Highways Ferry Service

During the past year 49 ferries of all types were operated under the jurisdiction of the Department of Highways. The fleet consists of 12 major ferries, 13 power-cable ferries, 13 reaction ferries, four miscellaneous ferries, all government owned, and seven privately-owned, subsidized ferries.

M. V. Westwood up on the ways for annual inspection. Captain John Ovans and his crew anxiously wait for the refit and endeavour to cope with the traffic to Gabriola Island using a relief vessel.

The entire fleet carried 2,008,692 vehicles and 5,087,565 passengers. This was a decrease of 33,934 vehicles and 141,238 passengers from the preceding year owing to the replacement of several ferries by bridges and also the opening of the Rogers Pass and Salmo Creston routes. As in past years, the Castlegar ferry continued to carry the largest volume of traffic—887,856 vehicles and 2,083,033 passengers.

AERIAL FERRY
Unique In North America

Next time you are travelling through the scenic Fraser Canyon, stop off at Boston Bar and visit the unique North Bend Aerial Ferry, situated just off the Trans Canada Highway on the Fraser River.

District Officials in other districts may be interested in the Soda Creek Ferry which has a “single-single” Bailey Bridging welded onto the pontoons.

The MV "Comox Queen" went into service May 20, 1965. This newest Highways ferry is able to accommodate 25-30 cars and 150 passengers while maintaining a service speed of 14 knots. The crossing from Comox on Vancouver Island to Powell River on the Mainland is made in 100 minutes. For the period May 20th—June 30th, she carried 3,059 vehicles and 10,401 passengers.

Designed and built in 1940 under the supervision of J. T. Hepburn, Chief Design Engineer with the Department of Public Works, it has a capacity of one vehicle weighing three tons or less, or 40 passengers. The ferry “cage” carries its payload on two overhead “track” cables, for a total distance of 1,208 feet, at a height of about 380 feet above the normal level of the Fraser River. A crew of two men, one in the stationary control centre and the other in the ferry cage, operates the service. A round trip is accomplished in just under four minutes. The original two operators were Quentin Washtock and William (Bill) Hoggan, who are still employees of the Department at Boston Bar.

Although operating only nine hours a day during its first year of service, this ferry carried a total of 3,954 vehicles and nearly 25,000 passengers. In 1947 the demands of increasing traffic necessitated extending the service to 16 hours daily. Then in 1959, a 24-hour service was inaugurated to cope with the traffic volume, which had increased to 29,000 vehicles and 68,500 passengers annually. Except for repairs and modifications, the ferry has been in almost continuous service since its inception in 1940.

It did, however, cease operations briefly during the extreme high water period in the spring of 1948, when it was possible to dip Fraser River water from the deck of the ferry at midstream.

Safety is a very important feature of this unique service. During the period from 1958 to 1962 the North Bend Ferry crew won a Gold Safety Certificate for completing 60,000 hours without a time loss accident.
The term "Good Public Relations" is tossed about a great deal these days but when we use it we really mean the practice of common courtesy and human understanding. When we get letters praising some individual member or group in the Department for their courtesy and second-effort we don't give them a medal because we feel it is part of their job. But we appreciate it and we know it is not always easy.

We know there are some people who are hard to please and we know there are others with a permanent chip on their shoulders. We know that the complaints we receive are sometimes unfair and the criticism, unfounded. But people are not interested in our problems only in results. We can give only the best we have and a little more. If we do this with a smile and with understanding few people will expect more. This is good public relations.
Office Staff
In Cranbrook

Here is the Cranbrook District Highways office staff, left to right, F. J. Dooling, (retired); Mrs. N. Molander, Clerk; Mrs. F. Shaw, Clerk-Steno; Mrs. H. Johnson, Clerk-Steno; and S. J. Tognola, District Office Manager.

IN SALMON ARM

The hard working Department of Highways office staff in Salmon Arm, left to right, Mrs. Arlene Brown, and Mrs. Agnes Rudeen, stenographers; Oliver King, Timekeeper; Doug Dean, Office Manager. Doug states that he could not look for a more efficient, amiable and good looking office staff.

DEWDNEY DISTRICT YARDS
Before...

The "before and after" of the Dewdney District maintenance yards. Early this year the maintenance crew moved from the Wilson Avenue Yard (before) to the new Coquitlam Yard (after) on Hastings Street in Port Coquitlam. The Wilson Avenue property was bought in December 1930 and the buildings were erected in 1931, the construction of the new yard commenced in 1964 and is nearing completion.

OBITUARIES

WILLIAM ALEXANDER STEWART died in the Prince Rupert General Hospital on April 29th, 1965, after a brief illness. Mr. Stewart, or Bill as he was known to everyone, was born on July 21, 1900, in Prince Edward Island. He commenced work with the Department of Highways as Road Foreman on November 16, 1953, in Alice Arm. He is survived by his wife Margaret in Alice Arm.

ROBERT W. LANE, 51, died suddenly April 25th at Sidney, B.C. Mr. Lane has been employed with the Department since 1949 and was a loader operator on the Sidney maintenance crew.

Grader School

Grader Seminar held at Williams Lake on May 13, 1965. Left to right, back row, James MacKay, Pete Yelle, E. Gurr, A. Grosset, Roy Pickles, Fred Bare, Delmer Jasper, front row, Frank Dorsey, Trevor Lawton, Bill Fishe, F. Leavitt and Bert Hubble.

Grader School

Grader Seminar held at Williams Lake on May 13, 1965. Left to right, back row, James MacKay, Pete Yelle, E. Gurr, A. Grosset, Roy Pickles, Fred Bare, Delmer Jasper, front row, Frank Dorsey, Trevor Lawton, Bill Fishe, F. Leavitt and Bert Hubble.
STUART E. PRICE, Senior Clerk in the New Westminster Office, won by competition a promotion to Regional Office Manager in Prince George.
Stu began work with the Department of Highways on January 17, 1949, working in Victoria, Vancouver, Rossland and New Westminster. Of the 10 years he was in the New Westminster area, 2½ years were spent in the joint North Vancouver Office. Stu is married and he and his wife Marion, have two sons.

A farewell dinner was held in the Royal Towers Hotel on Friday, May 7, 1965 at 7 p.m., with many friends and co-workers from the Region attending. During the evening Stu was presented with a pair of binoculars.

JOHN GERHARDT, Truck Driver, recently won through competition, the position of Road Maintenance Foreman Grade 1 at Burnside. John has worked for the Department since 1956.

ROBERT STEEVES, truck driver, Saturna Island, was promoted to Road Maintenance Foreman, Grade 1, Saturna Island.

Similkameen District welcomes TREVOR EVANS to Allison Pass garage from Boston Bar where he was Mechanic Foreman Grade 1. With his transfer, he received a promotion to Mechanical Foreman Grade 2.

F.B. DOUGAN was promoted from Engineering Aide, Grade 1, to Engineering Aide, Grade 2. Barney is to be congratulated on his excellent exam results this year.

JOINS COMOX QUEEN

GEORGE HERBERT KING, who has been with the Highways and Public Works Accounts in Victoria for the past four years, was presented with an attachment for his camera as a going-away gift on Monday, June 14, 1965. George has joined the crew of the "Comox Queen" operating between Comox and Powell River.

George was born in London, Kent, England and took his elementary schooling at Roan School, Greenwich. He went to sea as an apprentice on an oil tanker and after four and a half years, he left with the rank of 4th Mate. He then worked in London until 1941 and was a member of the Home Guard in London for the "Blitz."

Early in 1941 he joined the Royal Navy as a seaman doing initial training at Portsmouth and serving on HMS Malaya, visited Cape Town (Madagascar invasion) and took part in the "Malta Convoy" runs and was in company of the "Ark Royal" when she was torpedoed. During the North African invasion he served in HMS Holcombe, a "Hunt" class destroyer which was torpedoed off Algiers when picking up survivors from another ship.

He was commissioned in 1943 and spent the next year minesweeping and during this period served on ships with an all Danish crew flying both the British White Ensign and the Royal Danish Ensign. The last year of the war he spent with combined operations, training special forces, frogmen, mine clearance experts and beach recovery units.

He left the Royal Navy in 1946 with the rank of Lieutenant RNVR and accepted a job with the machine tool firm of Alfred Herbert of Coventry. After 10 years in this hard metal tool office, George sold his home in Kenilworth and emigrated to Canada. On January 13, 1963, George commenced employment with the Highways Department in the General Office and with the Highways and Public Works Accounts in 1961. George is married and has one daughter, Elizabeth Mary King, who is presently working for the Rannoch Municipality.

JOHN KONKIN and EMILE PONTON promoted from Machine Operator Grade 2 to Machine Operator Grade 3.

LEIGH STULL promoted from Machine Operator Grade 4 to Machine Operator Grade 5.

MRS. MARIE GIDDINGS was recently promoted from the position of Clerk 1 to Clerk Steno 2 in the Smithers Office.

E.H. ORTWEIN was promoted from Machine Operator 3 to Road Maintenance Foreman.

LLOYD NEWSHAM was promoted from Road Maintenance Foreman Grade 1 on Saturna Island to Road Maintenance Foreman Grade 2 at Port Hardy.

JOHN KONKIN and EMILE PONTON promoted from Machine Operator Grade 2 to Machine Operator Grade 3.

LEIGH STULL promoted from Machine Operator Grade 4 to Machine Operator Grade 5.

MRS. MARIE GIDDINGS was recently promoted from the position of Clerk 1 to Clerk Steno 2 in the Smithers Office.

E.H. ORTWEIN was promoted from Machine Operator 3 to Road Maintenance Foreman.
JIM HOLMES, District Office Manager at Merritt for the past 13 years has been transferred to the Personnel Office in Victoria, as Assistant to the Personnel Officer. Jim commenced with the Department in 1949 as a “trainee.” In 1950 he transferred to the Lillooet Office and then in 1952 he took over the Yale District Office at Merritt. Jim and his wife Isobel have two children, a boy and a girl.

Many employees throughout the province will remember CLIFFORD S. “Cliff” CLARK, but if they wonder why they have not seen him lately, it is because he has been Road Maintenance Foreman, stationed at Port Clements on the Queen Charlotte Islands. Cliff and his wife Melda have six children. Cliff takes an active interest in community affairs and is in much demand as a musician.

J.R. CALAGHAN, Resident Paving Engineer, at Burns Lake (Omineca West District) seems to prefer the warmer climate of the south, since he will be transferring to Lac la Hache possibly in early July. Although he has been in Omineca West for only 11 years he has become an active member of the community. Everyone in Burns Lake and District wishes him the best of luck in Region 2.

WILLIAM A. BUDDEN, Resident Engineer 1, has been transferred from the Kaslo-Slocan District to the Nelson Creston District, with headquarters at Creston. Bill has resided at New Denver since 1958, progressing through the Engineering Aide grades to the present classification. For several years he has been Civil Defence Officer for New Denver and Silverton, and was chiefly responsible for the establishment of a civil defence office in the local fire hall. A farewell party was jointly sponsored by the Voluntary Fire Brigade and the Department of Highways employees, at which Bill received a farewell gift.

R.A. JACKMAN was transferred to the staff of the Rossland-Trail District after serving six years in the Creston area as Resident Engineer. Bob, his wife Hazel, their two sons and one daughter will reside in Rossland where Bob will work as Assistant to the District Official.

SILVIO Tognela, his wife Josephine, and three children are making Cranbrook their new home. Si was transferred to Cranbrook after serving as Rossland-Trail Office Manager for the past six years. There will be no replacement for Si at Rossland as the accounting duties were transferred to Nelson.

Another Rossland-Trail loss was MISS INA’CLAIRE SWANSON who agreed to transfer to Nelson when an opening became available during April of this year. Ina’Claire has not been in Rossland very long but she is accumulating seniority and friends very rapidly.

Joining the crew at Beaverdell, Grand-Forks-Greenwood District, is Truck Driver JAMES I. JACKSON, James is married; he and Donna have two small sons, James is a member of the West Kettle Hand Gun Club and also enjoys hunting and fishing. His remaining spare time is spent improving his one-acre homestead. He would like to say a special “hello” to the crew at Althamer.

A.J. KERNAGHAN was the successful applicant for the position of Engineering Aide 3 at Cranbrook. He was transferred to the District staff from the Location Branch and halls from the Vernon area. He is married and has two daughters.

On May 15, LAWRENCE G. MURRAY reported to work for the Esquimalt-Saanich District Engineer, Jack Hague, as the successful applicant for the Road Maintenance Foreman Grade 4 position in Victoria. Laurie has worked for the Department since 1937 and prior to his move was employed as a foreman in Vernon, B.C.

Farewell presentation to ERNIE SHANNON, Engineer Aide, with the Survey Crew at William’s Lake. Ernie worked for the Department in William’s Lake from October 1962 to May 1965 before being transferred to New Westminster. Left to right, Bill Thiesen, Barry Milne, Ernie Shannon, Jim Raven and Graeme Rowand.
Laying new asphalt on a timber bridge deck with wire mesh underlay in the Nanaimo district. Project was under the supervision of Arnold Glover, bridge foreman. This method has proved satisfactory and provides a maintenance-free long-life surface.

Washout Averted By Alert Foreman

When flood water from McLeese Creek threatened to wash out the Caribo Highway near Soda Creek, Road Foreman Orval Barnes moved in very quickly and constructed three spillways and prevented a major washout.

By constructing several such spillways he was able to keep the water level on the road to approximately four inches. This reduced the waves from the cars and allowed a minimum of maintenance.

The cost of the labour and materials saved a washout which could have cost the Department $4,000 to repair.

Resident Engineer B. J. "Barney" Keane is trying out a Sandvik Brush Cutter at Prince Rupert. The brush cutter may replace the machete and be an improvement over its bad safety record.

He constructed the spillway by laying "poly" over the slope. He laid sand on the "poly" and then folded them over. The ends were then held down by sand bags and the tops by grader blades.

The Pouce Coupe shop is both resourceful and busy. On the left, George Therrien, Mechanic Welder, poses with a mobile crack-filling machine designed and built by the shop. On the right is a Massey-Ferguson backhoe on which a cab was added by Pouce Coupe. They also designed and built a steam unit with a 500-gallon tank mounted on a truck.

Transfers (Cont.)

The New Westminster District welcomes its new Office Manager, GORDON ROWAND, who transferred from Williams Lake and started his new position June 1st. Gordon is married and has three boys and one girl. His family will join him about the end of July. Gordon started with the Department in New Westminster in January, 1940 and worked in Rossland and Williams Lake until his return. He likes golf and curling and holds a baseball umpire's ticket.

CLIFFORD L. CURR, Apprentice Mechanic, was transferred from Prince George to the shop at Good Hope Lake near Cassiar, in March 1966.

After spending nine years as District Office Manager in Prince Rupert, DON JACOBSEN, is being transferred to the same position in Williams Lake. He looks forward to the move although he will miss his many friends in Prince Rupert. Don spent two years at Headquarters before being transferred to the field in June, 1955. Don is being replaced by George Clay who is being transferred from Nelson.
Bronze Awards were presented to Quesnel Crews. After many years of trying, two crews in Quesnel have managed to receive the Bronze Award of Merit for Safety. Bridge Foreman, Bob McLarry on left is holding the award presented to the bridge crew and Rufus Wilson with the award to the Ferry Crew.

The Honorable P. A. Gaglardi presents Kamloops District personnel with Safety Awards: Left to right
J. R. Krushnisky, District Superintendent accepting for the Kamloops Administration, Engineering and Survey crew, a Gold Certificate for 1,128,480 hours. Last accident before 1962.
H. Surtle, Construction Foreman, accepting for the Kamloops Construction crew, a Gold Certificate, for 68,032 hours. Last accident was April 1, 1961.
A. Campbell, Assistant Mechanical Foreman, and Chairman of Safety Committee, accepting for the Kamloops Bridge crew, a Gold Certificate for 65,700 hours. Last accident August 1, 1962; Mr. Campbell is also accepting for the Blue River Maintenance crew, a Bronze Certificate for 44,340 hours. Last accident April, 1961.
J. W. Nelson, Regional Highway Engineer
Mr. Gaglardi.
D. C. Hall, District Office Manager, accepting for the Kamloops Ferry crew, a Gold Certificate for 202,320 hours. Last accident before 1962.
E. McLeod, Road Maintenance Foreman, accepting for the Savona Maintenance crew, a Gold Certificate for 228,006 hours. Last accident Nov. 30, 1962.

A Gold Cap Award was presented to truck driver Frank Powell of Quesnel. Frank was hit on the head by a large lamp reflector knocked loose when the garage door was opened. His hard hat saved him from injury.

Arnold Glover, Bridge Foreman, Nanaimo, and crew receiving a Bronze Safety Award from A. Caldwell, Regional Safety Officer.

Left to right, Henry Waterfield, Henry Weitfield, Road Foreman Al Witzel, Senior Road Foreman Bill Gaze, Sign Foreman Bill Bennie, Courtenay crew receive Gold Award.
SAFETY NEWS

The North Okanagan annual safety meeting held at the Lakeside Hotel, saw Regional Safety Officer Harry Francis give one of his excellent talks on safety statistics.

J. Avender was chairman of the meeting and topics discussed were resistance of hard hats to hard blows, proper placing of road signs on various types of road, repairs and projects. A talk on carbon monoxide poisoning was given by Les. Johnson.


A Safety Rally was held at the Elks Hall in Smithers on June 11, 1965, Steve Sviatko, District Superintendent, introduced the guest speakers, P, S. Dunn, Regional Safety Officer, and L. Southwell, Workmen’s Compensation representative, to the 72 employees present. Mr. Southwell presented a film and a "non-active" demonstration of blasting tactics and related safety precautions. Mr. Dunn strongly stressed the need for an increased participation and awareness of safety. Mr. Dunn also outlined the meaning of frequency rates and indicated that the Smithers District frequency rate was 16.1 as of May 31, 1965.

The Princeton garage crew have achieved a Bronze Safety Award for covering 31,004 safe man hours from January 14, 1963, to January 21, 1966.

The Penticton maintenance crew have also been awarded a Bronze Safety Award for having no time-loss accidents from May 7, 1962 to January 31, 1965, a total of 69,772 man hours.

HAPPENINGS

BERNARD STALLYBRASS, road maintenance foreman, Galiano Island, won the championship for crib and darts at the Galiano Golf and Country Club.

JACK DODDRIDGE, office manager, Nanaimo, is in charge of the swimming pool committee of the Nanaimo Kinsmen Club. Jack is a very active Kinsman. The new pool will be a real asset to Nanaimo and when completed will cost $65,000.

BELTS IN MILWAUKEE

Only 2 out of 29 drivers or front seat passengers killed in Milwaukee traffic accidents last year were wearing seat belts at the time of the accident, according to the Milwaukee Safety Commission. Of the 27 victims not wearing belts, 12 were in cars equipped with belts. The remaining 15 had no seat belts available.

"Ten-On-Two" Award

Roy Gittins, New Westminster District Engineer, presenting J. Graham, Bridge­man, with his "Ten-on-Two" safety award.

Scholarship Award

Frank Berry, Bridge Design Engineer in Victoria, was recently awarded the Indus­trial Acceptance Good Roads Scholarship in 1965-66 by the Canadian Good Roads Association. Mr. Berry is currently studying for his master's degree at McGill University where his studies include advanced concrete and steel design, applied soil mechanics and foundations. He has been with the Department since 1966.

Back To Work

A. B. CAMPBELL, road foreman, is now convalescing at home after a serious operation in Vancouver. Ab has been off work since March 31st, but his co-workers hope to see him back within the next three or four weeks.

JOHN F. ROSS has been ill since April 9th, 1965, and his colleagues all hope to see him back on the job soon.

P. R. FLOOD broke his foot in May doing home chores. He is now limping and in good shape.

Friends of CARL SHAW, district superintendent at Golden, will be pleased to learn that his illness in mid-May was not caused by a heart attack as was originally diagnosed. Seems he had an attack of a rare ailment known as "Sudden Pneumonitis," the symptoms of which are exactly the same as those of a heart seizure. An electro­cardiograph proved that his heart is still sound and he has since made a complete recovery from the nearly fatal pneumonia attack.

BOB RITCHIE, grader operator at Cassidy, has returned to work after a major operation.

GUS BERGLAND, powder man, Salt Spring Island, is back on the job after a spell in the hospital.

JACK AMIES, road maintenance foreman, Pender Island, is sporting a big cast on his left arm which he broke playing football during the May 24th holiday weekend. Jack says he scored a goal after he broke his arm.

EARL MOORE, of the Nanaimo road crew, is back on the job after an absence due to illness.

ARNOLD GLOVER, bridge foreman, is back on the job after a spell in hospital where he underwent an operation.

GORDON BRIGHTON, of the Cassidy road crew, is back on the job after an absence due to illness.

One of the university students employed by the Department in the North Peace River District during the past few summers is John Anonby, who recently earned his Master of Arts degree at U.B.C. He will be teaching at the University of Western Ontario this fall.

The husband who asks his wife for advice—just hasn't been listening.
Office Manager Feted

F. J. (FEE) DOOLING, District Office Manager at Cranbrook, was feted at a retirement banquet on April 29, at the Stop and Go Inn, Cranbrook, B.C. Mr. Dooling retired after 25 years of service with the Department of Highways. Among those attending were the district office managers from Golden, Nelson, New Denver, Grand Forks, Victoria, and the regional office managers from North Vancouver, Kamloops and Nelson, together with Regional 3 personnel. Mr. Dooling was presented with a set of golf clubs, cart and golf shoes. He was also presented with a 25 Year Meritorious Service Scroll by Mr. W. M. Sproul, Regional Maintenance Engineer.

Dooling retired after 25 years of service with the Department of Highways. Among those attending were the district office managers from Golden, Nelson, New Denver, Grand Forks, Victoria, and the regional office managers from North Vancouver, Kamloops and Nelson, together with Regional 3 personnel. Mr. Dooling was presented with a set of golf clubs, cart and golf shoes. He was also presented with a 25 Year Meritorious Service Scroll by Mr. W. M. Sproul, Regional Maintenance Engineer.

ERNIE STUBENVOLL is seen admiring a wallet presented to him on his last day with the Department. Ernie started with the Department as an axeman May 11, 1948, after having worked at Vidette Mines. He spent most of his time with the Department Bridge crew. Ernie is planning on spending the first part of his retirement on an extended trip to his homeland, Australia, as soon as he can obtain reservations.

On Tuesday, June 15, at 2:30 p.m., friends of DOROTHY (SUSAN) NEE-SHAM gathered in the office of the Honorable the Minister to mark her retirement. Mr. Gaglardi wished her the best of luck and presented her with a vanity case and a purse containing pound notes for a future trip to England. A bouquet of flowers was also presented. The ceremony concluded 15 years of Government service.

She will continue to live in Victoria where her daughter resides, being married to R. R. (Bob) Bayne of the Traffic Branch.

Office clerk MRS. LOU BRUCE has resigned her position in the Smithers District Office because of illness. Her cheerful personality will be missed by all the staff.

** **

On June 10th, 1965, WILLIAM IRVING MILNER of the Chase crew retired. A retirement party was held at Ray Meek’s home on June 25th, when a retirement gift was presented to Irv.

JONAS ARTHUR LUYAT, grader operator at Agassiz in the Chilliwack District, retired June 1st, 1965, after 12 years with the Department. His hobbies are fishing, hunting and gardening.

ROY HENRY AALTEN, foreman at Nakusp, retired April 1, 1965. First employed by the Public Works Department in 1933, he has worked in the Government service since then, except for a period of war service with the Canadian Home Guard. A retirement party was given by his fellow employees, at which he was presented with a purse and a model of the Government pickup truck in which he has been a familiar figure for many years.

GORDON MCDONALD has retired from the Galiano Island Road Maintenance crew. Mr. McDonald was a truck driver on Galiano Island.

MR. and MRS. F. H. LEWIS were guests of honor, June 15th, at a dinner held by the Department of Highways Employees at the Imperial Palace Restaurant. Following the dinner, a social evening was held during which Mr. R. E. McKeown, District Superintendent, presented Mr. Lewis with a desk set on behalf of fellow employees. The set was suitably inscribed to commemorate Mr. Lewis' service with the Department from February 1938 to June, 1965. Miss Giselle Oullet presented Mrs. Lewis with a corsage of white carnations. Mr. and Mrs. Lewis plan to spend their years of retirement in California.

On May 6, 1965, members of the Prince Rupert office staff and outside crew assembled at the yard office to extend best wishes and bid goodbye to popular stockman L. R. (LARRY) VALENTINE. He was presented with a suitably inscribed desk set on the occasion of his resignation to take an appointment with a local firm. Larry commenced employment with the Department in 1948, and over the years made a host of friends.

JACK RICHARDSON retired from the Cassidy Road Maintenance crew. Mr. Richardson started with the Department in 1953.
**FILM PRODUCER Leaves For Uganda**

Producer of the award-winning film "Rogers Pass," Peter Elkington, has left the service of the Department of Highways to take a film and T.V. post with the government of Uganda, Africa.

Friends and colleagues of Mr. Elkington met in the office of the Honorable the Minister in Victoria June 7, to make a presentation and to wish him well. He joined the Department to make documentary and training films in 1963.

Peter John Elkington was born in Birmingham, England, and had his elementary schooling in Birmingham, Holly Lodge Grammar School in the Midlands, and Newport in Shropshire. He took his university entrance at Birmingham, then joined up as a buck private in the army with the Black Watch. He was a Knight Commando. He was commissioned in the Indian Army—5th Gurkha Rifles. He was with the 14th Army Burma Chindits, who were responsible for long-range jungle penetration, and was acting captain under the famous General Wingate. On termination of the war, he was a major.

After the war, Peter came to Canada and worked in Nova Scotia for three years. He drove a Jeep across Canada to the West Coast in 1949, where he worked in radio stations in Nanaimo and Vancouver as a private broadcaster and handled advertising. In 1952 he left radio and did odd jobs—logging, deep sea fishing— to earn enough to enable him to attend Stanford University and take the University Television Institute courses from which he obtained his Diploma of Proficiency.

In 1954, he joined CBC in Vancouver as senior television producer. In this job, he covered the British Empire Games, several royal tours, many documentaries and other events.

In 1962 he felt the need for a change and went free lancing, and then came to the Highways Department in 1963 as film producer. During his time with the government, the following films have been completed—the famous "Rogers Pass" and "Port Mann" and four training films have been made (patching technique, epoxy surfacing Lions Gate Bridge, etc.)

"Rogers Pass" has won world acclaim and won the following awards: International Film Festival Awards—Edinburgh, San Francisco, Trento, Italy, Vancouver, B.C., and Victoria, B.C.; Best Produced B.C. Film; Top Canadian Film in its Category; Certificate of Merit at Canadian Film Awards; Chris Award at Ohio, U.S.A.; and at the moment is receiving a terrific reception in Moscow, Russia.

On June 11th, Peter left for Uganda as Canadian advisor to the Ministry of Information and Broadcast. He will set up a wildlife film unit and advise on T.V. production, retained by the Government of Canada under the scheme established between Canada and Uganda for technical co-operation. Peter was approached by the Canadian Government to undertake this project.

Peter is married and has two girls, Kim, eight years and Caitlin, four years. All the family is looking forward to the trip.

**Spring Runoff—Quesnel**

Spring runoff caused considerable damage in the Quesnel area this year. Crews were kept busy for many hours keeping bridges and culverts from being washed out. The water did win out in some cases as is evident from the photos.

Bridge foreman Bob McLarry surveys the Beavermouth River, which took out a 67-foot span and will now require a 132-foot bridge to gap the widened channel.

A small creek from which it is normally difficult to get a drink turned into a frightening torrent and created this chasm on the Fraser Road. Road foreman Robbie Wright was still too wed at this time to know what remedial steps to take.

**10-7 Club (Cont.)**

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**JOHN S. BUCHANAN** retired from the Department in July, 1965, having spent all 15 years of service in the North Vancouver District. John plans to go to New Zealand in October and to work as a showcard artist.
Pavement failure along the Enderby-Mabel Lake road, approximately mile 17½, June 11, 1928.

Vernon-Kelowna road, December 1927, Cut and fill at mile 4¼, bulldozer shoving material dumped by revolving fresno over side of fill.

Woods Lake section of the Vernon-Kelowna road, approximately mile 15, June 3, 1928.

Universal shovel working in Moricetown-Hazelton section—picture taken in the 1930's

Slide clearing with a pull grader a few years ago. Graderman is R. H. Aalten, later Foreman at Naksan and now retired. Tractor operator is E. P. Nelson, Road Maintenance Foreman, New Denver.

Woven wire fence along section of Vernon Kelowna road overhanging Kalamalka Lake in 1927.
The Electrical Crew

This is the crew responsible for the maintenance of traffic signals and street lights on our highways with the exception of some of the major bridges. The crew comes under the supervision of Mr. R.D. Page, Regional Traffic Superintendent, North Vancouver. The territory they normally cover is the Fraser Canyon as far as Boston Bar and the Lower Mainland. Vancouver Island and the other Regions are visited periodically. Since Burnaby is the only repair shop, all areas use these facilities and replacements are sent from here.

Regional stores and Traffic Branch electrical stores are kept in the Burnaby yard. Under the supervision of John Hutchins, Herb Gutteridge cares for the shop equipment repairs and the setting up of new equipment. Foreman Art Bailey and Herb Gutteridge hold Certificates of Merit from the Traffic School of the Canadian General Electric at Vancouver and the Automatic Signals Department in Norwalk, Connecticut, U.S.A. The field work is done by the rest of the crew who work in pairs.

This crew is kept busy with repairs, lamp replacements, damage repairs, signal revisions and new installations; but they also find time to add extra lights and make repairs here and there in the buildings and yards. Many of the special relays for traffic signals are designed and built in the shop. A special burglar alarm was designed and built to prevent vandalism.

Fifteen years ago the crew started with Art and Herb and one ladder truck working out of the old garage at Patullo Bridge. There were no traffic signals and street lighting was installed only on the major bridges. Today there are nine men, two Giraffe trucks and one panel truck maintaining upwards of 150 traffic signals and countless street lights. There is lighting at every major intersection and interchange. The Trans-Canada Highway alone has 500 street lighting units between Vancouver and Port Mann, each with two lamps. Lynn Valley interchange has 178 similar units. Port Mann Bridge has 3400 lamps in its rail lighting alone.

The work load is expanding rapidly with the accompanying shortage of storage space, but the crew is happy and takes pride in its work.

FREAK ACCIDENT

Effect of a 50-foot drop by a D7 cat on the "Big Slide" area 12 miles south of Lillooet on Highway 12, is shown here after a freak accident. The operator, Jim Armstrong, escaped serious injury when he jumped clear. He suffered only minor abrasions. The accident occurred when some rocks jammed in the controls and caused the machine to roll out of control.

Father And Son

Robert Bagley, a graduate of the Nanaimo Senior High School, was a member of a high school graduating class attending a Vocational Training Day organized by the Nanaimo Rotary Club. Robert was the guest of Rotarian, District Superintendent John W. Morris, and spent a day seeing how the District operates. Robert is the son of Les Bagley, the Nanaimo loader operator. Robert and his father are seen together on the job.
Social Events

A.R. Limacher was recently transferred from Prince George to Victoria, where he filled a new position of Administrative Assistant.

Prior to leaving Prince George, Al and his wife Lenora were honoured by their many friends in the Department at a social evening in Prince George on April 3rd. It was feared for a time that the hall rented was not big enough — people attending from as far as Fort St. John and Terrace.

On behalf of the Regional and District staffs, Regional Engineer Bob Harvey presented Mr. Limacher with a fishing outfit and Mrs. Limacher received a dozen red roses from District Superintendent Allan Park.

Al remarked that he had been in the north for sixteen years, nine of them in Region Four. He observed that after others had completed their sixteen years up there he expected to see them transferred to Victoria too.

On March 27th, 1965, Jim G. Parker and Audrey I. Fell were united in marriage at the Burch Presbyterian Church in Fort St. John, where they reside.

Marian Long and Bruce Atkinson were united in marriage by the Rev. J. Brown Milne in the Saint Andrew's and Saint Stephen's Presbyterian Church, North Vancouver. The reception was attended by 100 guests, after which the young couple spent their honeymoon in the Okanagan. They will reside in North Vancouver, where Marian is secretary to the Regional Maintenance Engineer.

A party was given by the Creston Government Employees' Association in honour of Mr. and Mrs. A. A. Jackman at the Catholic Hall in Creston, on Friday evening, April 2, 1965. Mr. (Bob) Jackman was recently transferred from Creston to Rossland.

A turkey dinner, prepared and served by members of the Catholic Women's League, was enjoyed by the large crowd present, and at the banquet table the presentation of an engraved silver tea service was made to Mr. and Mrs. Jackman by Mr. R. H. Dill, resident engineer, Department of Highways, Nelson, B.C.

Mr. Dill spoke for all present when he talked of the high esteem in which the Jackmans are held by their many friends and acquaintances.

Mr. Jackman, responding appropriately on behalf of his wife and himself, stated that he had enjoyed living in the Creston Valley and would have most pleasant memories of friends and associates. The initial speech of the evening was given by Mr. R. G. White, District Engineer from Nelson, who welcomed the Jackmans to this party in their honour, to which Mr. Jackman also replied.

A corsage of roses was presented to Mrs. Jackman.

HAPPENINGS

R. B. Gilmour, district superintendent, Chilliwack, leaves July 15th for a three-week tour of England, Ireland and Scotland.

Gordon Vance, engineering aide at Chilliwack, placed first in the Third Annual Squamish Steelhead Derby last April 11th, with a 10-pound, four-ounce buck steelhead. Gordon won a sleeping bag, split cane rod, reel and assorted fishing equipment. The derby, sponsored by the Kingfishers' Club of North Vancouver, is held at the Cheakamus River.

The Department of Highways bowling team, the Hiwaymen, represented by Al Isley, Wayne Holtskog, Ed Kaminski, Ley York, Larry Murray, Joe Avender and Bill Helm-Sing, won the men's bowling league in Vernon.
On The Job

The last day of work for Salmon Arm District's faithful Michigan Truck Shovel was put in on the Trans-Canada Highway west of Sicamous. The operator, Henry Fennel, on the left, has been operating in the Salmon Arm District for 25 years and his assistant, Danny McLeannan, (Padman) has been with the District since the 'thirties.

Tony Bieganski and Euclid Tremblay placing a 60½ inch beam in place on Bissette Creek Bridge on Highway No. 2, south of Pouce Coupe.

Resident Engineer, Joe Avender, and Road Foreman, Les York, on the job at bridge site near Okanagan Lake.

Karen Shepherd, smiling and pretty clerk in the Nanaimo Office. What more is there to say?

District Superintendent, W. G. Helmsing, and Road Foreman, Les York, look over bridge site on the west side of Okanagan Lake.

Another old faithful was eliminated when the old Murphy Creek Bridge on Highway No. 3A between Trail and Kisnaird was replaced by a 365 foot long, 18 feet diameter multiple culvert and 250,000 cubic yard fill.
On July 7, 1965, another bypass, which will eventually become part of the Southern Trans-Canada Highway, was officially opened. This section, known as the Richter Pass, lying between Keremeos and Osoyoos, was opened by the Honourable Frank Richter, son of the pioneer after whom the pass was named, and the Honourable P. A. Gagliardi. While this might be a new highway with many virtues, it is not a new route.

In March, 1865, when Edgar Dewdney, builder of the trail from Hope to Vermillion Forks (Princeton) in 1860, was instructed by Governor Seymour to extend it to East Kootenay, his orders read in part: "I am very desirous that our pack trains should be able to transport goods from Fort Hope to Wild Horse (creek) without having to pass through American territory."

From Princeton, Dewdney began this extension by following an old Indian path along the Similkameen River and through a low divide in the Okanagan mountains to Osoyoos Lake.

Early use by pioneers may have begun in 1856 when Hiram (Okanagan) Smith secured a contract to carry mail from Fort Hope to Marcus, U.S.A.

It was used again by the Hudson Bay Company, about 1859, when Fort Okanagan on the Columbia River was abandoned and its merchandise and trade goods moved to Keremeos. The Indian path came into recorded history again when pioneer settler Francis X. Richter crossed the border at Osoyoos, in 1864, with 42 head of cattle he was driving to the Similkameen.

From the late 1860's and into the 20th century, Richter Pass was the funnel through which all packtrains, people, afoot or on horseback, and beef cattle droves passed to the mining camps along the Dewdney trail scattered from Rock Creek through the Boundary and into the Kootenays.

One party to go through the pass is worthy of special mention. On April 10, 1863, Civil War General William Tecumseh Sherman wrote to the United States secretary of war, Robert T. Lincoln, as follows: "As you are aware I propose to visit, during the coming summer, certain military places near our northern, or Canadian frontier, In one part of my projected route, I am sure the mountains will force me to the Territory of British Columbia; viz, in the months of July and August from Colville via Osoyoos to Hope on the Fraser River."

In the early 1880's the original trail was converted to a road by the late Frank X. Richter, who had acquired the property in Boundary Valley from a Mr. Schwartz and proceeded to build a home. It was necessary to widen the trail so the ox carts could negotiate the mountainous terrain and make it possible to move roughly sawn lumber to the location where the old Richter ranch house now stands.

By using the oxen and a plow, furrows were made for the wheels of the wagons to run in thus preventing the loads from spilling down the side hills.

This was the beginning of the first road that could be used by vehicles to cross over the mountains between the valleys and the Similkameen and the Okanagan. This route has gained some considerable reputation in the past and was known for its many curves and steep hills. It was a feat of major proportions for many of the vehicles to successfully negotiate this route and today we have one of the finest highways that has been developed in British Columbia, certainly not one that could be relegated by any means to a secondary position in the code of standards.