The public, which has a lively interest in the Highways Department, was given dressed-up show windows to view by the Department’s participation in five different public exhibits in the lower Mainland and Vancouver Island. These displays were designed and promoted by Public Relations Officers Merv Novak and Adam Kloster.

The first display was set up in the Royal Towers Hotel, New Westminster, to coincide with the B.C. Safety Council Convention. The theme was the highways centre-line, sometimes called the “life-line”. A short movie informed the public that glass beads dropped into the wet paint made it reflect at night. The opportunity to handle the units known as “cat’s eyes” and learn that this effective marking device does not injure rubber tires, was most welcome.

In June the B.C. Lower Mainland Real Estate Association asked for a display at their convention in Harrison Hot Springs Hotel. Colored photographs of famous B.C. highways and a model of the ferry, “Queen of Tsawwassen” represented the highway system.

The third week in July marked “Burnaby Safety Week.” A Department Patrolman was on hand to answer questions and distribute brochures.

Vancouver Islanders were shown models of the Port Mann bridge, a coastal ferry and colored photographs of major highways and freeway interchanges. The films, “Rogers Pass”, and “Fraser Canyon” were presented and displayed under the caption, “Over Land, River and Sea—A Modern Highway, Bridge and Ferry System.”

Space in the Show-Mart building was secured by B.C. Safety Council director Steve Kershaw, the Department set up the “Freeway Driving Is Different” exhibit for public presentation during the PNE. The model of the Livingstone Freeway Interchange attracted wide-spread interest as did a movie depicting the frightful consequences of careless driving.
Much repair work must still be done to correct extensive ground saturation and widespread instability, washed-out bridges and repairing roads. Landslip soil conditions on the Alaska Highway posed a serious threat to the Kiskatinaw River Bridge. This bridge was endangered by slides on its approach; so heavy equipment was rushed in to re-slope and build counter-balance berms.

Much repair work must still be done to correct extensive ground saturation and widespread instability,
Executive Editor's Note

The current issue of the Road Runner was a combined effort—outgoing and incoming editors. Though Merv Novak's name appears on the masthead, Mr. Novak has removed his talents to private industry. The new editor is Arthur J. Schindel who stepped into the breach when Mr. Novak's commitment required him to move out before the magazine was completed. Mr. Schindel, who has been with the department three years will be around to visit the districts before the next issue. We would appreciate it if he could be made welcome and helped over some unfamiliar ground.

R J B
THE TRAFFIC BRANCH

One of the engineering branches of the Department located at Victoria is the Traffic Branch. This Branch, coming under the wing of E. B. Wilkins, Design and Planning Engineer, is headed by John Harding, Senior Traffic Engineer.

Many functions are performed by the branch, one of which is the traffic count surveys made each summer and evidenced by the pneumatic tubes found across the pavement. These surveys are carried out by traffic enumerators, hired mainly for the summer months. Intersection design and channelization is another function along with the setting of standards for signs and pavement markings. All directional and information signs are designed by the branch. An increasing activity is the design and installation of all traffic signals and highway lighting throughout the Province, and of course handling complaints regarding traffic matters such as school crossings, dangerous curves and hazardous locations. Other duties of the branch are the posting of speed limits, railway crossing signals, sign policies, traffic legislation, highway accident studies, traffic operational improvements such as one-way streets and traffic improvement surveys. The Department has had a Traffic Engineer for the past fifteen years and has progressed from no traffic signals to well over one hundred; from a few dozen streets to thousands; from no channelization to hundreds of intersections of modern design; from an inadequate signing and road marking system to one of the best.

Next to a smooth-riding surface, the driving public appreciates effective traffic control devices; thus the Traffic Branch contributes much to British Columbia’s reputation for good highways.

Senior Traffic Engineer John Harding, holds a Master’s Degree in Highway Engineering. He has twenty years service with the Department and prior to his present position had worked with the Paving and Construction Branches as well as being a District Resident Engineer. Spare time is taken up with boating, church work and committee work, John is currently President of the Canadian Section of the Institute of Traffic Engineers, a continent-wide organization, and Chairman of the Canadian Council on Uniform Traffic Devices.

Ably assisting Mr. Harding is Arnold Stewart, six-foot-four inches of pleasant efficiency. Arnold came to Traffic from the New Westminster District, where he was Resident Engineer. He is a transplanted Prairie-ite as he graduated from the University of Manitoba and worked with the Manitoba Department before coming to British Columbia.

Electrical Design Engineer for the Branch is Tom Johnson, Tom graduated in Electrical Engineering from the University of British Columbia in 1960 and transferred from the Paving Branch to Traffic in the last year. Tom is currently engaged in lighting half a mile of Fraser Valley tunnels and in a two-mile long lane-use signal system through Stanley Park and Lions Gate Bridge.

Helping carry out Branch work on a year-round basis are Bob Bayne, Barry Pearce, Ron Garrah, Barry Cave, Ted Lewis, Neil Vickers and Glen Grieve.

TULAMEEN BRIDGE OPENED

A new bridge was opened in Princeton on the by-pass section of highway No. 5 last August 5th. This bridge, costing in excess of $500,000, replaces a narrow wooden through Howe truss which had poor alignment on its northern approach. The Honorable Frank Richter, Minister of Agriculture, officially opened the bridge. Also in attendance and speaking to the assembled crowd of interested people was the Regional Highway Engineer, J. W. Nelson, Harry Francis, Regional Public Relations Officer, was the master of ceremonies.

HIGHWAY TEAMS MEET AT VICTORIA

The New Westminster softball team went to Victoria on August 23, and played a doubleheader with Victoria at MacDonald Park. The weather was perfect, the results—each team won a game.

Car pools met the visitors at Swartz Bay and returned them in time for the 10:00 p.m. ferry. Refreshments were provided by the home team.

UNIQUE JOB . . .

Homer L. Good, Resident Engineer 2, has two Districts in his working area. Homer’s job is probably unique in the Province since his responsibilities are divided between two District Offices, Terrace and Prince Rupert, and his territory takes him from Kitimat to Queen Charlotte City and Masset, and to Alice Arm and Stewart.

Homer was born in Saskatchewan and began work as a Government employee there in 1932. In 1936 he joined the B.C. Department of Highways Construction Branch which he worked with until November 1962 when he received a promotion to Resident Engineer Grade 2 and was transferred to his present position.

Homer is married and has three boys, ages 1, 3 and 5 years. He has recently purchased property and intends to build a home in Terrace.
HAPPY? YOU BET!

Neil McLeod stands beside the car which he won at the Pacific National Exhibition. Neil is District Stockman in North Vancouver and has been with the Department for three years. The Chrysler was sold to pay for a car bought last April. Neil plans to be married in July.

GOLF—ANYONE?

On Sunday, August 30, 1964, members of the New Westminster, North Vancouver and Chilliwack Districts met in Chilliwack for a morning of golf. Ross Ellis was low with 91, Tom Tasaka second with 98 and Roy Gittins third with 103. Some of the group had never golfed before, but they all agreed that they had enjoyed themselves and should do it more often.

BEAVER DAM INGENUITY

Beavers usually confine their efforts to creeks or culverts, but in Quesnel they build dams on the road. This has one advantage—you can fish directly from the car.

... IMPROVE OUR HIGHWAYS

Region 1 construction, location and materials personnel gathered in the Regional Conference Room on October 7th for an interesting meeting on "Ways and Means to Improve Our Highways." The conference was conducted by Regional Construction Engineer E. J. Garrett. Special guests from Victoria were: Director of Location Norm Zapf, Assistant Location Engineer J. W. Pomeroy and Senior Materials Engineer E. E. Readshaw. For the next two days that followed the construction and materials personnel attended lectures and demonstrations about concrete control and inspections which were held at the Burnaby Vocational School.

SALMO CRESTON SECTION OFFICIALLY OPENED

Official opening ceremonies of the Salmo-Creston Highway were held last August 15th. The Honourable Premier, W. A. C. Bennett, accompanied by several members of the Provincial Cabinet, was on hand to hold an open-air cabinet meeting during which the new highway was officially named the "Southern Trans-Canada Highway." Also at this "open to the public" cabinet meeting, a glacial green roadside lake at the summit was officially named Bridal Lake, and a creek that flows through the area was named Stag Leap Creek. When the brief but colorful meeting was adjourned, and after speeches made by the Premier and the Minister of Highways, P. A. Gasloardi, five-year-old Judy Wishlow of Creston cut the ribbon.

It took seven years to build this link in the Southern Transprovincial Highway system which now directly joins the East and West Kootenays. Previous to this it was necessary to travel a northerly route across the Kootenay Lake. Locally the highway is known as the "Kootenay Skyway" because the 5,819-foot elevation at the summit makes it the highest all-weather road in Canada. It is 1,500 feet higher than the summit of Rogers Pass. This height is not really noticed because of a gradual grade, but the scraggy evergreen forests, typical of the high country, reveals the altitude.

As usual, Highway Department Engineers and other personnel played a key role in the construction. The 42-mile length was divided into five projects. Resident Engineers in charge were: R. W. Veitch, R. L. McMorran, R. J. Chadwick, H. S. Laing, R. A. Jackman, H. Keller. Location Surveys were directed by C. A. Scarborough of Nelson, while paving was supervised by Paving Engineer H. Sawatzky.

Flagman, Floyd Gibbon, Nelson, directs traffic prior to the opening ceremonies.

Left to right, Gordon Hoover, Henry Denner, Bill Heddle, John Wyake, Reo Peloso, Jimmy Strachan, the bridge crew who built the platform at the Salmo Creston Summit for the official opening ceremonies.

Ray Haines, Administrative Officer (and Road Runner Executive Editor) and Rae White, District Engineer, Nelson, wondering if the weather will cooperate or should the platform be covered. The sun shone brightly.

The M.V. Lardeau shown here preparing to dock at Galena Bay is one of the many lake ferries operating in the province. Its schedule provides regular trips between Arrowhead and Galena Bay and one daily trip via a beautiful scenic route to Naksup, situated 30 miles south of Arrowhead on the Upper Arrow Lake. Formerly owned by a mining company then known as M.V. Arrow Park, this ferry was purchased by the Provincial Government in 1955 and renamed M.V. Lardeau before going into operation on the Upper Arrow Lake.
The familiar diamond-shaped traffic warning sign has come to life. "Guardian Hugh" is the name which its imaginative creator, George W. Gillett, an employee artist of the Langford Sign Shop, has given him. "Guardian Hugh" was created to stimulate interest in highway signs through the various avenues of public information, such as television, the press, etc. This plan has been given the official support of the Province of British Columbia, the Department of Highways, the Motor Vehicle Branch, the British Columbia Automobile Association, The Royal Canadian Air Force, the British Columbia Safety Council and its various chapters. This extensive acceptance is an indication of the potential good which may accrue from the use of this symbol.

The British Columbia Safety Council, which now holds the copyright to "Guardian Hugh," feels that if this characterization is used with sufficient continuity and frequency it will inspire good driving without a scare campaign or undue emphasis on gruesome details. When road signs are observed and obeyed happy motoring follows.
WANTED:  
A SAFETY SLOGAN

In the June Road Runner we asked for Safety Slogans that could be featured on the safety page. From those submitted the above title has been selected. This one was sent in by George Gillett of the Langford Sign Shop. The intention is to feature a slogan for each issue and then after several have been used to select an outstanding one as the main Safety Slogan for the Department of Highways.

The person submitting this best slogan will be given special recognition and an award. This contest is open to all who dare turn their imaginations loose and give safety the thought it deserves.

Grand Forks-Greenwood District in Region 3 is proud to report an accident frequency rate of 0.0 in all departments for an eight-month period, December, 1963 to August, 1964.

RATES ARE BASED ON ACCIDENTS AND HOURS ACCUMULATED
SINCE JAN 19 1964

At a general safety meeting in Salmon Arm last May a demonstration of fire extinguishers was given by Frank Parke, representative of Safety Supply Co. Among the highlights of this meeting was the presentation of the following Safety Awards: Silver Award to office staff and Bronze Award to bridge crew presented by District Engineer, H. F. Coupe. H. Francis, Safety Officer, presented Bronze Awards to the garage crew and Celista road crew.

While clearing bush on an icy slope last February, Mr. A. Mikkelsen was struck on the head by a large tree. The blow which knocked him to the ground was severe enough to break three of the keepers that hold the hard hat in place. He was not seriously injured.

Road maintenance foreman M. A. Mikkelsen, receives the Gold Cap Award from Mr. F. Parke, representative of the Safety Supply Company.

A number of employees gathered at the Prince George assembly yard to see R. R. "Dick" Hamilton receive membership into the Turtle Club, A university student doing summer work, Dick had been struck on the head by a falling tree, but because he adhered to good safety practice and always wore a hard hat he suffered only a headache.

This is a revised calculation based on a one day time loss. The rates therefore are somewhat higher than shown on previous charts which were based on a three day time loss.

Left to right, Dick Hamilton, Turtle Club Member, Les Southwell, W. C. B. Inspector, A. F. Al Parkinson, District Superintendent, Prince George G. H. Kent, Regional Safety Officer.
FRANK CLIFFORD, Utility Operator in the Terrace area for the past 15 years, retired at the age of 65, August 31, 1964. On August 15, Frank and his wife Gladys left by train for Halifax to visit a son in the Royal Canadian Navy. This will be a well-earned and extended holiday for the Cliffords as they do not propose to return before December. Prior to the trip, about 50 fellow employees and wives held a surprise farewell party when a matched set of luggage was presented to Frank. He plans to do some gardening, house repairs and fishing during his retirement, though if local equipment owners have their way, he will be operating again soon after his return.

Geoffrey Chaster retires as Truck Driver 2 at Duncan after 21 years service with the Department of Highways at Duncan.

Frank Downey retired as Maintenance Foreman Grade 2 on Salt Spring Island. Mr. Downey was presented with transistor radio by members of the crew. Since his retirement Frank has been enjoying a bit of fishing.

WORDS OF WISDOM

By the time a man has the shape for the job his children no longer believe in Santa Claus.

In an argument the best weapon to hold is your tongue.

The first step in making your dreams come true is to wake up.

Too many people think that perfection comes with the ability to find fault in others.

A retirement reception was held on Wednesday, June 24th, 1964 for Mike Struve, District Superintendent of Ferne. Honorary guest speakers were: Mr. H. T. Miard, Deputy Minister, Mr. D. F. Martin, Regional Highways Engineer, and Mr. W. M. Spraw, Regional Maintenance Engineer. Mike retired after twenty years of service with the Department and was presented with the twenty-year Meritorious Service Scroll from Mr. Miard on behalf of the Honorable F. A. Gaglardi, Minister of Highways. Mr. Gaglardi also expressed through Mr. Miard and by telegram his highest good wishes and thanks for Mike’s past years of service for the Department. After an enjoyable banquet, the guest speakers in turn related their own personal experiences with Mike and commented on his fine contributions to the Department during his many years of service.

Before joining the Department Mike was employed with a Railway Company in engineering. He began with the Location Branch for the Department in July 29th, 1944 as Senior Resident Engineer. He was promoted to District Engineer of New Denver, April 1st, 1950. He was then transferred to Ferne in the same capacity April 1st, 1956 and retired there.

In the middle of July Mike sailed from Vancouver on a cruise to Denmark, his native country where he will make his home. His parting words were that he enjoyed very much his employment with the Department and invited anyone from the Department who happens to travel to Denmark to drop in and see him. He will reside at: "Langenæshøj," Augustenborggade 23 D 11 Aarhus – C. Denmark.

GEORGE HERBERT RICHMOND retired from the Department of Highways as Stockman at Courtenay on July 1st, 1964.

Mr. Richmond was first employed with the Department of Public Works as a Road Foreman in 1929 and subsequently at New Westminster as Timekeeper. He served with the Canadian Army for four years before returning to the Department of Public Works at Parksville as a laborer and transferred to Courtenay in 1948 and since that time has been employed as Stockman.

Mr. Richmond plans to spend his retirement at his present home in Comox.
Promotions

FRANK C. CROWTHER, previously an automotive mechanic, has won through competition the position of Heavy Duty Mechanic at the Langford Garage. Frank has been employed by the Department since 1951.

MRS. H. BEDDOWS was promoted from the position of Clerk-Steno 2 to Clerk 2 in the Smithers District Office June 1st. Mrs. Beddows has been employed by the District for two years.

FRANCIS P. PEACK of Cranbrook has won through competition the position of Road Maintenance Foreman 2 at Fort St. John. He is married and has two children.

GEOFFREY WARRINGTON, Automotive Mechanic at Rossland, won through competition the position of Heavy Duty Mechanic at Golden. Geoff commenced work with the Department in 1955. He is married and has one son and daughter.

FRANK C. CROWTHER, previously an Automotive Mechanic, has won through competition the position of Heavy Duty Mechanic at the Langford Garage.

Russell (Russ) Trites, Assistant Mechanic Foreman 2, Prince George, was promoted to Mechanic Foreman 2 at Terrace, B.C., May 1964.

Rusw was born in Edmonton, Alberta, in the year 1926. In 1945, he took special training in the Armoured Corps of the Canadian Army.

November 1950 Russ began work with the Department at Quesnel as Assistant Mechanic, later being promoted to Assistant Foreman No. 1.

In September 1960 he won through competition, the position of Assistant Mechanic Foreman 2 at Prince George.

Russ is married, he and his wife have three girls, Jo-Ann, Francis, Colleen, and one boy Bruce. He is very happy with the promotion and being an ardent fisherman he is looking forward to the good hunting and fishing for which the Terrace area is well noted.

Russ is a member of the Legion Branch 43 and likes curling and bowling.

Prince George welcomes its new Assistant Mechanical Foreman, Mr. WILLIAM KORTEGAARD, Prior to moving to Prince George he has worked for the Department in Pouce Coupe, Quesnel and Stewart, Mr. Kortegaard came to Canada from Denmark about ten years ago. He joined the Department in 1958 and since then he has received several promotions.

Congratulations are extended to WILLIAM (BILL) R. BALL, who has been re-classified from Resident Engineer 1 to Resident Engineer 2, Mr. Ball transferred from the Location Branch to the District Forces at Prince George almost a year ago.

DOUGLAS MCKENZIE BAIRD was promoted to the position of Stockman 4 at Courtenay on July 1st, 1964. He first came to work with the Department of Highways as a laborer in 1951.

ROBIN WRIGHT, Road Maintenance Foreman 2 at Fruitvale, has been promoted to the position of Road Maintenance Foreman 3 at Quesnel. Rob began his service with the Department in 1951 and has served in various districts since then. He is married and has one son and two daughters.

MRS. G. HODGSON has received the appointment of Clerk-Steno 2 in the Smithers District Office, filling the position vacated by Mrs. H. Beddows last June. Mrs. Hodgson was formerly employed by the School Board.

MRS. MABEL SIMPSON was the successful applicant for the Steno 2 position at the Nanaimo District Office. Mrs. Simpson was previously employed by Messrs. MacIsaac and Clark, Barristers and Solicitors, Nanaimo.
NEW FACES IN NEW PLACES

CARL S. SHAW is the new District Superintendent for the Columbia District replacing former Superintendent R. W. (Bob) Veitch, now in the Yale District.

Carl Shaw joined the Department in 1945, with the Location Branch, working first in the Salmo area as an axeman. In the spring of 1949 he was promoted to Chief of Party on a job at Pouce Coupe, and that summer became a Construction Resident Engineer at Azouzetta Lake, on the Hart Highway.

After spending the winter of 1949 and part of 1950 in the Kootenay area, Carl was transferred to Merritt, as District Resident Engineer. In April 1957 he was promoted to District Superintendent, and one year later was transferred to Terrace. During the fall and winter of 1958-59 Carl was, for a period of six months, in charge of both Terrace and Prince Rupert Districts.

In October 1962 Carl again became District Superintendent at Merritt, where he remained until his transfer to Golden at the end of July this year.

During his years as Resident Engineer at Merritt, Carl put his "Ham" radio hobby to use for the Department. Several years before the present radio system was started, Yale District had a medium frequency setup between Merritt and Boston Bar—headquarters for the famed Fraser Canyon.

Mr. Shaw is married, with two children—a daughter living at home, and a son at Terrace. Following in one set of his father's footsteps, his son recently spent three years in the Royal Canadian Army Signal Corps. Included in his duties was a six-month stint in the Congo, with Canada's United Nations contingent.

MR. NORMAN PORTER, Truck Driver, Nanaimo, was transferred from Nanaimo to Cassidy and MR. WILLIAM PLEASANTS, Truck Driver, was transferred from Cassidy to Duncan. Both of these transfers were to enable the employees to work closer to their permanent residences.

A recent addition to the Prince George Office is CLIFFORD BROWN, who recently transferred there from the Controller of Expenditures office in Victoria. Cliff is working as a trainee and hopes one day soon to have an office of his own. Cliff commenced work with this Department in August 1963 as a Junior Clerk. He was transferred to the Prince George Office in July of this year to take the position of trainee.

Automotive Mechanic position left vacant by the transfer of John Goldie to Vernon has been filled by LEONARD MILLER. Len was born in England fifty years ago, he served with the Canadian Army in England, Europe and Italy during World War II, has two teenage daughters, and has a 1923 5-cent piece. These coins are worth many times their face value. Jack is interested in contacting other coin collectors in the Department.

In May this year, Columbia District Timekeeper, Jack Hickmott and his wife, together with their daughter and son-in-law Evie and Tom Sine, flew to England for a month's vacation. Tom is Assistant Mechanic Foreman at the Golden shop as well as being Chief of Golden's Volunteer Fire Department. The Hickmotts came to Canada from England in 1953 and have made their home in Golden since then, Jack joined the Department shortly after they arrived, working first on the outside crew, then as timekeeper.

The Nanaimo timekeeper, Victor Brown, is an active member of the Native Sons of British Columbia, Nanaimo Post,

Albert Tremblay is a member of the Cedar Softball team and his team recently won the area tournament.

Jack Doddridge is a member of the J-T Auto Sales team and plays in Nanaimo every week.

Mechanic ED T. MACKENZIE has transferred from Cloverdale Garage to Nanaimo.

Mechanic's helper G. S. JOHNSON has transferred to North Vancouver.

JAMES S. HIPPSLEY, Mechanic's Helper, transferred from Port Alberni to Allison Pass Garage effective August 24, 1964.

On August 23, the Nelson Regional and District Office staffs held their annual beach party at Mr. and Mrs. Reg Dill's Lakehouse property. Activities included swimming, water skiing and of course, eating—barbequed hot dogs, corn, etc. A good camp fire and rousing sing-song topped it off. The employees are very grateful to the Dills for opening their home and property to them every year.

These are the day water skiing participants. District Engineer Ray White at the wheel, Maintenance Engineer Merrill Sproul (don't know what he was doing at the time) and Miss Diane Bourgeois handling the tow line. Merrill kindly brought his boat to the party and this was much appreciated by those who had the nerve (brrrrr!) to ski.

HOBBIES—HAPPENINGS

Jack Doddridge is a collector of Canadian coins and has in his possession a 1925 5-cent piece and a 1923 1-cent piece. These coins are worth many times their face value.
SHELL 4000 1964 RALLY

The old highway between Cascade and Rossland was temporarily classified as a wide-open speed section by the Honorable P. A. Gagliardi, Minister of Highways. The rally cars which left Vancouver 7:01 p.m., April 18, 1964, entered the Cascade section at 4:20 a.m., April 19, 1964. The road had been closed to all vehicular traffic between midnight on Saturday to 8 a.m., on Sunday, April 19. A chilly vigil was kept by the men of the Department at the terminal points to prevent anyone from inadvertently entering the closed section. The rally drivers considered the Cascade route the toughest test of the entire rally.

Shell rally car negotiating the second switch-back between Cascade and Rossland.

Like trousers, achievements wear out if you rest on them.

* * *

One of the heaviest burdens a man can carry is hatred.

Gordon Barker and Carol Jean Schierling were united in marriage on Sept. 12. The Reverend Marvin Forseth officiated at the ceremony in the Connought Heights Assembly, New Westminster. Gordon is a member of the bridge paint crew. He and Carol will reside in North Surrey.

In an evening ceremony Saturday, June 13th, in Saint John's United Church at Grand Forks, the Reverend Glen Betts united in marriage Judy Diane Grummell and William Wilson. After a wedding trip to Spokane, Washington, the couple will reside in Grand Forks where Bill is employed with the Department of Highways. Judy's father, George Grummell, is a Road Foreman at Grand Forks.

In Saint John's United Church, Saturday, August 22, the Reverend Glen Betts united in marriage Robert Zerald Smith and Agnes Hilda Coupland. The couple will make their home at Christina Lake. Bob is Assistant Mechanic at the Highways Shop in Grand Forks.

Marion Vathin and George Lobay were married in Coeur d' Alene, Idaho, May 8th. The couple will reside in Grand Forks where George is employed as Assistant Foreman at the Department's Grand Forks Shop.

* * *
A PEAK INTO THE PAST

New Denver general foreman A. L. Levy sets out to run a line accompanied by "Tootsie", the pack horse in 1922.

In Sympathy

CHARLES HENRY KREETZER, 61, died in Victoria, July 8th, 1964. Mr. Kreetzer, Mechanical Foreman at the Langford Garage, had worked for the Department since 1934. Before coming to Langford Mr. Kreetzer was employed with the Department in Kamloops. He is survived by his wife Emma.

JAMES V. BERARDUCCI, Laborer, 59, died June 4, 1964 in Shaughnessy Hospital after prolonged illness. Mr. Berarducci started with the Department August 2, 1955. He is survived by his wife Lillian and four sons.

STEVE OZERO, Blacksmith, 58, died July 29, 1964, in Royal Inland Hospital, Kamloops. Mr. Ozero joined the Department in 1945. He is survived by his wife Martha.

ROBERT PETER SAWRY, 21, died suddenly at New Hazelton, August 14, 1964. Survived by his parents Mr. and Mrs. Peter Sawry, Lone Butte, B.C., one sister and two brothers. Mr. Sawry was an Engineering Aide for the Location Branch and had had three years service.

Mr. Ross Defoe, the head ferryman of the Castlegar Ferries, is recuperating from an illness that placed him in the Nelson Hospital for a few weeks.

Regional Office Manager Bert Wolf underwent a serious operation July 17th. Released from hospital two weeks later he has been convalescing satisfactorily at home. During his stay in hospital, Bert was presented by the Kamloops staff with an electric desk clock and barometer set. Bert hopes to return to work at the end of this month. In the accompanying picture, Tom Yearsley, Regional Mechanical Superintendent (left) and Jake Krusinsky, District Superintendent (right) present Bert (centre) with the gift.

ADVICE

Keep your eye on the ball, your shoulder to the wheel, and your ear to the ground—OK? . . . Now try to work in that position.
ON THE JOB

Following several days of torrential downpours in June, Churn Creek went on the rampage, taking out a 74-foot King truss bridge along with 400 feet of approach roads serving the Empire Valley ranch.

Churn Creek drains the area behind the Gang Ranch 70 miles north-west of Clinton and empties into the Fraser.

Pat O'Toole, District Engineer, Terrace, giving directions or receiving reports.

Roger McKeown, District Superintendent, Prince Rupert, a highway superintendent who logs more miles by air than he does by land.

The Cranbrook bridge crew recently had the unique job of moving the Departmental radio base station from the top of Moyie Mountain to Baker Mountain, elevation 7350 feet. The picture shows the station being moved across the Moyie River and the other station being lowered in place beside the huge antenna pole on the top of Baker Mountain.

Left to right, G. K. Austin, District Superintendent; Bruce Dean, Bridge operator; Charlie Kubot, Dick Voneugen, Motorola Technicians; Al Connah, Bridge Foreman; Ed Meyers, Truck Driver; Wilt Bohmer, Grader Operator; Borger Holst, Bridge crew.
ON THE JOB

Joe Potestio, Rossland stone mason, working at his craft.

Joe takes a keen interest in making a job attractive and useful. Joe has erected many of these dry rock walls throughout the Rossland Trail area. The walls are a credit to the rock wall crew.

The Fort St. John survey crew engaged in an unusual project, placing a radio transmitter on top of Portage Mountain, near Hudson Hope, elevation 4,675 feet. The transmitter weighs around 600 pounds and is operated on propane fuel. The helicopter is a Hiller and was chartered from Okanagan Helicopters Limited.

Seen in Passing: left to right, Willy Anderson, Hugh Kerr, Fred LePage, Roy Saby, bridge foreman, Hasso Hun redocking the bridge at Mcetown near Highway 16.

Left to right, May Galbraith, Timekeeper, Giselle Ouellet, Clerk Typist, Claire Watmough, Clerk, Don Jackson, Office Manager, the office staff at Prince Rupert pause to cooperate with the camera (shutter-bug).

On the night of July 3rd an all-night rain storm wreaked havoc on district bridges and roads. Silver Tip Falls, located about eight miles from Revelstoke on the Big Bend Highway, was turned into a raging torrent. The force of the water hurled down a huge rock which smashed into a pier of the Silver Tip Bridge. The bridge was demolished, but within four days a Bailey Bridge was put in and the highway was re-opened to traffic. Much of the credit for this speedy and sometimes trying operation must go to Resident Engineer Bill Cooper and the Revelstoke, Vernon and Salmon Arm bridge crews who worked around the clock to restore communications. Everything is now back to normal, apart from replacement of a geodetic bench mark located, at all places, on the rock that caused the damage.

Mrs. Jackie Cox, District Office Clerk, Terrace a smile is still the best way to send a message.
The road to Bamfield is now open to the public between the hours of 5:00 p.m. and 7:00 a.m. daily and open all day on weekends and holidays. This opens up an entirely new area to the public. The photograph shows one of the signs at the start of the Bamfield Road near Port Alberni.

"Blue Velvet Mountain"—twelve to fourteen million tons of slag in one place is what the tourist sees on approaching Grand Forks from the east, all that remains of a copper smelter, which during the 1900's was the largest in the British Empire. The above view is north from the Yale Bridge over the Granby River.

In the Kettle Valley area of the Grand Forks-Greenwood District, Tom Boltz operates the grader preparing surface for road mix.

The district forces at Duncan completed a successful major project on the Trans Canada Highway at the Cowichan Bay junction under the direction of Road Maintenance Foreman A. Cassagrande, Duncan. The work consisted of four-laning a short section of the highway involving heavy cut and fill operations. The photographs above and below show the work underway and nearing completion.

The Department's link belt is busy ditching in the Lynburn area of Nanaimo in preparation for the winter rains.