Early Saturday morning January 9th, 1965, an enormous land slide descended into the valley of the Nicolum Creek about 13 miles east of Hope. The descending rock destroyed about two miles of the Hope-Princeton Highway filling up the bottom of the valley with rock and mud to depth up to 200 feet. The slide, consisting of millions of yards of rock, overburden and snow, descended from the top of the ridge of the 6,500 foot high mountains forming the north side of the valley. Outram Lake at the foot of the slide area was completely filled with slide debris. The water and soft clay forming the lake bed were displaced and projected violently up the opposite mountain side, and back into the valley spreading out mainly in a south easterly direction and back up the north slope to a height of 100 to 200 feet. The boundaries of the area swept by the mud and slide debris are clearly visible along the south side of the valley where the trees have been completely removed leaving a clean line marking its path.

The immediate problem was to re-establish the Hope-Princeton Highway through the slide area and the situation was ably in hand by Jim Dennison, Senior Maintenance Engineer, who stayed on the job from early morning until late at night for the thirteen day period until the road was again opened to traffic.

(Cont'd on Page 2)
The job was tackled from both ends at the same time and active supervision of it was carried out by Al Slater, Regional Maintenance Engineer, Kamloops, and Bob Veitch, District Superintendent from Merritt. Al Parkins was construction superintendent for the west end of the slide while Howard Surline assumed the same responsibility for the east end where he was also assisted by Jack Chalmers, Maintenance Foreman at Allison Pass. Appreciation must also be expressed for the work of many others from both the district and regional personnel who gave readily of both time and equipment.

Communications presented a special problem and while arrangements were being made to establish a base radio station in the vicinity of the slide, Peter Elkington remained on the site and used his vehicle as a mobile radio base. A helicopter was kept in constant service transporting men and materials from one end of the slide to the other.

One of the problems encountered in the work was the very large boulders lacking in fine material, workmen finally resorted to the use of amex powder to shatter these large boulders when drilling, blasting and catwork proved to be too slow. When the slide descended it gouged out soft material near the east end of the slide, when this soft material fell back it mixed with the slide material leaving pockets of this unstable material which were encountered in the road building. A creek on the opposite side of the valley was plugged by the slide and when the run-off water built up behind this 50 foot dam, workmen were taken in by helicopter to blast a trench through the obstruction and allow the water to escape. About one mile of heavily timbered area had to be cleared to make way for the road. So the struggle proceeded with bulldozers, jackhammers, crushers, graders, compressors, shovel and dump trucks.

Finding a suitable bed for a two lane gravel road over a muddled mess of rock and mud was no easy task, but it was effected in record time by the use of the well proven recipe of willingness, cooperation and good management. The finishing touch to a job well-done was the preparation of a parking lot with a capacity of several hundred cars for the sight-seers to satisfy their curiosity.
R. R. Mascot
Official Bird—Arizona That

A January, 1965 "Road Runner" was sent to Dave Gray, Kingman, Arizona. Dave used to be Radio Operator at Kamloops One. In reply he sent us the attached picture of a Desert Road Runner with the following note: "Dear friends, Thanks so much for the Road Runner which is very interesting to me, and even more so to my southern friends. This card shows the State Bird of Arizona, our brand of Road Runner, the real McCoy, Dave Gray."

The approach of summer means the approach of our busiest season for construction and highway improvements. It also means the annual influx of many thousands of tourists to British Columbia. Sometimes results in a clash of interests. When our tourist bureaus would like to present British Columbia's best side to the traveller—bright, shining and smooth—we have to come along and rough it up a bit here and there. Our business is building and improving roads and you can't do that without making a little dust.

But the tourist business is everybody's business and we are as much in it as government travel bureaus and resort operators. We can help by easing things as much as possible for the traveller, by being courteous and helpful when we delay him and dirty his car, but offering assistance and guidance when we detour him and by completing our jobs speedily and efficiently.

Tourists are big business in British Columbia but even if they didn't spend a nickel we in the Department of Highways should do our best to be good hosts and good neighbors.
The Materials Branch first started as a two man team in 1952 at U.B.C. Later it moved to the basement of the Douglas Building.

In 1956 a bright new building was constructed at the corner of Oswego Street and Kingston Street to house both Materials and Traffic Personnel and laboratory equipment. Under the direction of R.C. Thurber and C.O. Brawner the Branch grew into a body of about 80 men spending roughly $750,000.00 a year. In addition to the laboratory in Victoria there is a smaller laboratory in each Region presided over by Regional Materials Engineers: J. Montador in Vancouver, Larry de Boer in Kamloops, Mario Merlo in Nelson and Earl Lund in Prince George.

The principal duties of the branch consist of investigating soil conditions for bridge foundations, landslides, and route locations, finding and testing the quality of gravel deposits, inspecting the quality of materials such as concrete curbs and guard rails, piles, culvert pipe, paint and timber, and attempting to solve odd problems such as how to stop water leaks in tunnels, how to put new Indestructible surfacing in bridges and how to determine how much till you can put over a metal culvert without collapsing it.

The paint section is run by Rod Darby. Here all paints to be used by the Department are evaluated each year for hiding power, viscosity, applicability and appearance and many other factors which are laid down by the Canadian Standards Association. Paints are compared by subjecting them to artificial rapid weathering treatments in two large box-like machines called the weatherometer and the salt fog cabinet.

When soil samples and test hole logs from the drill crews arrive at the laboratory, design engineers Andy Reid, John Hvozdanski, Mike Neabitt, Frank Laronde, Don Mason arrange for suitable tests to be carried out in the soil testing laboratory and prepare recommendations on what loads can be carried by the soil, how far piles have to be driven, what type of piles would be suitable, or what procedures should be adopted to prevent or cure landslides and fill slip-outs, etc.

In the soil laboratory Tony Locke and Bill Brand supervise tests. Tony is head laboratory technician and is also the man to whom all “concrete” problems go. Most of the testing of concrete aggregates and the design of concrete mixes for the highway bridges and structures is carried out under Tony’s direction and when concreting problems arise in the field he goes out to look and advise remedial action.

Other materials such as epoxy resins and proprietry surfacing materials are also evaluated by the members of the paint section.

It would take too long to enumerate all the investigations carried out, some quite short, others stretching out over years, being taken up and laid aside as the occasion demands. The branch knows there is more work to do than time or manpower or money allows for, but if there is a problem they will have a stab at it. A measurement in the lab, they say, may be worth several opinions in the bush.
Sydney E. Blanchard, formerly with the B.C. Ferry Authority, has been appointed Ferries Superintendent. Mr. Blanchard replaces H.K. Gann who retired recently.

Mr. Blanchard was born in Victoria the oldest of a family of two brothers and a sister. His father, Syd Blanchard was with the B.C. Electric and went to work with Pacific Lime Company in 1920 on Texada Island. Consequently, Ted was raised on Texada Island where he had his public schooling. In high school he had to stay with relatives in Victoria and Queen Charlotte Islands where he had his public schooling. In high school he had to stay with relatives in Victoria and attended Mount Douglas and Mount View. The family moved back to Victoria in 1942.

After matriculation Ted joined the Navy for two years. On release he went to sea in tug boats, coastal freighters and finally deep sea vessels.

In 1958 the Americans left six ships up in the Arctic for a four year period - three of these were for Canadian civilians to live aboard, Ted was in charge of L.S.T. for three years and in the fourth year came in charge of a floating drydock to service the ships.

He transferred to the B.C. Ferry Authority as a Chief Engineer in 1961 and has worked aboard practically all ferries.

On March 1st, 1965, he was appointed Superintendent of Ferries for the Highways Department. Ted holds a First Class Marine Certificate and believes there is a big future for the ferry system, He is looking forward to a tour of the province and visiting all ferries in the near future, giving him a chance to meet the personnel under his jurisdiction.

Ted is married and has two boys ages 10 and 12 who will be moving to Victoria when schooling can be arranged.

Though he is a seaman, his hobbies are strictly landlubber. They are landscaping and woodworking.

Bernard Lloyd Bergstrom, has won by competition, a promotion and transfer to the Department of Highways, Kamloops, B.C. as Plant Maintenance Foreman 2. Bernie was born in Sylvan Lake, Alberta, 37 years ago and began working for the Department of Highways at Allison Pass Camp, December 1st, 1955.

George Dean Barlow has been promoted to Bridge Foreman Grade 2 at Prince George. Dean commenced work with the Prince George bridge crew in January. Prior to that he was employed with the Quesnel bridge crew. He has been with the Department since July, 1957.

Mr. Jim Chenoweth recently won through competition, the position of District Office Manager at Burns Lake. Prior to this he was Timekeeper in the Yale District.

George Richard Evans has been promoted to Assistant Mechanical Foreman 1 at Hazelton. George joined the Department at Vanderhoof as Mechanic's Helper in September, 1957. He transferred to the Prince George shop in June, 1960.

Lawrence Victor Hardinge previously a Heavy Duty Mechanic, was promoted to the position of Assistant Mechanic Foreman, Grade 2, effective February 1, 1965. Lawrence commenced work with the Department in October 1956 as a mechanic at the Prince George garage. On August 1, 1961, he was transferred as a Heavy Duty Mechanic to Fort Clements on the Queen Charlotte Islands. Lawrence met his wife, Loal Jean, on the Queen Charlotte Islands and they now have a two year old daughter, Loal Victoria. Even though this happy couple are building a new home, they still find time to search for the many and varied sea shells and semi-precious stones for which the Queen Charlotte Islands are famous.

George P. Lobay recently won through competition, the position of Mechanic Foreman Grade 2 at the Grand Forks garage. George was Assistant Foreman for over five years and has been an employee of the Department since 1949.

Eugene Profilli, previously an Auto Mechanic, was promoted to the position of Mechanic Welder at the Grand Forks garage, where he has been employed for the past five years.

Mr. J.O. Sawatzky was promoted from Grader Operator at Rosedale, in the Chilliwack District, to Road Maintenance Foreman, Grade 2, on Texada Island in March, 1965. Jim started with the Department on August 6, 1954, at Rosedale. He and his wife Dorothy have one son, Jim, and a daughter, Lenora. Jim is keenly interested in the Boy Scouts and was a Scout leader in Chilliwack.
NEW FACES IN NEW PLACES

JAMES STEVEN, District Superintendent for Lillooet for the last three years, has been transferred to Pouce Coupe. Jim and his family will be sorely missed in the district, and best wishes go with him to his new district.

Phil Large, formerly Resident Engineer at Burnside on Vancouver Island, will be taking Jim's place at Lillooet.

On May 3rd, TED ARNOLDUS reports to work for District Superintendent Pat O'Toole at Terrace as successful applicant for the foreman position there. This will be some change for Ted who has battled the Hart Highway storm belt for nine years including the '63-'64 winter with its record 661 inches of snow.

Ted and his wife Vera have lived at the Departmental Camp at Honeymoon Creek where they have won the friendship and respect of all. During her days as cook at the camp, Vera had the best reputation for food north of Texas.

D.N. CARRINGTON, Resident Engineer, has moved to Chetwynd to supervise the construction of a project on the Chetwynd to Hudson Hope Highway. Starting as an Engineering Aide 1 in 1957, Neil was made a Resident Engineer 1 in September 1963.

THOMAS L. COLE, Engineer Aide 2, has been transferred from Region 3, Castlegar, to Region 4, Prince George. He will work on Project No. 1476, Willow River to Hungry Creek on the Prince George — McBride Highway 16.

MRS. SHERRY O'DONAGHEY, Region 2 office secretary, recently left Kamloops and moved to Vancouver, only to turn up again under the leadership of M.G. Elston, Regional Highway Engineer, North Vancouver, formerly of Kamloops, Kamloops Regional Highway Engineer J.W. Nelson is seen presenting Sherry with a set of dishes on behalf of the members of the Kamloops office staff while Superintendent J.R. Krushinsky looks on.

 Resident Engineer, BRIAN(BARNEY) KEANE, who has been with the Location Branch since 1951, and served in many parts of the Province, is now engaged in location work on the Northern Trans-provincial Highway in the Prince Rupert area, with Barney in Prince Rupert, is his wife Jacqueline, and two daughters, Colleen and Shelaugh.

HARRY L. GENSCOREK, Mechanic Foreman, was recently transferred from Allison Pass Camp to Salmon Arm. Harry, aged 41, has been continuously employed by the Department since August 2nd, 1948. Harry is married and he and his wife, Velma Jean, have four sons and two daughters.

Presentations were made recently by North Vancouver District and Regional Offices to REGINALD Mc MILLAN and BRIAN LUKYN who have their Headquarters in Gibsons. Both were formerly located in the North Vancouver District Office, Reg as Resident Engineer and Brian as Engineering Aide.

Reg has been with the Department since 1956. He was with the Surfacing Branch prior to transferring to the District Office. Brian joined the Department last year.

GARY H. MARKO, Engineer Aide 2, has been transferred to Project No. 1491 at Chetwynd from Project No. 1290.

... The prizefighter staggered back to his corner after taking a terrific one-sided beating for seven rounds. "Don't quit now, boy," his manager whispered in his ear, "you've got a no-hitter going."

Thomas L. Cole, Engineer Aide 2, has been transferred from Region 3, Castlegar, to Region 4, Prince George. He will work on Project No. 1476, Willow River to Hungry Creek on the Prince George — McBride Highway 16.

Beat The Spring Thaw?

Trying to beat the Spring thaw, crews in Quesnel are busy laying 240 feet of six foot pipe in Dragon Creek which will be covered and sloped at 4:1 to stabilize the fill failure. When completed the repair will have used 1650 feet of eight inch perforated pipe for counter-forté drains, 340 feet of eight inch round pipe, 320 feet of flume and 14,000 cubic yards of borrow material. Shown in photo above are employees Blyth Cotter and Charlie Schmidt guiding a section of pipe in to be coupled.
Haggith Creek Tunnel Project Fort George District

Two Trucks In Bridge Collapse

After two floods last year backed up water for a quarter of a mile behind a newly constructed fill, a decision was made to install a culvert through the fill by tunneling. The work was scheduled for the winter months before flooding began.

The fill was 270 feet wide at the tunnel point. The culvert was made up of 80 feet of seven foot diameter multiplate and 192 feet of seven foot diameter tunnel liner plate. Forty feet of the multiplate would be placed on each end by excavating with a half yard Unit backhoe.

Poling plates, six feet in length, were jacked along the top of the culvert to prevent over burden from falling down.

This unique job has now been satisfactorily completed and the crew, with their newly acquired skills, are being utilized in the Prince Rupert area.

The plates were bolted together internally. Six plates made one ring. The bolts in the corrugations were squared and were held in place in square holes with spring clips.

The poling plates were jacked ahead with a modified track jack. Pins were used to hold the jack to the top of the tunnel.

All the excavation in the tunnel was by hand with jackhammers and shovels. Concrete buggies were used to haul the damp clay material out of the tunnel but after the clay began sticking to the wheels, wheelbarrows were favored.

On February 1st, 1965, two trucks ended up in a pile of splintered timber, all that was left of the Halfway Bridge on the Hudson Hope-St. John road.

The bridge was a Howe Truss constructed in 1938-39 and located at approximately Mile 24.5 along the Hudson Hope Road No. 102. This bridge was the major link between Hudson Hope and Fort St. John.

About noon an error on the part of the semi-trailer truck driver damaged a vital member of the bridge, causing the structure to collapse. The dump truck driver just happened to be on the bridge at the time.

To bridge the gap, a new pier was driven in the centre of the span and the Province was combed for Bailey material. Parts were brought from as far as Cloverdale and Terrace.

The District was able to have an ice crossing provided in two days and the Bailey Bridge ready for traffic in ten days.
In memory of the late D. R. McLeod, former Assistant Deputy Minister, Mrs. McLeod has donated the above trophy for the Lowest Accident Frequency rate among the 9 districts in Region 2-to be presented annually.

Two Escape Injury—Receive Award

On Wednesday, January 20, 1965, two Columbia District employees were presented with Gold Hard Hats—emblematic of an escape from serious injury or death, through use of hard hats.

Receiving the hats were J. L. "Jack" Henderson, Bridge Foreman, and K. G. "Ken" Coupland. Presentations were made by the Regional Maintenance Engineer W. Merrill Sproul, Safety Officer for Region.

Mr. Henderson was struck by a plank, which had flipped into the air after being run over by a truck.

The plank struck Mr. Henderson on the head, breaking his spectacles, and causing pain in the back and chest, but the accident would have been much more serious had he not been protected by a hard hat.

Mr. Coupland was driving a dump truck which was in collision with a transport truck travelling at highway speed. Mr. Coupland's head was slammed backward and he was saved from serious injury or death only by the fact that his hard hat struck the truck cab, absorbing most of the shock. A dent several inches long and over an inch deep was imprinted in the cab.

Annual Safety Rally Omineca East

Friday, March 26th, 1965 marked the date of the Annual Safety Rally, held for all employees of the Omineca East District in the Vanderhoof Memorial Arena.

Highlights of the programme included two excellent films, one on the use of first aid for the layman, the other featuring safety hazards during road construction projects.

Speakers for the afternoon included the following: Pat Dunn, Regional Safety Director from Burns Lake; also Les Southwell, Workman's Compensation Board inspector of Prince George; and Bill Low of the B.C. Government Employees Association from Vancouver. Closing remarks were extended by District Superintendent George Kent.

Mr. Low was winner of the door prize, an automobile first aid kit. Refreshments were served at the conclusion of the meeting following a showing of the highway color film on the construction of the Rogers Pass section of the Trans Canada Highway.

Langford Crew Receive Certificate

A Bronze Certificate Award of Merit has recently been awarded to the Langford Maintenance Crew for having operated 54,786 consecutive man hours without a lost-time accident.
Silver Safety Award

The Nanaimo Islands Road Maintenance Crews received a Silver Safety Award, a major achievement, as this covers a number of different crews who have all worked together under the leadership of the following foremen: Nanaimo crew, A. Birchard; Gabriola Island crew, J. Gillen; Thetis Island crew, R. Ringma; Salt Spring Island crew, W. Bates; Pender Island crew, J. Aimes; Galiano Island crew, B. Stallybrass; Mayne Island crew, F. Bennett; Saturna Island crew, L. Newsham. The photograph shows District Superintendent John Morris presenting the Award to Safety Committee Chairman Lorne Slater.

Stewart Safety Conscious

Under Foreman Robert MacLeod the Stewart road crew, presently in possession of a bronze safety plaque, have now extended their safety record to 1100 days at time of writing which means they have been accident free since the present system of accident recording was instituted back in April, 1962. Their record is all the more commendable when one considers the violence with which nature reacts in this scenic but inhospitable terrain.

Bronze Award To Penticton Crew

Road Maintenance Foreman F. S. Emerson and his Penticton District crew have won a Bronze Certificate Award for safety. The award was presented February 2, 1965 by Regional Safety Officer Harry Francis and District Engineer Philip Bishop. The crew, G. Bauder, F. Bell, E. E. Pappin, H. T. Skelton, H. C. Smith, and Mr. Emerson had operated 46,800 hours without a time-loss accident, from December 28, 1961, to October 31, 1964.

At the March 18th safety meeting in Cloverdale, J. Graham, Bridge for five years on New Westminster District Bridge Crew, was presented with a “Ten-on-Two” Safety Show Award for using safety shoes. In January of this year Mr. Graham was working on the decking of Canoe Pass Bridge when the power saw he was using kicked back and hit him across the toe of his safety boot before the motor was stopped. Because of the safety toe, he suffered no injury. As can be seen in the photos, the merits of safety shoes are quite evident.

Left to right, District Superintendent H. F. Blunden; Jack Toop, Chairman of Safety Committee 100 Mile House; Roy Pickles, Chairman of Safety Committee Williams Lake; Mr. Slater and H. D. Francis, Regional Safety Officer.
FERRIES CHIEF, H. K. GANN RETIRES

A presentation was made to retiring Ferries Superintendent H.K. Gann by the Hon. P.A. Gaglardi, Minister, in a ceremony February 25 before the Victoria staff.

Mr. Gaglardi thanked Mr. Gann for his long and efficient service and presented him with a car radio and a jigsaw on behalf of the Headquarters and personnel.

Mr. Gann also received a remembrance book containing signatures of his fellow employees, and his wife was presented with a corsage by Mrs. Vera Harris.

Herbert Kenneth Gann was born in England in 1905 and the Gann family consisted of two boys and one girl.

His father was a plumber and the family decided to emigrate to Canada when Ken was six years old. They moved to South Vancouver in 1913. Ken attended Franklin School and Britannia High and then Vancouver Technical School.

At Vancouver Tech he took electrical engineering and on graduation he worked as a stationary engineer on fish packers, freighters and log tow boats. Stationary engineer's tickets were not required in those days. He worked the boats 1920—1927 and then decided to stay ashore working in several garages throughout the Province.

While working in a garage job in Revelstoke he was approached by O.P. Roberts, District Engineer, to help out in the government garage. They needed a mechanic at Merritt and in 1928 Ken got the job under O.G. Gallaher, District Engineer. He had a very large area to cover — Harrison Hot Springs to Princeton, Cache Creek — all the Nicola Valley and up to Stump Lake, near Kamloops.

In 1934 he was transferred to Nelson as District Mechanic where he had three Districts, Nelson-Creston, Kaslo-Slocan and Rossland-Trail. District mechanics also had the ferries and Nelson area had more than its share.

In 1951 Ken transferred to Victoria Headquarters as Ferries Superintendent.

In 1929 Ken married a Prince George girl, Margaret Nordeen. They have one son, Gordon, who is now married and is Assistant Mechanical Foreman at Langford Garage.

Ken is an excellent woodworker and this is his main hobby — but of course he loves boating, fishing and hunting and tinkering (at present he is working on five outboard motors and three lighting plants.)

The Ganns have a good acreage on Piers Island with two summer cottages. They would like to sell their residence at 350 King George Terrace and move to an apartment as a base, summer on Piers Island and winter in the South.

Mr. GEORGE F. (TED) HEASLIP, Langford Road Maintenance Foreman, retired February, 1965, after 35 years of continuous service. Ted, a proud great grandfather at the early age of 60, has retired early to spend more time chasing cougars around the Sooke hills. At a presentation at Langford on February 26th, Ted was presented with an engraved wrist watch from his fellow employees.

R. Rusky presenting gift to G.F. Heaslip with District Engineer J.P. Hague in the background.

A banquet and social evening attended by many of J.O. "Jack" Henderson's friends in the Department of Highways, was held on Friday, March 19, in the banquet rooms of the Legion Hall, Golden.

Head table guests with Mr. and Mrs. Henderson were the District Superintendent and his wife, Mr. and Mrs. Carl S. Shaw; former Columbia District Superintendent and his wife, Mr. and Mrs. George Austin, of Cranbrook; and Mr. and Mrs. Charles Johnston, of Athalmer.

After a feast provided by the Ladies Auxiliary of the Legion, Chairman Tom Sime introduced Mr. Henderson's successor as Bridge Foreman, Mr. Harry Ball, who proposed the toast to the guest of honour.

Presentation was then made of a "two suiter" suitcase and a travelling case to Mr. Henderson on behalf of the employees. A bouquet of flowers was presented to Mrs. Henderson, in commemoration of the maxim that 'Behind every good man is a good woman.'

In thanking the employees, Mr. Henderson brought to light several amusing incidents which had occurred during his long experience with the Department, extending back to 1939.

Best wishes on behalf of the Department were extended to Mr. and Mrs. Henderson by Carl Shaw.

MICHAEL (MIKE) LOYKO retired on March 10, 1965, at the age of 65, after having served Terrace district steadily for the past 12 years. Mike had previously spent several years in the construction of Highway 16, Terrace to Pacific. Born in Poland in 1900, he emigrated to British Columbia in 1925. He is an old time resident of these northern areas. With his wife, he plans to enjoy his retirement in Terrace.
On February 28th, 1965, MR. M. A. "MIKE" MIKELSON retired after nearly 36 years of service with the Department.

Mike commenced his employment on April 1st, 1929, and has watched the Department of Public Works, of the horse-power and man-power days, and its gravel roads to the modern Department of Highways with its beautiful, scenic, blacktop highways constructed and maintained by the most modern machines and equipment. Mike has also grown up with the Department, and has readily adopted new methods as they came. During the evening of March 5th, in the Court House at Salmon Arm, Mike was presented with a beautiful set of luggage by his co-workers, which was very appropriate as he intends to travel in his well-earned leisure time.

ROY HAINES - Power Grader Operator at Alexis Creek is retiring at the age of 66 after 17 years of continuous service with the Department of Highways at Alexis Creek, B.C., March 31st, 1965, will be his last working day with the Department.

A 'Bon Voyage' party and dinner dance was held aboard the S.S. Carinthia, March 19th, 1965, to mark the retirement of DONALD SMITH, Road Maintenance Foreman in Vanderhoof.

The party was attended by over eighty persons, gathered to wish Donald and his wife best wishes for their coming years of retirement and forthcoming trip April 4th back to their native Scotland.

JOHN H. BENNET, on the Mayne Island crew, retired after 23 years with the Department of Highways, all of them on Mayne Island.

MR. MARINO "MIKE" CASSIN, Labourer on Gibsons Road Crew retired at the age of 65 in October, 1964. Born in Venice, Italy, Mike joined the Department in 1959.

JOHN HARRISON, Labourer on Lasqueti Island retired in November, John commenced with the Department in 1954. He was born in England.

MR. WILLIAM ROBERT TREMBATH Auto Mechanic at Langford Garage, retired in March because of ill health. Mr. Trembath has been employed with the Department since 1946.

After 30 years of service with the Department, Mr. JOHN LEONARD VARLEY, Burnside Road Maintenance Foreman, retired this February. Len, already a seasoned traveller, decided to retire early and he and Mrs. Varley are commencing a round-the-world cruise in March. They are travelling from Vancouver by freighter through the Panama Canal to England with various stops in the West Indies. They will board another ship for a cruise to Australia and New Zealand and then eventually back to this coast.

At a brief ceremony on March 1st, Len was presented with a wallet well stuffed with pound notes from his fellow employees.

John "Jack" Thomas, Building Service Worker at Quesnel retired in February 1965 after having worked for the Department since 1949.

Through Jack’s efforts, Quesnel can boast the nicest Department Office grounds in the Province.

Employees in Quesnel presented Jack with a power mower on his day of retirement but Jack’s thoughts are on a trip to his native Wales.

In September 1964, Harvey Saunders retired after serving 24 years with the Public Works and Highways Departments. Harvey started as a ferryman on the Harrop ferry in September 1940, and was appointed Head Ferryman on the Nelson ferry in May, 1950. When the Nelson bridge was built and the ferry service discontinued in November 1957, he became a maintenance man on this bridge until his retirement.
The annual Region 4 Conference was held in Prince George on February 23-25, 1965. Headquarters officials attending included Jim Dennison, Senior Maintenance Engineer; John Harding, Senior Traffic Engineer; Jack Smythe, Superintendent of Equipment; E. E. Readshaw, Senior Materials Engineer; Jim Williams, Co-ordinator of Accident Prevention for the Civil Service Commission; and Art Schindel, Editor of the Road Runner. All regional and district officials in Region 4 attended.

Mr. Bob Harvey, Regional Highways Engineer in Prince George, opened the Conference and welcomed all delegates. The conference covered training and discussion sessions on all aspects of departmental responsibilities. Each official presented a paper or led a discussion on one or more topics.

One of the highlights of the conference was the annual banquet held in the Simon Fraser Hotel in the evening. Guest speaker at the banquet was Bill Jones, Superintendent of Works for the City of Prince George.

A complete tour of the pulp mill, now under construction, was also arranged for the visitors.

Mr. Bob Harvey, Regional Highways Engineer in Prince George, opened the Conference and welcomed all delegates. The conference covered training and discussion sessions on all aspects of departmental responsibilities. Each official presented a paper or led a discussion on one or more topics.

One of the highlights of the conference was the annual banquet held in the Simon Fraser Hotel in the evening. Guest speaker at the banquet was Bill Jones, Superintendent of Works for the City of Prince George.

A complete tour of the pulp mill, now under construction, was also arranged for the visitors.

OBITUARIES

THOMAS FRANK BARCLAY, age 35, died at his home in Prince George on February 27th, 1965. Mr. Barclay joined the Department on July 21st, 1961, as a tractor operator. He is survived by his wife Ardith and five sons.

Funeral services were held in St. Matthews Anglican Church on March 10, 1965, for the late JAMES RODERICK STEWART. Mr. Stewart died March 5, 1965, in Mills Memorial Hospital, Terrace, B.C., of a heart ailment at the age of 64. Jim was a machine operator, operating graders and trucks in the Terrace area for the past 10 years. He is missed by his crew mates. Pallbearers were, Fred Green, Tom Halliwell, Jack Kurulok, Charlie Dumont, Homer Beck and Ron Sparks, all present or former Highway employees.

MICHAEL TITO, aged 46, Road Maintenance Foreman at Cranbrook, B.C., died March 5, 1965, at Vancouver.

JOSEPH ZITKO of Beaverdell died at the Kelowna Hospital on December 19, 1964. Mr. Zitko is survived by his wife, one son and four daughters.

Ottawa, Regions All Districts

Represented At Prince George Meeting

Office Managers Workshop

North Vancouver


Kamloops


"Tudor" Loses Plum Bob

Many Highways employees throughout the Province will have met Tudor Bryan, of the Location Branch, since he joined the then “Location and Construction Branch” in 1943. Tudor is by nature very conscientious and takes great care of tools and equipment for which he is responsible; needless to say, when he lost his plum bob this February, in some of Prince Rupert’s muskeg, it was like losing an old and trusted friend — for this was the original plum bob issued to him in 1943. Tudor is seen on the left of the picture.
Engineer-in-Training, Ellis Meads, at New Westminster Office Dock District, has been a veteran model railroader for ten years. Recently he began to build a layout of State of Colorado narrow gauge lines. Using HOn3 scale, he is building replicas of the cars and buildings of that era in Colorado railroading. All track and switches are completely detailed and the layout is about 45% completed.

He would enjoy hearing from other model railroaders.

Convalescents

M. Commons, Road Maintenance Foreman, Fernie, is back on the job after being ill for three months.

The many friends of F.W. (Ernie) Attree, former Mechanical Superintendent, now retired, will be glad to know that he is back to normal after a heart attack in Kamloops last fall.

Norm Zaph, Director of Location, has made steady progress in the Jubilee Hospital, Victoria, after a heart attack and is now home. However, it will be some time before he will be able to return to work. The whole Department joins in wishing him a speedy recovery.

Mrs. Mary Percival, secretary for E.B. Wilkins and J.A. Dennison, who has had a serious spinal fusion operation is coming along exceptionally well. She is out of hospital and has gone to Nelson to recuperate. She hopes to return to work by May 1st.

The many friends of Harry L. Catons former Location Engineer, now retired, 1051 Tattersall Drive, Victoria, will be glad to know that he is recuperating at home after a rather serious illness.

Evan S. Jones, former Deputy Minister of Highways, has been in hospital for an operation on his foot. He is recovering well.

Byrnes Wins New West. Golf Meet

Ken Byrnes, Engineering Aide, was winner of the trophy in the New Westminster district spring golf tournament held March 20, at the Chilliwack Golf and Country Club.

Runners-up were Tom Tasaka, Dock District Engineer, and Jack Cummer, Engineering Aide, who tied for second place. High score honors went to Resident Engineer Winbow, who received the booby prize. Others in the tournament were R. W. Gillis, Ellis Meads, Jack Cummer Jr., Jim Scott, Jim Karms, Jack Bates. It was organized by Bert Larsen and its success will ensure subsequent and regular tournaments.

Two small boys at a modern art exhibit were staring at a wild abstract painting. One of the youngsters muttered to the other, “Let’s get out of here before they say we did it.”

Salt Mines?

The Cassidy crew are happy to see the end of the winter ice and snow.

The men thought for a while they were in the salt mines. The attached photograph shows Evert Carlson unloading salt with a push scoop and Bill Ritchie on the loader.

The Smithers branch of the Government Employee’s Association held its annual banquet and dance March 12, 1965, at the Elks Hall. Approximately 120 members and guests were in attendance. Following the banquet, Mr. L.S. Nielsen, Department of Highways Yardman at Smithers, was presented with a gift for his services for the Association during the past eight years.

A recent applicant for employment with the Department, when filling out the Application for Employment form, gave this as the reason for leaving his previous job: “tired of hard work.”

“Powder” Sets Off Lively Discussion

A lively discussion on explosives was a feature of the Foreman’s Training Session held March 9th in Nanaimo with 30 men attending. The discussion followed a lecture by Mr. David Brown, engineer with Canadian Industries Limited. Earlier Roy Evans, Director of Management Training for the Department of Education, spoke on management and administration.

Attending the meeting from Headquarters was J.A. Dennison, Senior Maintenance Engineer, and from Region I, W.B. Mercer, Regional Maintenance Engineer, P. B. McCarthy, District Engineer from Courtenay and John Morris, District Superintendent of Nanaimo.

Others in attendance were Jack Doddridge, Hector McLeod, Gordon Dunsmore, Alex Brayden, Milton Hepser, W. Stewart, Lloyd Newsham, R. Wilson, W. Bates, Albert Connolly, B. Ritchie, E. Hanson, H. Ingram, W. Gaze, B. Stallybrass, A. Casagrande, G. Coughtry, F. Galloway, A. Glover, A. Birchard, J. Gillen, D. Cooper, and E. Jennings.
Bridge Engineers In Nationwide Bridge Design Competition

Three members of the Bridge Engineer's Office in Victoria entered a nationwide bridge design competition for the 1967 Montreal Exposition.

Shown with views of their designs are Mr. Lloyd Stellingwerff, P.Eng., and Mr. Peter Gelin, P.Eng., Mr. Stellingwerff, who was Resident Engineer in Region IV for eight years prior to joining the Bridge design staff four years ago, submitted a design in steel which in his own words "expresses the dynamics of our time-reaching forth to the other shore and into the future."

Mr. Gelin, an authority on shell design, has been with the Bridge design staff for five years during which time he has presented various technical papers to professional organizations. His design for the competition was a graceful arch using glued laminated timber.

Bridges were designed to carry pedestrian as well as service vehicles over a canal in the Expo grounds. One hundred and fifty-seven designs were submitted by Canadian Engineers.

Personnel or Personal

"Of course," Bert Davies, Personnel Officer smilingly remarked, "you know the daffodils and crocuses are blooming in Victoria." This is just the sort of kind remark Ian Stewart, District Engineer, would appreciate with over 200 inches of snow piled up all over the district.

However, Bert's pilgrimage to the hinterland in early February was appreciated. Maybe when he visits again, Revelstoke will have something to brag about beside the snowfall.

The Highwaymen

Winners of the Corby Curling Trophy in the Commercial Bonspiel at Grand Forks were "The Highwaymen."

WEDDINGS

Dave Pollock Jr. and Miss Pauline Gibbs were married November 7, 1964, by Canon Allan Green in the Redrooffs church. Dave is Graderman in the Pender Harbour area. He has been with the Department since 1947.

On October 10, 1964, Gordon A. H. Townsend and Mary D. Towes were united in marriage in the Penticton Pentecostal Church. Gordon's father, the Reverend A. H. Townsend, officiated at the wedding. A reception followed with 150 guests present, Gordon and Mary are making their home in Prince George where Gordon is employed as Engineer Aide with the Construction Branch.

Miss I. J. Burrell of the Plans and Specifications Office, Vancouver, was married March 8, 1965, to Alexander C. "Bill" Maype, Joyce has been with the Department for 27 years, Mr. Maype was formerly employed by the Department of Highways as Road Foreman in Burnaby.

Winners of the Corby Curling Trophy in the Commercial Bonspiel at Grand Forks were "The Highwaymen."

* * *

Dave Pollock Jr. and Miss Pauline Gibbs were married November 7, 1964, by Canon Allan Green in the Redrooffs church. Dave is Graderman in the Pender Harbour area. He has been with the Department since 1947.

On October 10, 1964, Gordon A. H. Townsend and Mary D. Towes were united in marriage in the Penticton Pentecostal Church. Gordon's father, the Reverend A. H. Townsend, officiated at the wedding. A reception followed with 150 guests present, Gordon and Mary are making their home in Prince George where Gordon is employed as Engineer Aide with the Construction Branch.

Miss I. J. Burrell of the Plans and Specifications Office, Vancouver, was married March 8, 1965, to Alexander C. "Bill" Maype, Joyce has been with the Department for 27 years, Mr. Maype was formerly employed by the Department of Highways as Road Foreman in Burnaby.
Revelstoke Garage

For those not familiar with the inside of the garages, this is what they look like. If this is a "hive of activity," where are all the workers? Some under the hood, some underneath the trucks and some just melted away because the photo was a time exposure. How many men can you find? Sorry, no prizes.

Sure To Get There

The above photo shows a Bombadier Muskeg tractor, with Engineering Aide John Charlton. This versatile machine has been used on the Cassiar — Stewart Highway and is presently being used on the wet muskeg areas of the Northern Trans-Provincial No. 16, Prince George — McBride section.

Sawmill Creek

Work On No. 16 Prince George—McBride

First load over Bailey Bridge at Sawmill Creek, Kelowna.

Dragline removing one of the many wet sections of material on Highway No. 16, Prince George to McBride.

Goat River Bailey Bridge constructed to supply access to Project on Prince George to McBride Highway. Cord reinforcement in progress on Bridge.

Balance Rock

Taking It Easy?

Location crews travel to all corners of British Columbia. Here, Resident Engineer L. B, "Ted" Floren is getting a close hand look at "Balance Rock" on Queen Charlotte Islands.

Captain Joe Patterson, Senior Skipper of the Upper Arrow Lakes Ferry, started with the Department as purser on the Agassiz-Rosedale Ferry. He was promoted to Mate in 1959 and Shift Captain on the M. V. Lardeau in 1967. 1963 brought promotion to Senior Ferry Captain. Joe is interested in golf, hunting and fishing. His family lives in Vernon and owing to the shift system on the ferry which entails half a month on duty and half a month off, Joe commutes to Vernon every two weeks.
The Nanaimo maintenance force recently received a new Drott Yumbo and Lois Osiel is very proud of the new unit. Here he stands in front of the unit out on the job.

Minor slide condition on Galiano Island. Bernard Stallybrass Galiano Road Maintenance Foreman and local resident examine the damage.


Don Hutton, Engineering Aide with the Location Branch, and Merrill Sproul, Regional Maintenance Engineer, discussing a problem in the Regional location drafting office at Nelson.

C. Simmons and A. Gredzuk with cat and scraper on Rosen Lake Road Construction.

Joe Proctor, Nanaimo Office Staff, is happy in his work.

Duncan Road Foreman A. Casagrande inspecting frost damage in his pavement.