Snow Belts Banana Belt

Prompted perhaps, as it has been suggested, by the disgruntled spirit of Moby Doll, Mother Nature this winter plastered balmy Region No. 1 with the heaviest fall of snow in years. The months of November, December and part of January had a total snowfall in some cases several dozen times greater than in many previous years - 65 inches in Burnaby compared to \( \frac{3}{4} \) inch last year and 103 inches in Abbotsford compared to 5 inches last year.

Of course some snow was expected. All reasonable precautions had been taken. Shipments of salt were ordered in advance and dispatched to the various districts in good time while equipment was ready and poised to cope with that reasonable amount of snow that earns for southern latitudes the title of "Banana Belt."

But nature was not to be so lightly treated this year. She was not going to be swept blithely into a highway ditch by a happy ploughman on a regular shift. After the first week of snow it became obvious that Region 1 was in for a struggle.

Snow piled on snow. The banks rose higher and higher on the roadsides. The ditches and culverts filled up with it. The tempo of salting, sanding and ploughing was stepped up and extra equipment was hired, but it still came. And then, the salt supply failed and the weather man smilingly predicted even more snow.

(Cont'd. on Page 2)
SNOW (CONT.)

"Beat it or bust" became the word and the crews' performance of a duty changed to a dogged determination to win as the shifts increased from eight hours to 12. Some were so determined they had to be ordered to stop for rest.

And so the battle raged by day and by night, until, as nature paused for a breather the weary crews dug a little deeper, a little harder and gained the upper hand.

Familiar Department voices encouraged and acclaimed the strength and determination of the men behind the blades. What they did not hear were the many telephone voices which say: "It sure is good to drive on B.C.'s highways - How do you manage to keep them so good in weather like this?"

Dale Cooper, Lake Cowichan, Road Maintenance Foreman.

REGIONAL TRAINING
SESSION KAMLOOPS

The annual Region 2 training session was held in Kamloops December 9th and 10th. Headquarters officials in attendance included Dudley Godfrey, Chief Engineer; Jim Dennison, Senior Maintenance Engineer; Jack Smythe, Superintendent of Equipment. All regional and district officials of Region 2 attended. Also present for some parts of the conference were Hubert Brugger, Resident Engineer, Kamloops, and B.P. Griffiths, Kamloops Draughtsman. William (Bill) Nelson, Kamloops Regional Highway Engineer, welcomed the delegates. The program consisted of papers prepared and presented mainly by Region 2 district and regional officials, followed by general discussions.

In the evening, December 9th, a "no host" supper was held. Jake Krushnisky, Kamloops District Superintendent; introduced the guest speaker, Mr. M. Chertkov, a Kamloops lawyer, who spoke on the relationship between government agencies and the individual. A film covering the second year of the Peace River construction was also shown.

Minister's Message

We have talked before about public response to our efforts, particularly in unusual or difficult conditions. Because of the unprecedented cold and snow conditions of recent weeks, it might be appropriate to mention it again. It has been gratifying to receive many letters and phone calls from groups and individuals commending Department of Highways crews for their excellent showing during these difficult periods of extreme cold and heavy snowfall. We have had a large number of letters of this kind from all over the Province, but more particularly from the Lower Mainland and Vancouver Island where the snow pile-ups were many times greater than any previous records. Oh, yes, there have been some complaints as well but I think these resulted as much from frayed nerves and frustration as from any negligence on our part. Most people appreciated that in order to open roads and keep them in passable driving condition a great deal of extra effort was required, to say nothing of the long hours, weariness and discomfort.

One group of grateful citizens in the Powell River area sent in a letter with 37 signatures letting us know that they received more than just normal service from a dedicated and hard-working group of employees. Another group on Vancouver Island acknowledged that with 90 and 100 inches of snow to clear crews were handling about ten times the normal job.

There have been other letters and phone calls thanking crews for individual service to stalled vehicles and snow-bound residences, for their courtesy and patience in the face of trying circumstances.

We have acknowledged these letters and thanked the senders. We now acknowledge the efforts of the men who prompted them and thank them for a fine showing.

P. A. Gaglardi, Minister
Geococcyx Californianus

With a name like that someone had to think of a simpler one for the little feathered fella scurrying across the top of our front page. If you can guess what it is then you can understand why we chose him as a kind of mast-head mascot. His name is "ROAD RUNNER".

When we discovered such a bird and such a name really existed we were a little disappointed that someone had thought of it before we did. But after checking the "Fieldbook of Natural History" by E. Laurence Palmer we became aware of certain inescapable similarities and decided to adopt him although he is not native to B.C. Consider the following facts about Geococcyx Californianus alias Road Runner:

He is earthbound but fast. He runs to 18 m.p.h., in spurts.

His temperature is 107.4. (We get kind of hot under the collar at times, too),

Eyes "yellow to orange" (There are times),

Legs and feet pale blue (Like this winter),

Resident "wherever there are deserts and mesquite covered arid and semi-arid lands." (You see what we mean. We have plenty of those).

He is "usually solitary but builds a nest, usually unlined... of sticks and twigs in low shrub." (The Region 4 variety).

When quite young "may begin catching own food... about 90% animal caught by pursuit or stealth." (We have them in woods and supermarkets).

Although campaigns have been organized "to destroy road runners... these activities are ill-advised... deserves more protection." (We couldn't agree more).

And so we bid you welcome this little stranger who has more than just a name in common.

There is only one ornithological fact which disturbs us. He is also a member of the cuckoo family.

SOME CONCRETE IDEAS

A concrete refresher course was held on October 1st and 2nd in the Prince George Vocational School. Mr. J. Seeger and Mr. J. Adam of the Portland Cement Association gave two days of lectures which included the actual design of a concrete mix. Engineers and engineering aides from the Construction, Paving, Materials Testing and Maintenance branches attended along with three members of the local Public Works Department staff.

Left to right: Fred Whittig, Ray Vollinger, Harry Waring, Ian Douglas, John Dean, Dick Callaghan, Don Kirkland, John Pankiw, Dick Readshaw, John Seeger, Neil Carington, Terry Burgess, Bill Ball, Harry Schimm.

SOME MORE CONCRETE IDEAS

THE ROAD-RUNNER

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Producing enough signs for an ever-increasing highways system has been a challenge well met by the Department of Highways Sign Shop, located at 2920 Jacklin Road, Victoria, B.C.

The purchase of signs from the various companies, signs poorly produced and the neglect of highway signing during the war years had resulted in irregular lettering and non-standard signs. The sign shop was established in 1949 to ensure that good quality standard signs only be used on the highways of B.C. Modern equipment is used and materials thoroughly tested in order to supply good quality signs in large quantities, and on schedule.

The first sign manual (1949) contained 198 types of signs; the latest count of types produced to date was 675. This does not include the numerous destination, creek, river name signs etc. Accurate records are maintained of all sign shipments. For every guide sign in the province there is an individual record sheet showing its location, post number, layout and history. The largest sign produced prior to the construction of the freeways was 6 feet by 3 feet. The largest now is 20 feet by 8 feet. Pictures of all special signs are carefully filed for reference in order to maintain uniformity which is the key to standardization.

A recent addition to the shop has given an area 150 feet by 50 feet. This provides storage space for approximately 20,000 finished metal signs ready for shipment and 35,000 metal blanks to be processed. Space is also provided here for the various sizes of plywood sheets.

Mr. Arnie Davies supervises a staff of 10 versatile employees who will agree with him when he says that, "with facilities such as these, there should be no reason for the existence of a shoddy or non-standard sign on our provincial highways."

EUGENE BUTTERFIELD has won by competition a promotion and transfer to Department of Highways, Terrace, B.C., as Assistant Mechanic Foreman, November 1, 1964. Gene was born in Quesnel, B.C. and began working for the Department of Highways at Prince George as mechanic helper. Shortly he was promoted to Automotive Mechanic and then to Heavy Duty Mechanic, the position he held before being transferred to Terrace. Gene is married. He and his wife, Marjorie, have two children, Jeannie aged 8 and Michael aged 5. Gene likes hunting, fishing and skiing and hopes to pursue these activities in Terrace.

Josef Profili, Road Maintenance Foreman, has recently transferred from Squamish to Powell River. Joe has been with the department since 1946. He was at Rossland prior to transferring to Squamish.

Charles R. Milne, Road Maintenance Foreman, has transferred from Rossland to Bowen Island. Chuck commenced employment with the department in Rossland in 1959.

Happy send-off for Beverly Graham and Linda Harkness of the North Vancouver office who spent most of November holidaying in Hawaii.

A road near Prince George which terminates near a swampy sort of lake had been known for years as the "Haldi Lake Road". Because the directive sign was leading many an eager fisherman and picnic party to the site, only to be disappointed, the road was renamed "Haldi Road". An interested party complained of the change in name, admitting the first sign did offer misinformation he suggested the name remain unchanged but that the sign be supplemented with another fingerboard, "No Lake".
L.E. CROFT has recently won through competition the position of Mechanic Foreman Grade 3 at the Langford Garage. Previously Laurie was the Mechanical Foreman at Grand Forks and has been employed by the Department since 1939.

DON W. GLEN, previously an Auto Mechanic, was promoted to the position of Mechanic Welder at the Vernon garage. Don has been employed by the District for one year.

LLOYD V. PERAPLECECTA, formerly a Yardman at Lillooet, was promoted by competition to District Stockman, Princeton, effective November 1964. Lloyd is married, has one child and commenced with the Department in 1963.

BILL BATES has been promoted from Grader Operator at Chilliwack to Road Maintenance Foreman, Grade 2, on Salt Spring Island in August 1964.

BILL BATES has been promoted from Grader Operator at Chilliwack to Road Maintenance Foreman, Grade 2, on Salt Spring Island in August 1964.

MR. R.A. SWINDELHURST, Assistant Mechanic Foreman at Hazelton for the past fifteen months has won through competition the position of Mechanic Foreman 1 at Stewart, which lies on the B.C.-Alaska boundary. Reg started his career with the Department on March 12, 1962 at the Terrace shop as an automotive mechanic and advanced to assistant mechanic foreman in September 1963. He and his wife, Helen, will be moving with their three sons, Vernon 13, Brace 11, Kim 10, and their daughter, Karen 3, to Stewart as soon as accommodation is available.

MR. HERBIE ZEIMER has been promoted to the position of Stockman at Boston Bar. Herbie's former crew at Vanderhoof wish him well in his new position.

C. A. ARNOLD, formerly Road Maintenance Foreman Grade 1 on Bowen Island, recently won through competition the position of Road Maintenance Foreman Grade 2 at Squamish. Chuck has been with the department since 1948. He was at Hope prior to transferring to Bowen Island. He is married with 2 children.

CHARLES KARR has been successful in the competition for the Road Foreman 2 vacancy at Fruitvale. Charlie has been steadily employed by the department since August, 1951. He comes to Rossland after 13 years on the Hope-Princeton highway. He is, therefore, no stranger to snow removal and is a welcome addition to the Rossland supervisory staff this winter.

JOHN C. BARTASCH, Engineering Aide 3, has won through competition the position of Resident Engineer Grade 2 at Pouce Coupe. Chris worked for the department from 1957 to 1959. He rejoined the service in 1960 and has been working Pouce Coupe since that time.

MRS. LOUISE BRUCE has recently been accepted for the Clerk 2 position in the district office at Smithers. "Lou" has had previous experience with the department in a similar capacity and should be a real asset to the office staff.

MRS. MARIE GIDDINGS was the successful applicant in the recent competition for the Clerk-Steno position in the Smithers office. Marie is a long-time resident of the area and lives in the nearby community of Telkwa.

ROBERT JAMES GREEN, Cloverdale, was promoted from Assistant Mechanic to Automotive Mechanic from Assistant Mechanic effective to September 1, 1964.

THOMAS T. McMAHON, Cloverdale, was promoted to Automotive Mechanic from Assistant Mechanic effective August 1, 1964.

ABRAHAM PAULS, Automotive Mechanic at Chetwynd, won through competition the position of Assistant Mechanical Foreman at the Pouce Coupe garage, Abe has been with the department since 1962.

MR. GARY STACEY, Truck Driver 2 was successful in the job competition for Power Grader Operator at Port Hardy on Vancouver Island, Gary will be leaving for his new job early in January with his wife, two sons and a daughter.
HIGHWAY'S AIRSTRIP

One of the surprises that life is full of occurred in August when a plane landed on the Trans-Canada Highway some 20 miles east of Revelstoke.

Apparently due to bad weather the pilot could not locate the Revelstoke airport. With his fuel tank nearly empty and not a gas station in sight he decided to land on the next best thing, — the highway! The landing was uneventful and the plane finished up on a slope just off the highway shoulder.

Shown looking the plane over, where it finally came to rest, is the District Engineer Ian Stewart (foreground), himself a very keen flyer and Ed King, Senior Road Foreman. Under their supervision the plane was dismantled and placed on a truck. The gratified owner then hauled it away to Kamloops airport.

This is just another incident that points out the versatility of Department of Highways crews to cope with any kind of incident.

FORT GEORGE FOREMEN

All foremen in the Fort George District met in Prince George on November 7th for their annual meeting. The highlights of the program were the papers given by each of the men. These were of exceptional quality and an introduction to the good discussions which followed.

Wives too, have their part in Fort George activities and together they supplied the food and met with the menfolk for a delightful supper and social evening at “The Parks.”

CURLING NEWS

On November 7, 1964, in Chilliwack, the North Vancouver team of W.M. Underwood, A.G. Tranfield, A.J. Montador and A. Rept met the Chilliwack team composed of R.B. Gilmour, R.W. Ellis, H. Klassen and J. Coene, North Vancouver won, a return engagement is planned.

The “friendly” group pictured above make up the Revelstoke garage staff. They are, left to right, Bob Beach, Stockman; Bert Lenny, Mechanical Foreman and Jim Lines, Yardman.

Bob, who hails from Vernon, has been with the District for one year. He is married and has one child, Cameron, likes taking pictures as a hobby and is a member of the Alliance Chapel in Revelstoke. “Attendance has been dropping of late,” Bob complained. Whether this is due to the fact that he sings in the choir or to the cold weather, he couldn’t say.

Bert Lenny, an old-timer in Revelstoke (14 years), has been in the Provincial Government Service for 21 years. Asked how he had enjoyed his work during this time, Bert says, “loved every minute of it and it’s helped to keep me young.” Incidentally, Bert claims the same age as Jack Benny (59) and he doesn’t look a day older. He is happily married and has one daughter, Shirley, and enjoys fishing, gardening and photography.

Jim the hatchet wielding ‘villain’ in the picture is a newcomer to the fold and has only been there since February. He is single and likes the outdoor life. Hunting, fishing and bowling are just a few of his activities.

DISSECTING THE STAFF

The (wee?) Scots lad shown here busy at work is Revelstoke timekeeper Malcolm Newlands. His rich Scottish accent can sometimes be heard over the radio as he utters those famous words “Ten four-r-rrr.” Malcolm, who was born and bred in the Lowlands of Scotland, picked up his kilt, sporran and bagpipes and headed for Canada in 1960.

Prior to moving to Revelstoke, Malcolm served on the Flagship of the Kootenay Lake Fleet (M.V. Anson) as purser and gained his sea legs on the sometimes perilous crossing between Balfour and Kootenay Bay. Malcolm’s hobby, at least for the present, is building a home in Revelstoke for his wife Jessie and two children Callum and Janey. His other hobbies include dieting, putting the cat out at night (if he can catch it) and Highland dancing. Asked how he liked Revelstoke, Malcolm replied “it’s a bonny wee brae if it didn’t snow so much.”

Left to right, T. Arnoldus, Honeymoon Creek, A. Hamilton, Prince George, F. Martin, Resident Engineer, McBride, W. Bell, Resident Engineer, Prince George, I. Jalurud, Prince George, A. Park, District Superintendent, Prince George, L. Crate, McBride, G. Sinclair, Alex Lake, R. Arnett, Prince George, W. Tinsley, Tete Jaune, H. Kazalof, Prince George.
QUARTER CENTURY SPOTLIGHT

Miss Gladys M. Perry was born in Cumberland, B.C. Gladys had her public and high school in Courtenay and was very active in sports, music and other activities. After high school she took commercial training and then went to Vancouver for a comptometer and a computer course.

The Depression made jobs scarce, but in 1935 she obtained a job in a Health Commission for the B.C. Government. She also worked the Text Book Branch and various other Government jobs. Steady employment was obtained with the Department of the Attorney-General in the Real Estate and Insurance Branch, September 6, 1938. In 1943 Miss Perry transferred to the Public Works Branch in the Accounts as a Senior-Clerk Stenographer.

Since that time she has been responsible for a variety of clerical duties in this branch (now Highways & Public Works Branch), and was recognized for her capable and conscientious stable attitude.

ROSS DEFOE, Head Ferryman, of the Rossland Ferries retires on January 31, 1965, after 25 years of service. Ross started with the department as a deckhand. When the ferry service in Castlegar was increased to a two ferry system in 1961, Ross’s crew increased to a maximum seasonal total of 20. Fluctuation of the river level and periodic battles with the elements were all in a day’s work for Ross. He can look back on a record of good public relations over the period of his service, the department and his colleagues have admired his self-reliance and unexcitable nature. He kept a service operating which carried over a million passengers yearly with few interruptions. All department personnel wish him well. Ross expects to reside in Castlegar and welcomes all to drop in for coffee and a chat.

Mr. Douglas R. Dean, Office Manager, Salmon Arm, was to have been an honored guest at the 25 year Service Award dinner held in Vancouver on December 17, 1964. On that memorable day the train was late in arriving in Vancouver and Doug was unable to attend the banquet and receive his award. He will be invited to the next banquet when similar service awards will be made. In the meantime his colleagues join in wishing him well and in recognizing his years of service.

Doug started employment with the government in 1938 as a Toll Collector at the Patullo Bridge. Subsequently he was appointed Senior Toll Collector and remained in that position until April 1, 1952, when he was appointed Ferry Clerk for the Kelowna-Westbank Ferry Service.

MR. HOPE O. GEORGE, Regional Mechanical Superintendent in Prince George was among those presented with a 25 year Certificate by the Honorable W.A.C. Bennett in a ceremony in Vancouver December 17, 1964. Mr. George started with the department in 1938 at New Denver on the bridge crew. In 1938 he was promoted to Mechanic Foreman at Grand Forks and remained there for the next 11 years. He was transferred to Region 4 in 1954 as Regional Mechanical Superintendent, where he has been for the past 10 years. Hope’s hobby is photography, his wife, Mollie, is fond of oil painting. They both hunt, fish and like camping. They are also both rockhounds and have an extensive collection. Mr. George’s advice to the junior employee: “Throw away the hammer—buy a horn. Don’t hang on the back—put your shoulder to the wheel and you will find the Provincial Government Service a very rewarding career.”

John Allen (Bill) Ingram was born in Saskatchewan and moved to Kamloops in 1916 where he received his public and high school education. After this he spent two years in applied Science at U.B.C. He lost his father in 1925 and has one brother who is a Colonel in the Army. In May 1949, he moved to Victoria with the Location Branch and then to the Highways Accounts 1952.

Membership in the Boys’ Parliament of 1929 and sheep herder and night lamb man at the Duke of Portland Ranch, 1935, are but two examples of varied experiences which are a part of Bill’s background.

Bill belongs to the Masonic Order and has life membership in the Association of Kinsmen Clubs in both Kamloops and Victoria, which is unique. He is now president of the Kinsmen 40 Club of Victoria. He is also a Director of the Charitable Donation Committee and Secretary of the B.C. Government Employee’s Service Fund.
DON'T LEARN YOUR TRAFFIC LAW BY ACCIDENT

This issue announces the deadline for the Departmental Safety Slogan. March 31, 1965. Send in your ideas! Remember, we are looking for a slogan which will embrace the entire Departmental operation.

Two crews in the Revelstoke District recently received awards for safety. The Sicamous maintenance crew's achievement of 32,574 hours without a time-loss accident earned them a Bronze Certificate and the bridge crew received a Silver Certificate for 30,355 hours accident-free operation.

A Bronze Certificate Award of Merit has been presented to the Jordan River Maintenance Crew for having operated 24,899 consecutive man hours without a lost time accident.

Mr. John W. Morris presented a Bronze award to the Alberni Road Maintenance Crew.

On May 14, 1964, the Department of Highways Garage Crew of Terrace were awarded a Bronze Certificate for having operated 27,319 consecutive man hours without a lost time accident, from March 31, 1962 to March 31, 1964.

A Bronze Award was presented to the Woodfibre Ferry crew and Gibsons & Pender Harbour Road Crews.

A Silver Award was presented to the North Vancouver Regional & District Office and Engineering Staffs.

Left to right, Bob Meston, Road Maintenance Foreman at Sicamous; Ian Stewart, District Engineer and Pete Lance, Bridge Foreman.

Shown above on right is Harold Gentleman, Power Grader Operator 2 at Wells being presented with a bar set by Assistant Mechanic and Safety Committee Chairman Roy Hayhurst for the best safety suggestion submitted to contest run by Quesnel Safety Committee.


Members of Nelson Road and Shop Crews taken at demonstration presented by Fire Chief Owens during Fire Prevention Week.

SAFETY PROMOTION

"DUMBO" the sick elephant, a sad looking beast (a toy) propped up with a crutch and wearing bandages will become part of the Fort George organization. He will be presented to the crew having the most recent accident. To be prominently displayed he will serve as a reminder, "Not to forget safety first".

HAT-SETTER SEQUEL TO DIS-HATTER

We are truly safety conscious...? Shown are Jim Horswell, Engineering Aide, who has been "set" and Oscar Arndt, grader operator, who is about to make his 853rd "bump". Oscar informs us that he is just beginning to get the hang of it now, although he had been calm and level-headed about right from the first.
DON'T LEARN YOUR SAFETY BY ACCIDENT

Nanaimo-Islands District Receive Bronze Award

District Superintendent, John Morris presenting award to Henry Dawes, chairman of the Safety Committee. Also shown in photograph are Louis O'Siel, Melvin Saby, John Remittard, Allen Birchard and Les Bagley.

GOLD CAP AND TURTLE CLUB AWARDS

While Nicholas J. Kessler was working as a laborer on the construction of a cement block equipment shed at Port Coquitlam a wheelbarrow was lowered to him by a rope that ran through a block in a small "A" frame. Unknown to the man on the roof, the rope had caught in the wheelbarrow, in order to get more slack in the rope Nick pulled the rope bringing the "A" frame down 20 feet and it struck him on the head. The top of his hard hat was smashed by the impact of the falling "A" frame which weighed over 100 pounds. Nick did suffer a small fracture of the neck and missed 62 days work, but the hard hat saved him from a more serious injury and possibly death. The presentation of the Gold Cap Award and membership in the Turtle Club was made by District Superintendent Roy Gittins to Nick in the Coquitlam yard office, October 15, 1964.

Fire Prevention—Grand Forks

During National Fire Prevention Week, October 4-10, a program was held at Grand Forks attended by all members of the Grand Forks road and shop crews. A talk on fire hazards and the use and care of fire fighting equipment was presented by Mr. S. Cutt, Heavy Duty Mechanic, who is also the Assistant Fire Chief for the Grand Forks Volunteer Fire Department. An interesting and informative film on combustion, causes of fires and combating fires was presented by Mr. A.R. Irving, Regional Mechanical Superintendent, Region 3, together with a talk on fire prevention. A brief demonstration of fire extinguishers and an outline of fire equipment available at the Grand Forks yard was given by Mr. Cutt. This included the two 1½ inch fire hydrants recently installed.

On October 7, 1964, a fire extinguisher demonstration was held at the Cloverdale Yard by Mr. W. Adams of Lecciit Safety Ltd. He demonstrated the use and refilling of fire extinguishers giving a good coverage of uses for Foray, Purple K and CO2 on wood, rubber, liquid asphalt and gasoline fires.
ATTACK OF SPALLS TREATED BY REVELSTOKE BRIDGE CREW

Although full of useful ideas, hints and suggestions, this is in no way intended for the “do-it-yourself” enthusiasts.

How do you tell when a bridge is in need of repair? This can be done in either of two ways, (1) by looking at it, or, (2) riding over it. These two methods are known as (1) Visual ocular, or (2) Posterior sensory. In either case if the bridge shows signs of deterioration or “spalling” as it is known in the trade it should be repaired. The first picture shows a bridge breaking out in “spalls.” This bridge is located 20 miles west of Revelstoke and is known as No. 34 Camp Creek.

deleterious substances. Concrete shall be placed as near as possible to its final resting place. Shovels may be used but the concrete shall be slid off the shovels at the point of deposition by resting or near resting the top of the shovel on the hardened concrete and raising the blade. Finishing is done with burlap, and if you can get one, an artist of the Realist school. Cubism, abstractionism and work of that sort is definitely out. All this represents about one week’s work, so much for automation.

The next course of action is to isolate the bridge if at all possible. It is not that the complaint is catching, but there is less chance of losing members of the bridge crew if traffic is diverted. In this case the traffic was diverted parallel to the bridge. By doing this, regular commuters are given the benefit of following the process from beginning to end.

First the bridge is scarified. That is, all the bad spots are removed. It is then cleaned with compressed air, water and any obstinate spots with acid. (H. Brunetti, Bridgeman, is shown in the picture operating the scarifier.)

When all is clean, forms are prepared and concrete poured, the specifications are rigid. For instance, water used in mixing shall be clean and free from injurious amounts of oil, acid, alkali, salts, organic matter and other deleterious substances. Concrete shall be placed as near as possible to its final resting place. Shovels may be used but the concrete shall be slid off the shovel at the point of deposition by resting or near resting the top of the shovel on the hardened concrete and raising the blade. Finishing is done with burlap, and if you can get one, an artist of the Realist school. Cubism, abstractionism and work of that sort is definitely out. All this represents about one week’s work, so much for automation.

The Prince George staff got together and presented RAY KLUGE with a 400-day clock on his retirement from the bridge crew November 30. Ray leaves with very best wishes and his friends expect he won’t be sitting around idle.

“10-7” CLUB

A farewell banquet and dance was held at the Frontier Inn, Fort St. John, on Friday, December 4, in honor of FRANK BUSCHE, who retired after working as an equipment operator for the Department since March, 1957. Road foreman Stan Isberg is seen on the right making presentation of a “Lazyboy” chair to Frank; Mrs. Busche is trying it out.

The Prince George staff got together and presented RAY KLUGE with a 400-day clock on his retirement from the bridge crew November 30. Ray leaves with very best wishes and his friends expect he won’t be sitting around idle.

“I REALLY HAPPENED”

Man to wife: “Sure are a lot of people running for city council this year. Wonder who will be elected?”

Small boy interrupting: “Well, the guy with the most signs up is Alderman.”

Joe Proctor, a member of the Nanaimo Office Staff, tells about a woman sitting in a car parked in front of a parking meter. A man asked her if she was pulling out. “Not for 15 minutes,” she replied, looking at the meter. “My husband says I waste too much money.”

SOLVING TRAFFIC PROBLEM

On the evening of December 4, 1964, at the Court House in Salmon Arm, a presentation of a skill saw was made to FRANK FRASER by Tom Yearsley, Regional Mechanical Superintendent, on behalf of the Government Employees' Association. Frank has been with the Department for 30 years. Left to right, Mr. Yearsley, Regional Mechanical Superintendent; Mr. Fraser and Mr. H. Coupe, District Superintendent.

MR. S. CHEW YARDMAN has retired owing to ill health. Sammy started with the Department in 1944. He hopes to get in all the fishing that he has been missing. His fellow employees wish him the very best.

Working his last day on December 28, 1964, DOUG BARLOW of Soda Creek is retiring early for health reasons after having worked for the Department since 1940. He served as a reaction ferry operator until 1946. Doug was then employed by the Forest Service at Alexis Creek up to 1947 when he returned to the ferry at Soda Creek. In 1961 he started with the Department road crew and was promoted to Maintenance Foreman in 1962, a position he has held since. Doug and Mrs. Barlow are leaving this month on a four-month world cruise and upon their return Doug hopes to do some prospecting to keep busy.

MR. GEORGE JONES, Road Foreman, retired in October, 1964. George began with the Department in 1934. He received a 25-year-service award last year. George was presented with a set of silverware in October, 1964, at the staff dance. He anticipates a long and happy retirement and with this goes the well wishes of all the employees.

A retirement party was held in Powell River December 11, 1964, to honor George D. Benson, Road Maintenance Foreman Grade 4, who retired after 26 years of continuous service. George commenced with the Department on a part-time basis as a truck driver at Hazelton in 1931. He later transferred to Burns Lake where he was promoted to General Foreman in 1948. In 1962 he moved to Powell River, George and Mrs. Benson plan to remain in Powell River and perhaps do some travelling in the Interior during the summer months. No doubt George will spend a great deal of his leisure time in his rose garden and perhaps also do some fly fishing.

Mr. Chew Yardman, a great sportsman, was given a stadium presentation at the Kelowna Yard on his 19th anniversary. Rolf, for a long and happy retirement!
KISKATINAW RIVER BRIDGE SLIDE

The Kiskatinaw River hill Mile 19 to Mile 22 on the Alaska Highway is subject to slides at the best of times. Last year, the heaviest rainfall in 35 years in the South Peace River District set off extensive movements in the hill which nearly cut off the main artery to Alaska.

The most serious of the many slides occurred at the south end of the Kiskatinaw River Bridge. The embankment slid away from the lower side of the highway for some 1200 feet cutting the highway to one lane at the narrowest point. The embankment also slid under the north approach to the bridge threatening the first main timber tower from the north bank.

Slide stabilization completed. Note rockfill in foreground and many perforated pipes in finished slope.

HIGHWAY PATCHING

The necessity of approaching highway patches with extreme caution is now a thing of the past, thanks to new patching techniques. The hole is now trimmed out as square as possible and much care is taken to blend the patch into the contour of the road. Patches and bridge approaches may now be met with confidence.

* * *

It is much better to sit tight than to try and drive that way.

* * *

Lady: (Holding out bone to dog) "SPEAK!"

Dog: "What would you like me to say?"

REGION THREE SCRAPER CREW

Left to right, Alvin Diesing, Charlie Leash, Chuck Milliken, Tony Hemmelgarn, Ralph Wright, Arnold Wright, Walter Walls, Bob Swanson and Doug Merrick.
PEEK INTO THE PAST

Back to Work

Miss Hilda Haymore, Office Manager for Lillooet District, has just returned from several months' leave of absence, due to illness in the family. Hilda has served for 24 years in the Lillooet office.

Joseph F. Fisher, Age 40, died October 20th, 1964 at his home in Elko, B.C. Mr. Fisher joined the department in March, 1957, as a truck driver. He is survived by two sisters and two brothers.

Nickolas "Nick" Kowalewich, an employee of the department at Prince George for 15 years died August 30th following an automobile accident.

Employee Charles E. Poole died at his place of work December 1, 1964, at 5:15 p.m. He worked as a grader operator and started with the department on September 19, 1946. He leaves his wife, four sons and a daughter.

In Sympathy

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Dennis Richards and Polly Ann Scriven were united in marriage on November 28th, in Fort St. John. Father Habarth officiated at the ceremony in the St. John the Apostle Church. Dennis is employed as a Loader Operator with the Department. Mr. and Mrs. Richards are residing in Taylor.

Edith Mary Murray, District Office Manager for the Department at Vanderhoof, was married July 10, 1964, to William Sutherland Silver, also of Vanderhoof. The couple spent their honeymoon in the Okanagan, Banff and southern Alberta. Edith, who has been with the Government Service for over 24 years, and her husband, Bill, are both from well-known Vanderhoof families.
NEW FACES IN NEW PLACES

THOMAS G. COLEMAN

Thomas G. Coleman recently accepted a transfer to Wells from Atlin, our most northern Department establishment, where he has been Road Foreman for the past 20 years.

BOB GOWEN, Road Maintenance Foreman, was transferred from Cherryville to Enderby in October, 1964. Bob was foreman in the Cherryville area for the last seven years.

Mrs. Karen Ross

The Vanderhoof Highways crew welcomes Mrs. Karen Ross, who was the successful applicant for the Clerk Typist 1 position in the District Office. Mrs. Ross replaces Miss Bonnie Busby who recently married.

ORVAL BARNES, Road Maintenance Foreman, was recently transferred to Soda Creek from Wells where he has been a foreman since 1958. Orval has been with the Department since 1954 and is replacing D. Barlow who retired at the end of 1964.

JIM CHENOWETH, Timekeeper, Department of Highways in Merritt had an interesting holiday in Europe. He sailed from Montreal August 20, and returned November 10.

He travelled 4,500 miles visiting Germany, France, England, Sweden, Denmark, Switzerland and other countries. Riding the cable cars in Switzerland reminded Jim of the Aerial Ferry at North Bend, but the direction of travel is different — up 7000 feet. Jim advises anyone intending to visit Europe to be adept at sign language and to step lively when in Paris traffic.

ARNOLD E. CORNHISH, Road Maintenance Foreman, was transferred from Bridge Lake to Cherryville, Arnold has been with the Department since 1952.

The Department of Highways in Vernon has entered a team in the Men’s Bowling League again this year, the team members are, W.M. Holtskog, A.K. Isley, E. Kaminski, J. Avender, L. York, L. Murray and W.G. Helmsing.

Shown at the left is a sample of the garden mosaics made by District Superintendent John Morris and his wife Louise of Nanaimo. The mosaics are made of shells and pebbles from Long Beach near Tofino on the west coast of Vancouver Island. The material is set in concrete and provides all year color to the garden.

Karen Shepherd, clerical staff, Nanaimo office spent two weeks vacation in Burns Lake, her old home town and has nothing but praise for the road crews along the Northern Trans-Provincial Highway. Karen says it is like riding on a magic carpet between Burns Lake and Prince George.

S.J. Sviatko recently completed a successful golf year by winning the Club Championship at the local Smith's golf club. Steve turned in scores of 36, 32 and 39 on the par 33 course in the 27 hole tournament.

The Vernon District held its annual staff dance October 23 at the Lakeside Hotel, where presentations were made to employees who retired this year. The department’s guests were Mr. J.U. Holt, Mr. and Mrs. C. Porter, Mr. and Mrs. F. Hadley, all retired members of the Department of Highways.

Jim Holmes, District Office Manager at Merritt was recently elected president of the Okanagan Mainline Baseball League at its annual meeting held in Kelowna. The Senior "A" Okanagan Mainline Baseball League is comprised of teams from Kamloops, Vernon, Kelowna, Penticton and Merritt. Jim played baseball for 12 seasons with teams in Lillooet and Merritt before hanging up after the 1961 season. He has also been an active member of senior baseball executives in Merritt for the past 10 seasons and was instrumental in getting the Merritt Mets (later renamed the Luckies) admitted into the Senior "A" O.M.B.L. in the spring of 1960.

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ON THE JOB
FLOODS BRING DRIFT AGAINST OMINECA RIVER BRIDGE

Deflection in the bridge deck caused by the pressure of the drift.

Another view of the drift: the bridge was saved and damage repaired.

W. Mills and R. D. Talarico, reinforcing Upper Cascade Bridge, Grand Forks-Greenwood District.


Barrie Allen, Engineering Aide of District Sounding Crew, in New Westminster office plotting soundings.

Doyle E. McNabb, Timekeeper, Pouce Coupe District Office.

Dick Wheale, Nanaimo yardman, busy preparing sign posts in preparation for the damage over the Halloween season.

Why is there never enough time to do a job right, but there is always enough time to do it over?

Happiness is the sensation you acquire when you are too busy to be miserable.