British Columbia Terrain, Expansion Challenge To Busy Location Branch

British Columbia's rapidly expanding development presents an increasing challenge to the Location Branch. Planning, surveying and designing new and improved highways to meet the need for faster, more economical and more convenient access to all parts of the province, are its responsibility.

The ability of Location's 200 men to meet the challenge is indicated by the fact that contract plans, specifications and estimates were prepared for 380 miles of construction in 1964-65, compared to 176 miles prepared in the previous fiscal year. Most of this mileage was in mountainous, heavily-wooded country, a tribute to the durability and efficiency of survey crews under difficult conditions.

The increased production results also from improved methods of preliminary planning and route selection, including the use of aerial photography and mapping and the electronic computer analysis of comparable route projections, here again, and in the design, the attention given to detail and accuracy by the planners, designers and draughtsmen help the branch meet its expanding responsibilities.

The principal cause of the accelerated demand for highway improvement is the large increase in vehicle registration within the past few years and resultant traffic congestion, especially in the areas of urban or suburban development. However, the impact of industrial development has been considerable. New roads have been surveyed and designed to access pulp mill, mine and hydro electric developments, and these in one year alone have increased the work commitment of the branch by as much as 50 per cent. Elsewhere roads which formerly served adequately as 40 m.p.h. arteries now must be 60 m.p.h. highways: highways which formerly served adequately as 60 m.p.h. highways must now be 70 m.p.h. freeways with full-directional high-speed interchanges and connecting frontage roads.

The field survey and preliminary design are the responsibilities of A. G. Tranfield, A. W. G. Smith, C. A. Scarborough and A. E. Beaumont in charge of the Regional location and design offices in North Vancouver, Kamloops, Nelson and Prince George, respectively. Each also has the supervision of as many as six field survey crews at one time. Management of all field operations is the responsibility of L. D. Perkins, whose office is in Victoria. There are 12 field crews each with from 15 to 20 men.

The legal survey section of the branch is administered by Frank Clapp, whose responsibility is to arrange for the survey of all highway rights-of-way and to ensure that the legal survey plans are properly processed for registration.

A recent addition to the branch is the computer section, the development and expansion of which is the responsibility of Peter Hunt. In this section new programmes are continually being developed to facilitate the work of the planners and designers in route selection, earthwork and alignment calculations.

Plans for all branches of the department and for certain other departments as well, are reproduced by the blueprint machine, under the operation of Del Card.

All of these various sections are administered by the Director of Location, Norman Zapf and by the Assistant Location Engineer, J. W. Pomeroy in Victoria. They, of course, appreciate the importance of the cooperation and assistance of those in other branches whose work makes that of the Location Branch possible.

This vast province 366,000 square miles, larger than California, Oregon and Washington, is interspersed with many good, high speed roads. Roads which have improved beyond recognition in the last decade are planned to still further improve the next. And this in spite of the challenge of some of the most difficult terrain in Canada. The manner in which the Location Branch has helped meet this challenge is obvious to all who use the highways.

Cover picture by photographer Gordon Whittaker, symbolizes year-round field work of the Location Branch.
Minister's Message

In a few days Christmas will be here and I would like to extend to every employee of the Department my best wishes for that Holy Season. We think of Christmas as a time of reunion, family gathering, warm firesides and good eating. I know it won't be that way for many of our personnel who will be spending long, cold days and colder nights keeping highways open and safe for holiday travelers in the best traditions of public service. To them especially I would like to bring greetings and thanks on behalf of the people of British Columbia. And to all, may I convey my warmest wishes for a Merry Christmas and Happy and Healthful New Year.

P. A. Gaglardi, Minister

DEPARTMENT CLEARS SPECIAL VEHICLE CHRISTMAS EVE

The Prince George Regional Office sent the following memo to the Approving Officer in Victoria last week:

"We have received an inquiry from a Northern community regarding the use of a special vehicle on British Columbia highways later this month.

The application comes from Mr. S. Claus who will be driving a special sleigh-type vehicle, or cutter, rapidly throughout the province before and after midnight, December 24th. The vehicle, drawn by eight reindeer, would ordinarily require a special permit for B.C. highways but we understand that where pavements are bare, it can become airborne.

While Mr. Claus plans to make a great many stops during his trip there would seem to be no problem about parking on the highway. We understand he usually parks the vehicle on the roofs of buildings where he calls.

The Department of Commercial Transport sees no problem. The overall length is under 50 feet and height and width are well within the legal limits. Mr. Claus will be carrying a heavy load but the axle-loading formula does not apply to runners. In any case, as we stated earlier, the vehicle is airborne part of the time. In this connection we understand the Federal Transport Department has issued Mr. Claus a special clearance to use the standard flight-ways within his operational ceiling.

In the Vancouver area Mr. Claus may wish to use the freeways in the event of bad flying weather. While animals are normally prohibited from the freeways we believe he will be maintaining speeds consistent with other traffic, in fact if he is to keep to his tight schedule, he will undoubtedly have to exceed speed limits. The R.C.M.P. has indicated its willingness to overlook this.

In the event that Mr. Claus' vehicle might cause damage to highway pavements he has posted a bond with the Department—a large Christmas stocking. We realize that this is unusual but we feel we can accept it as his good will seems to be beyond question.

While the vehicle and some aspects of the trip may contravene certain highway regulations, we recommend that we, along with other agencies concerned, make special concessions in view of the important nature of Mr. Claus' mission."

The Approving Officer in Victoria concurred.
Expansion of the Department is typified by a District Project of the Fort St. John Bridge Crew—erecting foundations at a new yardsite on the Watson Lake-Stewart Highway at the south end of Dease Lake, a garage 124'x48', two house basements, 20'x48', a power plant slab and a slab for a foreman's office.

Great improvements to the infamous Reids' Corner was part of Kelowna District's Project 1555.

The crew was under the direction of John Lay, Resident Engineer, Bridge Foreman was Loyal Harrison and other members of his crew were Walter Cranston, Mike Bidulka, Erling Ness, Bill Marshall, Henry de la Ronde and Algott Strandlund. All materials were trucked to the area from Fort St. John, a distance of 750 miles.

While in the Atlin North area, the crew also journeyed to Good Hope Lake, 100 miles to the north of Dease Lake, and poured a foundation for a garage 124'x48', and a power plant slab for the maintenance camp which is under the supervision of Jock Rattray.

The concrete work for the two projects consisted of approximately 225 cubic yards and took 30 days to complete. Work of assembling the steel garage buildings by contractors from Vancouver is going ahead at the present and two homes are to be placed on the basements.

The crew was under the direction of John Lay, Resident Engineer, Bridge Foreman was Loyal Harrison and other members of his crew were Walter Cranston, Mike Bidulka, Erling Ness, Bill Marshall, Henry de la Ronde and Algott Strandlund. All materials were trucked to the area from Fort St. John, a distance of 750 miles.

Constitution began in January, 1965 under Resident Engineer B. J. Penner and Road Foreman F. J. Evans. The job was primarily one of cut, excavation, backfill and compaction. The largest portion of the excavating was done with loaders and the haul by trucks, although draglines, cats and TS 24 scrapers were used. The gravel backfill was hauled up to 7.5 miles, using 10-yard tandem trucks. Compaction was done by grid rollers, vibro rollers and rubber-tired wobble wheels.

The culverts for creeks, drain and water systems were installed by local bridge crews under Bridge Foreman N. J. Noigun, and this included three 7'x260' arch culverts that eliminated a narrow bridge. These culverts were installed in near-record time and with no inconvenience to traffic, using unique construction methods.

At maximum production 72 large pieces of equipment were used.

Crushed materials for the project were supplied by Crusher Foreman H. Chester and his crew.

An MC-2 roadmix was applied and the road opened to traffic on June 30th. Final pavement was applied under contract and Resident Engineer F. E. Martens supervised this portion of the job.

H. A. Delcourt's centreline crew applied the traffic markings, and signing was done by District sign crews under A. B. Marr.

The paper work was handled by District Office Manager B. A. Milledge and his staff.
The above photograph was taken at the first convention of B.C. Provincial Road Superintendents which was held in Victoria February 21 and 22, 1912. Note what the well dressed road superintendent wore in those gracious days.

The "brass" at a conference of District Officials in 1944. Pictured from left to right are Herbert Anscomb, Minister of Public Works; Ernest Smith, Divisional Engineer; A. L. Carruthers, Deputy Minister; and H. C. Anderson, Chief Engineer.

John Bovill on cat and Slim Amidon with the pull grader on Highway 16 in 1937, 10 miles west of Smithers. Maybe the dog was interested in the cat.
Happiness Is Warm Gravel

On A Winter Day

Faced with the usual winter problem of frozen gravel in stockpiles and truck boxes, Don Piggot, Senior Foreman at Golden, decided to do something about it.

Last winter he experimented with a "furnace" made of old culvert pipes. The basic idea was to lay the pipe on the ground, place a pile of gravel over it and light a fire inside the pipe. Refinements, such as a door and smoke hole were also provided.

The first model was made from a length of corrugated metal pipe. It worked well but eventually collapsed under the weight of gravel. The metal just couldn't take the weight and heat.

The second model consisted of a couple of lengths of reinforced concrete pipe. This worked quite well but there was one problem with the joints between the pipes separating and allowing gravel to fall into the firebox.

By this time Don was convinced he had the answer and frozen gravel was a thing of the past in Golden.

Early this fall, a permanent furnace was installed in the Golden Hill Pit. Made with a few yards of concrete and a culvert chimney, Don Piggot's gravel furnace proves once again that the most important part of an invention is the idea.

Up In The Air

Bill Bates, Salt Spring Island Foreman, has designed and built a platform for an air saw as shown above. Charlie Buckley, Mechanic on Salt Spring Island, added his know-how to the effort. The crews are finding it necessary to limb the trees overhanging the roads, because of the increasing height of trucks and buses now using the Island routes.

Swamp Buggy

Construction of Highway 16 at Crescent Spur may be in abominable mud conditions, but we see that the men are as stubborn as the mud. This flying machine is a-Go-Go and can't sink deeper than the axles.

To The Rescue

A combination of alertness and quick thinking by Dave Williams, Highway Department graderman at Cassidy, saved the school board a considerable sum of money and time for one of their buses. Dave was travelling down DeCourcy Road and noticed a school bus balanced precariously on the edge of a steep bank. Upon observation he discovered the bus was slowly sliding over the embankment. He climbed back into his grader, pulled alongside, swung open the emergency door of the bus, placed a large piece of wood inside the emergency exit and attached a cable between bus and grader and held on until a tow truck arrived on the scene. School Board officials have extended their hearty thanks.

OBITUARIES

JAMES BROWN, a member of the Ucluelet crew for the past seven years, died in hospital in Vancouver, October 29, 1965, while he was in Vancouver on holiday.

OLAF HENRY KJENSTAD, 58, died suddenly September 25, 1965, in Cranbrook, B.C. Mr. Kjenstad had been employed with the Department since March, 1945, as a truck driver on the maintenance crew.

NORMAN WISDOM died suddenly in Cobble Hill on September 13, 1965. Mr. Wisdom was employed as a truck driver on the Burnside maintenance crew and had worked for the Department since 1947.
Promotions

H. H. GUTTERIDGE won through competition the position of Electrician Foreman for the Department electrical crew.

He began employment with the Department of Highways on June 19th, 1950 and has carried out general maintenance on all electrical equipment, street lighting, traffic signals, etc., throughout the Province.

For the past 3 years he has been designing, building, modifying and repairing all types of traffic control equipment. He has also acted as relief Electrician Foreman for the past 8 years.

Mr. Gutteridge was born in 1932 at Pomona, California. He moved to B.C. at a young age and attended schools in New Westminster and Vancouver. He went to technical school and has also taken several courses on traffic control equipment and industrial electronics in Norwalk, Connecticut and Canada.

Herb is married with a son and a daughter and lives in Surrey.

J. W. (JIM) HOLBTON was recently promoted from Mate to Captain, on the Kootenay Lake Ferries. Jim and his wife, May have 3 sons, Scott 16, Martin 15, and Allen 13. Jim's hobbies include fishing and raising Aberdeen Angus cattle.

JOHN GOLDIE of Vernon won through competition the position of Heavy Duty Mechanic at the Grand Forks-Greenwood District. John moved to Grand Forks in October.

A. GORDON JONES, Regional Construction Superintendent, Kamloops, has recently taken up his new position, Gordon has been project supervisor over all the construction projects on the North Thompson Highway until he was appointed to his new position.

E. C. WEBBER was promoted from Mate to Captain on the Thetis Island Ferry.

W. (BILL) KIMBLE recently won, through competition, the position of Mechanical Foreman 2 at the Prince Rupert garage. Bill was previously employed as Auto Mechanic at Chetwynd.

JOHN DOUGLAS HECKER, Engineering Aide 2 at New Denver, recently won by competition the position of Engineering Aide 3 Prince George. Doug began with the Department of Highways in April 1963, and has worked as Engineering Aide in various parts of the Kalsoc-Slocan District. His fellow employees presented him with a parting gift and wished him well in his new location.

DONALD L. LAW recently won by competition the position of Stockman 4, with the Department of Highways, New Denver. Mr. Law previously employed by Pacific Logging Limited, entered the Government Service in September, 1964 as Yardman and office assistant. He lives in New Denver, is married and has 3 children.

JACK DODDRIDGE, District Office Manager, Nanaimo, for the past 6 years has been promoted to Principal Clerk in the Comptroller of Expenditures' Office, Victoria. Jack has a wide knowledge of the Province having served in 3 of the 4 Regions beginning as a Junior Clerk in Victoria.

W. (BILL) KIMBLE was recently promoted from Deckhand to Mate on the Kootenay Lake Ferries. Bob and his wife, Arlene have 4 children, Mark 8, Joanne 7, Judy 5, and Victor 3.

R. M. (BOB) NOAKES was recently promoted from Deckhand to Mate on the Kootenay Lake Ferries. Bob and his wife, Arlene have 4 children, Mark 8, Joanne 7, Judy 5, and Victor 3.

JACK AMIES, Road Maintenance Foreman Grade 1, Pender Island has been promoted to Road Maintenance Foreman Grade 2 at Vernon.
Safety Awards, Meetings


The Honorable P. A. Gagliardi, Minister, presented a Gold Award of Merit to the Chilliwack Bridge Crew. Front row, left to right: Regional Safety Officer A. Caldwell, Mr. Gagliardi, Clarence Johnson, District Superintendent R. B. Gilmour. Back row, left to right: Wilbert Grieve, Abe Wieke, Len Kercher, Rudolph Herland, Fred Bain.

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In our youth the perfect gift for a 18-year-old girl was a compact. It still is if it has four wheels. — Baltimore Sun

A Silver Certificate Award of Merit was recently awarded the Greenwood Road Crew for 56,728 consecutive man-hours without a time-loss accident, for the period April 16, 1962 to January 24, 1965. Left to right: D. Bombini, J. Pasco, E. Johnson, Foreman J. Leslie, H. LeSergent, F. Tanner, L. Morrow, A. Cudworth.

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A salesman held up in Montana by an early-winter blizzard, wired his boss: "Stranded here due to storm. Wire instructions". Back came the reply: "Start summer vacation immediately!".
A general safety meeting was held in the Penticton shop November 25th, 1965 with 45 members present from the Penticton, Oliver and Keremeos crews. Guest speakers were T. Anderson, W. C. B. Vernon, who spoke on the new regulations; H. D. Francis, Regional Safety Officer, Kamloops, who spoke on safety toed boots and the necessity of reporting all injuries immediately; T. R. Yearsley, Regional Mechanical Superintendent, Kamloops, who spoke on communicating one's intentions to others; winter driving habits and one's responsibility to his unit.

The value of safety boots was recently demonstrated in the Salmon Arm District. During the installation of a wing blade on a grader for winter snowplowing, Dave Day, of the Celista Crew found himself in a predicament when the 1000-pound blade pinned his foot to the floor. The leather on the toe of his boot was scraped off but the metal safety toe prevented serious injury. The Celista crew have all been wearing safety footwear since April, 1965, and have a good safety record.

James Williams, Co-ordinator of Accident Prevention, Civil Service Commission, presents Louis Osiel, of the Nanaimo crew with his "10 on 2" Award. This is the second award of this kind in the Highways Department. A section of concrete culvert fell on Mr. Osiel's foot but his safety boot prevented injury.

Quarter Century Awards To Highways Employees

Eleven Department of Highways employees were among those receiving 25-year certificates at special luncheons in Victoria and Vancouver, December 14th and 16th respectively.

Victoria personnel receiving the awards were N. M. F. POPE, Landscape Superintendent and J. A. LONGBURY, Insurance and Safety Officer.

Those from the Vancouver area were W. C. CAMERON, Road Maintenance Foreman, Chilliwack; Miss FLORENCE A. MOSS, Secretary to Regional Engineer M. G. ELSTON at North Vancouver; and ALISTER CAMPBELL, Ferry Captain, Langley.

Travelling from other parts of the province to the Vancouver ceremony were R. D. DEAN, Senior Clerk, Salmon Arm; WILLIAM MARTIN, Mechanical Foreman, New Denver; E. P. NELSON, Road Maintenance Foreman, New Denver; THOMAS L. TAVENA, Road Maintenance Foreman, Merritt; B. J. FITCHETT, Ferryman, Harrop, and MRS. EDITH M. SILVER, Senior Clerk, Vanderhoof.

Presentation of awards was made by the Honourable W. A. C. BENNETT, Premier, and the blessing was given at the luncheons by the Honourable P. A. GAGLARDI, Minister of Highways.
Transfers

WILLIAM DRAKE, who has been with the Department at Chase for six and a half years as truck driver, loader operator and acting foreman at times, has transferred to the M. V. Lardeau ferry crew working out of Revelstoke. A presentation was made to him by his fellow workers of the Chase crew.

MRS. JOYCE MONTGOMERY has transferred to the Quesnel office as Clerk Steno 2 from the Riverview Hospital, Essondale, B.C., where she was a Steno 2.

DONALD NORDSTROM, Assistant Mechanic, transferred to Terrace from Pouce Coupe October 1, 1965. Don started employment in the Prince George Shop in January, 1962, and since then has seen a lot of the northern part of the province. Between Vocational School sessions at Kelowna, he has served in Pouce Coupe and the Queen Charlotte Islands.

Members of the Vanderhoof Highways crew, gathered together in the Road Foreman's office to bid farewell and extend Best Wishes to EARL ABBOTT who had been their fellow worker for over the past seventeen (17) years. Working primarily on the Loader, Earl has however had a part as an operator of every type of equipment which we operate.

Songbird Welcomed

Members of Prince Rupert office and outside staff welcome Miss Karin Rauschenberger, who recently commenced employment as clerk-typist.

Karin came to Canada some 15 years ago from her native Germany and graduated from Prince Rupert High School in June, 1965. Karin in her few short years has already seen sights and visited places that many of us either dream about or absorb from travel folders. During the summer of 1964 as a member of the famed Elgar Choir she performed in many cities, among which were well-known names like London, Glasgow, Edinburgh, Paris, Rome, Honolulu, Tokyo and Hong Kong. Others that sound more mysterious and exciting are Bangkok in Thailand, New Delhi, Bombay, Karachi in West Pakistan, and Beirut in Lebanon.

10-7 Club

Fred Mackinder retired from the Nanaimo Shop after 36 years service with the Department of Highways. Fred spent most of his service up in the Kamloops and Cranbrook areas and this last four and a half years in Nanaimo. The crew presented Fred with a pen and pencil set and a wallet with money at his farewell party. District Superintendent John Morris wishes Fred good luck on his retirement.

Wiljo Wiren, truck driver on the Gibson's Road Maintenance Crew, retired September 30, 1965. Wiljo was born in Helsinki, Finland and moved to Gibsons in 1906. He started working for the Department in 1952 and transferred to Gibsons in 1954. Wiljo's hobbies are fishing, hunting, gardening and archery.

T. B. (TOMMY) HALLIWELL retired December 14, 1965, after almost 10 years of service with the Skeena West District in the Terrace area. Tommy has been mainly employed as a laborer, but this has covered a wide range of duties. He has been flagman, cook, flunky, radio dispatcher, watchman, sign painter and general handyman. He did just about everything but operate equipment. He was always good for a laugh and his cheerful presence is missed around the yard.

WALTER SCOTTER retired after 13 years' service with the Nanaimo Road crew.

CHARLES VIDAL retired after 25 years' service with the Duncan road crew.

John B. W. Hicks retired from the Powell River Maintenance Crew in November 1965. Jack has been a hard working tractor operator for the Department since 1953.

CARL DeVITO, truck driver on the Powell River Maintenance Crew, was presented with an engraved wallet by his fellow workers on his retirement in November, 1965. Carl first started working with the Department in 1925. He left in 1933 but returned in 1946 and worked until his retirement.

Promotions (cont.)

ALEX MaDONALD was the successful bidder for the Heavy Duty Mechanic position in the Vanderhoof District. Alex began his service with the Department as an Automotive Mechanic in 1955 in the Vanderhoof garage.

JOHN (SCOTTY) MUNRO retired from Mission Maintenance Crew after 20 years service.
News From Everywhere

Left to right, Vern Erickson, Mrs. Natalie Reinke and Michael Hovede on the steps of the Prince George Provincial Building, on the occasion of their examinations for Canadian Citizenship. Mrs. Reinke is employed at the Vanderhoof District Office where she is a Clerk-Steno. Vern and Mike are working with the Vanderhoof Department District survey crew.

Close proximity of the September warehouse fire in Kamloops to the Overlanders Bridge is apparent in this picture taken while rubble was still smouldering. The fire burned for two hours and 30 mile-an-hour winds drove flames across the driving surface of the off ramp. The fire caused considerable damage to the rail and sidewalk of the bridge as well as the lighting system wiring.

Above is D. F. (Don) Martin, Regional Highways Engineer at Nelson, B.C. Don is married and has 3 daughters and 2 sons.

At his post is Region 3 teletype operator, John Stack. John has been working for the Department of Highways for 3 years and came to us from the Royal Canadian Air Force where he served 26 years. John is married and has 5 children.

One of the activities during fire prevention week, October 3rd-9th at Fernie is pictured above. Elmer Winnig, Automotive Mechanic, is testing a fire hose installed in the equipment shed.

The New Quesnel Provincial Building was officially opened on November 25th, 1965; with the Department of Highways situated on the fourth floor. This comprises the General Office, District Engineer's Office and Drafting Room, each with well appointed furniture. Being on the fourth floor one has a vast view of the country, including both the Quesnel and Fraser Rivers. Shown in the photo are Resident Engineer Ken Humphrey and Engineering Aide Ginter Theil in the drafting room.

Pictured above is the Fernie Shop Crew. Left to right, Automotive Mechanic Elmer Winnig, Heavy Duty Mechanic Joe Knight, Stockman Sam Caravetta, Mechanic Foreman Ed Sagala and Automotive Mechanic John Hughes.
S. J. Sviatko, District Superintendent at Smithers is a top notch golfer. He is in his second year as president of the Smithers Golf Club and has won the Club Championship trophy for the second year in a row. He also won the match play trophy this year and came in third in the Northern Open.

The New Westminster District Office held its Fall Golf Tournament at Peace Portal Golf Club on Saturday, September 25, 1965, with Tom Tassaka winning the trophy. Left to right, Ron Rowland, Ernie Shannon, Jim Harms, Bet Larsen, Tom Tassaka, Jack Cummer and Bill Wells.

Nirmal Dillon, a Department of Highways employee in the Headquarters Accounts Section, was named 'Rookie of the Year' for the Victoria Shamrocks Lacrosse Club.

A luncheon was held at Harold's Restaurant recently for Al Slater, at which time he was presented with a briefcase on behalf of Regional and District officials. The presentation was made by Regional Highway Engineer Bill Nelson just before Al left for Uganda where he will be Consultant Engineer for construction of highways in the African nation.

Duffy Chaster from the Duncan crew won the Archie Sherman Memorial Golf Trophy at Duncan.

Joe Proctor, from the Nanaimo office, makes a hobby of travelling to far-off places and drove to Mexico this year on his holidays.

Russ Galloway and his wife are keen square dancers and travel to many places with the Circles and Squares.

On September 17th, the staff at Courtenay gathered to present Mrs. B. D. Muskett with a farewell gift and wish her luck in her career as a full-time housewife.

Hope George, Mechanical Superintendent at Nelson, took a memento with him when he left Prince George, this 7½ grizzly bear hide, the original owner of which was bagged at Pine Pass.

An Inter-City Bowling Tournament between Vancouver and Victoria was held in Victoria, November 6th; Victoria won 41-19. The winning team was from the Highways Department with a score of 5488—winning $25.00. Left to right, George Wagg, Jim Holmes and Bill Ingram. Absent from picture, Betty Ingram and Herta Munroe.

A going-away party was held in the Drill Hall in Kamloops for Archie Campbell, formerly Assistant Mechanical Foreman at the Kamloops Shop, recently promoted to Shop Foreman at Allison Pass. Archie was presented with an automatic 12 gauge shotgun and a nylon winter jacket. He has been in the Kamloops Shop for 14 years. Mrs. Campbell was presented with a corsage. All members of the Kamloops Highway Staff attending the party signed the white wall—a special keepsake for Archie.

Guests at the 4th Annual Vernon District staff party October 15, at the Lakeside Hotel were these 5 retired employees, left to right, Jim Holt, George Jones, R. Sparrow, Shorty Graham and Bert Hassard. Mr. Sparrow and Mr. Graham were honored at the party as the most recently retired, August and September this year. The others retired in previous years—about 125 attended the party.

Al Slater, Kamloops Regional Maintenance Engineer, presents Gloria Yamamoto with a gift. Gloria was shortly to be married.
Bella Coola Flood

On Thursday and Friday, October 21 and 22, a heavy snowfall which was followed by a torrential downpour, caused serious flooding in the Bella Coola Valley. Three major bridges were washed out, as were many minor structures. Approximately five miles of road was completely lost and extensive damage caused to the new pavement between Hagensborg and Bella Coola.

The road was opened between Bella Coola and Williams Lake on Saturday, October 30, to light traffic. Remedial work is being carried out, but it will take considerable time to repair the damage which was caused in a few hours by one rainfall.

Hub City Personnel

Hel Sabey, Stockman, Nanaimo Yard

Vic Brown, Timekeeper, Nanaimo Office, busy at his desk.

CONVALESCENT NEWS

BORACE BROWN, loader operator, has returned from hospital after an operation on his arm.

L. B. GRAY, power saw operator, has returned to his home following an operation.

D. McLEOD, Gangs, is back on the job after an illness.

Friends of GEORGE McCABE, Resident Engineer at Courtenay, were sorry to hear that he became ill in mid-October. He spent some time in the hospital and is now convalescing at his home on Budington Road, R.R. No. 1, Cumberland. It is expected that George will be back on the job early next year.

Weddings

Mr. & Mrs. G. Hoover were married at the Church of the Redeemer on August 28, 1965. Gordon is an employee of the Nelson Bridge Crew and Mrs. Hoover (nee Barbara Bentham) is a stenographer in the Nelson Regional Office.

Mr. & Mrs. William Vatkin were married on September 4, 1965, and will be making their home in Grand Forks.

Hel Sabe y, Stockman, Nanaimo Yard

Burnt Creek bridge looking east.

Foreman Mac Gurr inspecting pavement damage between Hagensborg and Bella Coola.

Wash-out, Mosher Creek Bridge, 42 miles east of Bella Coola.

Bella Coola Flood

Nick and Gloria Rezeli were married at St. James' Catholic Church in Vernon, September 4, 1965. Reception was held at the Lakeside Hotel, Vernon, with 100 guests. Gloria is a clerk in the Kamloops District office.

September 4th was the occasion for the wedding of Mary S. De Rosa, Clerk-stenographer, in the New Denver office, to Wallace Fulco. They were married by the groom's brother, in St. Anthony's Catholic Church, New Denver, and a reception was held in the Memorial Hall, Silverton.

Mr. & Mrs. William Vatkin were married on September 4, 1965, and will be making their home in Grand Forks. Bill is with the Grand Forks-Greenwood survey crew.

J. J. Chegweth, District Office Manager, Burns Lake, was united in marriage to Ellen Betty Lucinda Halfwill of Kingsville, Ontario at 7 p.m., November 6th at St. Paul's United Church in Burns Lake. After a honeymoon in Ontario, the couple will reside in Burns Lake.
Bridge Destroyed... On The Job... Rebuilt

The Osilinka River Bridge, 220 miles north of Vanderhoof, completely destroyed by forest fire August, 1965.

New concrete piers and abutments were poured and ready for Bailey Bridge - September, 1965.

Floyd Richerson, Machinist in the Smithers shop. Floyd has had many years of experience in lathe work.

The concrete pipe crew at Cassidy hard at work at pipe works, after a busy summer on construction projects.

Andrew Kaardal in charge of the pavement burner on the Island Highway north of Nanaimo. Andrew has developed a real skill in operating the burner.

A pair of 21' culverts being assembled at John Brown Creek 20 miles west of Smithers.

The approach at one end of the Hells Belis Bridge 10 miles west of Cedarvale on Highway 16 was washed out by a flash flood caused by a heavy rain late in October.
Ready For The Snow

On The Job

These V plows shown in the Pouce Coupe yard are now of course hard at work in the South Peace River district.

Creston

The Creston crew unloading salt for mixing with sand stockpile.

Alberni-Tofino

Don Bryant, Power Grader Operator, Alberni, is getting ready for winter in the Alberni-Tofino area. Milt Hepner, Mechanical Foreman, Alberni, fitted the unit.

Drilling

Christina Lake

Pete Salamandyk, rock drilling on Road No. 49 Alpine Inn-Texas Point at Christina Lake.

Salt Spring Island

The Gulf Islands are very heavily underlaid with solid rock; machine driller and powderman, Gus Barguland, is busy drilling holes into Salt Spring Island.

Pender Island

Rock drilling, Pender Island, for approaches to new Pender Island Ferry Landing at Otter Bay.
A Study In Standards

When a section of highway is rebuilt we soon forget what it used to look like. These 3 pictures show what does happen to a fairly typical piece of British Columbia Highway. The top picture was taken around 1928 (the quality is poor because it was blown up from an old postcard); the middle, in 1950 and the bottom, in 1964. The view is west toward Mount Cheam on the Trans-Canada Highway a few miles east of Bridal Falls. While the contrast between 1928 and 1950 scenes is more obvious, the changes in standards of alignment and grade in the 1964 view were even greater.