Senior Bridge Tender and worked for two years on the Fraser Channel Bridge. In 1939 he transferred to the Fraser Avenue Bridge where he remained until his retirement.

A brief ceremony marked the retirement of F. J. Thomas after twelve years of service with the Department. Mr. Thomas became an expert operating the 10-ton roller. Fred Evans presented him with a set of luggage given by the Kelowna outside crew. This an appropriate gift as he intends to spend the next few months travelling.
RICHARD M. BOSS, P. ENG., Resident Engineer at Burnside, has been promoted to the position of District Engineer, Fernie, left vacant by the retirement of M.C.K. STRUYVE.

Dick received his elementary and high school education in Vancouver, proceeding to the University of British Columbia, where he graduated as a Civil Engineer in 1961.

Dick spent the summer of 1960 working as Instrumentman in Kamloops. In 1961 he was selected by the Department for the two-year Engineer-in-Training program. During his training period he ably completed a term as Acting District Engineer at Smithers. His rapid progress to District Engineer has been well earned as Dick has the happy faculty of continuous enthusiasm, intelligence and interest in all spheres of the Department activities. He, his wife Margaret, and their little son, Jonathan, are eagerly looking forward to their new home in Fernie.

ERNST BABUIN was promoted by competition to Senior Bridge Tender, Fraser Avenue Bridge. He formerly was Bridge Tender at Middle Arm Bridge. He started with the Department in 1947.

NEW MEMBER

A party and dance, with all the trimmings, including balloons and a buffet dinner, were held on May 1st to honour the retirement of A. J. "Archie" Stewart, Yardman at Vanderhoof.

Archie was born in Renfrew County, Ontario, and first worked in Vanderhoof for the "Public Works" in the summer of 1920. In 1921 he worked as a teamster. Still working with a team of horses in 1933, Archie hauled logs for "corduroy" on the road north of Fort St. James. It was April 1939 when he commenced steady employment with the Department, broken by a five year stint in the army from August 1940 to October 1945. Rejoining the Department after discharge, Archie started driving truck and was Truck Driver 2 in 1957 when, after a minor injury, he became Yardman.

On behalf of all the employees in Omineca East District, District Superintendent G. R. Kent presented Archie with a very nice suitcase. At the same party, Archie also received a fivewallet and a dozen "Copenhagen" for his 65th birthday.

Promotions

Reg. Martin, Fred Evans

Two Kelowna employees have recently been promoted in the Service. Reginald J. Martin formerly Utility Man, won the competition for R.M.F. 2, replacing Fred J. Evans who won the R.M.F. 3 competition. This makes Fred Senior Foreman in the South Okanagan District.

In Sympathy

WILLIAM NEIL GILBRAITH, died suddenly March 30, 1964, Mr. Gilbraith, who held position of assistant Mechanical Foreman at the Langford Garage worked for the Department since 1924. He was employed as a Mechanic at Vernon prior to the last war, Served in the R.C.N. during the war, and was employed at Langford since then. Survived by his wife, Jane, and three sons, Gary, Keith, and Neil, he was well known and active as a member of the Community.

JOHN NICOLL MORRISON, died at Fruitvale, B.C.

Mr. Morrison was born in Glasgow, Scotland, May 23rd, 1900. He would have retired this year, John came to work for the Department of Highways as a grader operator in 1947, and worked continuously since then.

He leaves his wife Margaret, two married daughters, one sister and one brother.

OLIVER RANKIN CARRINGTON, died at his home in Merritt on April 29, 1964, at the age of 59, Mr. Carrington, who in his youth was prominent in B.C. Interior Hockey circles, was employed as a padman on the Merritt Maintenance Crew. He is survived by 3 brothers and 2 sisters.

Mr. F.F., (Shertie) DE GUGLIELMO, formerly a time keeper, won through competition the Clerk Grade 2 position in the Nelson District Office. He previously worked in the lumber industry and also in the Nelson Unemployment Insurance Office. During World War 2 he served in the R.C.A.F. as an air gunner. Mr. DeGuglielmo is married, and has a son, and two daughters.

JOE STAILLEK who held the position of Patching Foreman for Chilliwack and Dewdney East Districts was promoted to Road Maintenance Foreman and transferred into the Yale District to work out of Hope. Joe started with the department in 1947.

ALBERT TREMBLEY of Nanaimo has received promotion from Engineering Aide Grade 1 to Draughtsman Grade 2.

PETER KOLESNIKOFF of Appledale has won through competition a position of Clerk 2 at New Denver District Office. While recuperating from a serious injury received in a logging operation and under the care of the Workmen's Compensation Board, Peter received training in clerical work and this prepared him for the position. He is married and has three children. This position was left vacant when STAN WILSON applied for and received a position with the Department of Finance in Golden.

"Whenever I draw a face," an artist once said, "I start with the eyes. And when I have finished the eyes I know if I've got the face right, because the eyes are everything."

Yes, for all of us the eyes are everything - whether we're looking into them or out of them.

Think of this and wear eye protection when you should be because if you don't you could be trading your sight for nothing, for nothing at all,
On April 4th, 1964, in St. Jude's Anglican Church in Greenwood, B.C., the Rev. G. White united in marriage Arnold S. Cudworth and Dawn Sharron Shields. Mr. and Mrs. Cudworth will make their home in Greenwood where Arnold is employed as a truck driver with the Department of Highways.

Wedding bells rang on April 18th for Diane Wenczenski and William Blake. Bill, a truck driver with the Alberni crew, started with the department in January, 1956. The couple are making their home in the Alberni Valley.

Mary Ann Hutchins and LeRoy Briggeman of Castlegar were married at the Robson Memorial Church on February 19, 1964. The couple will reside in Castlegar where LeRoy is working as a truck driver with the Castlegar Area crew.

Mr. Chris Jones of Lillooet and Miss Gayle Hunsbedt of Vavenby were united in marriage on the 4th of April, 1964. Chris has been surveying with the Department for a number of years, and has lately taken over the position of loader operator.

Both bride and groom come from well-known pioneering families in their respective districts.

A pretty wedding was solemnized on May 16 when Beryl Lorraine Swadling and Robert Taylor Cassidy of Kamloops were united in marriage in the First Baptist Church. Bob, a power grader operator with the department, is the oldest son of Mr. and Mrs. Alex Cassidy.

Kamloops District had an F.W.D. truck that had a chronic dislike for cold weather, so that, when it refused to start one frosty winter morning, no one was particularly surprised. After all standard efforts had failed, it was chained to a grader and towed along Columbia Street. This treatment likewise failed to start it.

Upon returning to the yard, the operator reported to the mechanic in charge, that “Old ’59 won’t start.” His unsurprised reply was, “No, I guess not. The distributor’s been sitting on my bench since yesterday.”
A New Ferry For Gabriola Island

A new ferry boat, the Westwood, was officially placed into service on a run from Nanaimo to Gabriola Island last June 28th. Local highways personnel under District Superintendent J.W. Morris hung flags and bunting at docksides. A short ceremony at the Nanaimo terminal included speeches by several civic dignitaries and a ribbon cutting by Mrs. Earl Westwood. The crowd that gathered then stepped on board for a trip across to the Island to enjoy a buffet luncheon on the way, An excited group of school children waving flags and ringing bells received the "Voyageurs" at the Gabriola terminal and the highlights there was another ribbon cutting by Grade 4 student Janice Dobinson.

Janice Dobinson, surrounded by classmates, cuts the ribbon at the Gabriola Island dock.

Youth thinks intelligence a good substitute for experience, and his elders think experience a substitute for intelligence.

—Lyman Bryson

Follow that road

About one mile along the road you come upon this strange looking object, part of a conveyor belt system that will be used to haul materials to the Peace River Dam construction site. When completed, it will be nearly three miles long, one of the longest in the world. It will transport materials at 12½ miles per hour and can carry 12,000 tons per hour.

This Lookout Building is located right over the area where the dam is being built. You may stand on the platform outside or go inside and enjoy a snack while taking in the view. A display of the proposed dam, showing details and proposed completion dates, is displayed on a table in the middle of the Lookout Tower.

The crest of the dam will rise 300 feet above the bed of the river, half a mile thick and one and one-quarter miles across, forming a man-made reservoir with a surface area of 680 square miles.

This airstrip is situated 4 miles west of Hudson Hope. The runway is 4,800 feet long with a gravelled surface. It serves numerous private aircraft and a scheduled flight by P.W.A. from Vancouver and Prince George. It was built by District forces for the B.C. Hydro in 1963.
TREY BEAUCHAMP, Drill Foreman with the Testing Branch for the past three years was loaned again this past spring to the Nanaimo Vocational School as an instructor for a course offered to students learning diamond drilling. This course comes under a Federal-Provincial agreement for the training of manpower in Canada. The course is partly a repetition of one given last summer, when Trey Beauchamp was also an instructor, and is to train men new to the trade to supply the greatly increased demand for drillers caused by the construction of the Peace River Dam and increased mining activity in the province. Trey, who has thirty years experience in diamond drilling and soil sampling, joined the department in 1960.

Near Watson Lake on the Alaska Highway a motorist will see this forest of signs. The signs were put up by travelers from many parts of the United States and Canada and here Fred Dembiske, Special Projects Engineer, is looking them over.

Fred Langeler, Stockman in Quesnel, is shown presenting the "Ron Langeler Memorial Trophy." This trophy is in memory of Fred's son who drowned in a mishap in 1963.

Miss Ethel Rodwell, Clerk Grade 2, Department of Highways Office Staff, Courtenay, is availing of the B.C. Government Employees Charter Flight for a four week holiday visiting relatives in England.

The Vernon District personnel entered a team in the bowling league at Lynecombe Lincoln Lanes this past winter and this spring they won the Junior "B" Leagues Title, thanks to: A. K. Isley, L. G. Murray, W. G. Helmsing, R. R. Weiley, C. F. Martenson, and M. E. Major.

"Yes, dear, they're doing it all wrong, but just try to enjoy the movie!"
Bill Richardson of the Materials Testing Branch, Prince George, breaking a concrete test cylinder in the 215 ton compression machine. The guard is used to shield the operator from splinters of concrete when the sample breaks.

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ON THE JOB—Cont’d.

One of the Cloverdale centre-line crews. L to R: Harry Delcourt, foreman; Jim Greensides, driver-operator; Harold Arens, driver-operator; W. Marriott; Bill Greenwood, driver and Joe Kubeck.

Centre-line unit S 2413 entering into a tight left turn painting a centre-line in front of the North Vancouver Regional office. Foreman Harry Delcourt drives the unit; Harold Arens operates the spray doily and Joe Kubeck drops the flags.

Regional Right-of-Way agent Graham Fraser of Nelson is hard at work over a compensation agreement form. Graham was stationed in North Vancouver prior to a transfer in October, 1958.

New Westminster Resident Engineer Ron Winbow inspecting the Port Mann section of the Trans Canada freeway prior to the opening. He dwarfs the car at 6'4".

Place: Golden; Job: curb and gutter; From L to R: Neal Murphy, Boris Stefiuk, Bob Tagami.

Leo Joveski is the hard working senior draftsman in the Nelson Regional office.

Harry Faasse takes a reading on the Golden curb and gutter job.

L to R: Dave Sicotte, Gary McNutt and George Weitzel compute a cross-section near Golden.

J. Charlton at the Prince George Construction field office.

Regional Construction Engineer D. C. MacVicar and Res. Engineer A. Mednis of Prince George checking a gravelling operation.

Terry Burgess and Bill Zapotosan do a liquid limit test in the lab at Prince George.