Ice Takes Out Bridge at Smithers, Crews Move Ice and Build New Bridge in Record Time

On Good Friday, April 8th, a massive ice jam destroyed the Bulkley River Bridge at Smithers and flooded surrounding land. The same night work began to improve a detour road and less than two weeks later a new Bailey Bridge was opened to the public.

Ice surrounds the remaining pier at the Bulkley Bridge; the ice was from four to five feet thick and in big chunks.

On April 8th, the highest temperatures across Canada were recorded and the Bulkley River ran clear. At 8:00 p.m., that day S. J. Svitko, District Superintendent was advised by the R.C.M.P. that the Bulkley Bridge had been pushed out due to heavy ice flow which jammed downstream after taking out the bridge.

Local highway crews were called out and by 10:00 p.m. work had begun on the upgrading of a detour road from Takwa to Moricetown, a distance of 35 miles. Blasting of the ice was started Tuesday, April 10th and resumed in daylight hours until Monday noon when three quarters of the ice jam was moved and the bridge site cleared. The tailings of the jam, known as slush ice, hung up and blocked the river downstream from the bridge causing extensive flooding for the second time. Blasting was immediately resumed.

Because there was no water in the river channel the ice was hard to move, Victory finally came about 4:00 p.m. Tuesday, April 12th. Approximately 8,000 pounds of dynamite had been loaded in plastic bags, tied by rope and placed under the ice. The placing of the powder was done from a hovering helicopter by Powderman Vern Kingsley of the Kamloops District, with the assistance of Pat Carr, Regional Maintenance Engineer of Prince George. The blasts were synchronized to go off every 15 minutes. They consisted of 150 to 350 pounds each.

An ice jam up stream at Quick about 25 miles away was a constant threat but was watched closely from helicopter by District Officials.

Owing to the excellent co-operation of the adjacent districts and private suppliers all materials required arrived at bridge site Monday night, April 11th. Work on the false work of the new bridge was started Wednesday morning, April 14th. The north side of the bridge was under the direction of Dean Barlow, Prince George Bridge Foreman, with crews from Prince George and Burns Lake. The south side of the bridge was under the direction of Roy Sabey, Bridge Foreman at Smithers, with crew from Terrace. Upon completion of piers on April 19th the Bailey Bridge, 190 feet of triple single, was erected on the south side of the river under the direction of Art Olson of Terrace. The Bailey Bridge was launched from the south side on Wednesday morning, April 20th. The last 100 feet was put on in section from the north side.

The bridge was open to traffic on Thursday night at 8:30, April 21st. During this entire period bridge crews worked from 6:00 a.m. to 8:00 p.m. and road crews on the detour route 24 hours a day. The whole operation was plagued with freezing temperatures which dropped to 2 degrees above on April 10th along with snow and high winds.

Cover photo—
destruction of Bulkley River Bridge—Smithers.
Minister’s Message

We don’t usually single out any particular district or group when passing on bouquets but we like to think the job at Smiths was more typical than exceptional. We have had a number of comments from the travelling public, and in particular residents of the area, expressing their appreciation for the work done by crews and officials in Region Four and the Smithers district in getting a detour road in shape within a few hours and a Bailey bridge into place within a few days after ice had knocked out the old bridge. We have recently had another one at Vancouver when an unladen barge took out a 150 foot truss in the old Fraser bridge. Again crews and officials pitched in and had a temporary Bailey span in operation in 4 days. These operations are not our most rewarding work but they are among the most important.

P. A. Gaglardi, Minister

Bulkley Bridge (Cont.)

Bailey Bridge being pushed across the open span of water after ice took out 290 feet of the Bulkley Bridge at Smithers.

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Words of Wisdom

There are two days in every week about which it is useless to worry.
One is yesterday with its mistakes and cares, its faults and blunders.
The other is tomorrow. It too, is beyond our control.
Tomorrow’s sun will rise either in splendour or behind a mask of clouds — but it will rise.
That leaves today and usually our present trials are easier to bear than remorse for what happened yesterday, or dread of what tomorrow may bring. Let us, therefore, journey but one day at a time.
Morley C. Hyatt, Foreman at Kaslo, at the controls of a pull grader in use many years ago.

About 25 years ago at departmental garage, New Denver. Shown, right, John Taylor, General Foreman, Kaslo-Sicamous District, now deceased. The others are, left to right, Resident Engineer, Ross Workman, now Records and Estimates Engineer, Victoria; J. McDonald and E. Jameson.

Jim Horswell, Engineering Aide at Pouce Coupe, poses on an old "belly dump" gravel wagon. He couldn't find a unit number on it but maybe it was stamped on the horses.

Road building in the Fernie District in 1929, Benny Lasalle former mechanic foreman at Fernie and now with the Department of Commercial Transport is operating the 30 Holt gas cat. Jack Thomas is on the pull grader.

A. DeLisle, Joe Pringle, Dan Blythe, Ernest Kingsley on highway near Rock Creek Canyon in 1930.

The Cariboo Observer reported this item 40 years ago:

*A power grader, the first of its kind seen in that district arrived there on Tuesday for the department of public works, and was placed at work on the main Cariboo Road, between the Rancherie and Dog Prairie. Floyd Vernon was in charge.
Pack train north of Fort St. James, heading for the Germansen Landing area in the late 1920's.

Caption on this picture from the Provincial Archives refers to this as “17-Mile Bluff-Cariboo Road.” Remarkably sharp photo was taken nearly 100 years ago before the railway moved in and displaced many sections of the original Cariboo Road through the Fraser Canyon.
Department Takes to Boats for River, Lake and Sea Bottom Surveys

The New Westminster Sounding Crew headed by Jack Cummer takes annual readings of river bottoms to inspect for erosion at the many provincial bridges, such as Port Mann, Patullo and Trail or Nelson bridges. This information is also of assistance in the location of new bridges, such as Fort Steel or Canal Flats.

The crew has been kept busy for the past two years taking soundings of harbors for the Ferry Authority’s new wharves. They have just completed work on the Kelsey Bay Terminal for the Vancouver Island-Prince Rupert Ferry route.

A grid is established from stadia shots on shore and the crew then endeavors to establish a profile of the bottom on a set line. This is done by an “Echo” sounder which sends electric impulses from a “fish,” immersed at a set elevation, to the bottom. These impulses bounce off the bottom and are picked up by a receiver in the boat that plots the wave impulse on a wet moving tape. This information is compiled and with special scales and instruments is plotted on sounding plans. Jack Cummer handles the crew and instruments with Bruce Wilson as aide. Vern Poustie operates the boat and keeps it on line. George McArdon runs the sounder. Contact with shore is usually maintained by portable radio or, if distance is not too great, by hand signals.

JOHN H. SISSONS retired February 28 after being on compensation for a year as the result of a serious accident on Highway 401. He and R. Olhausen were in the rear of a hired sanding truck during the severe weather in January, 1965 when the elevated box hit an overpass structure throwing them to the pavement. At a farewell gathering in Cloverdale he was presented with oil paints and easel, and his wife, Mrs Sissons, received a table lamp. They will continue to live at 864 Stayte Road, White Rock. He worked for the Delta District since July 1955.

W. G. McLauchlin retired from the Department of Highways Patrol in May. Bill began with the Patrol in April 1958 and worked chiefly in the Oak Street bridge and Deas Tunnel area. For the past year he has been doing stores and clerical work at the Second Narrows Patrol Office.

JIM DODGE, Bridgeman 3, recently retired and received a presentation from the Merritt crew. The Merritt branch of the Government Employees’ Association also presented a wallet and an honorary membership to Jim for 18 years of service.
A reception was held in Victoria on April 15th, 1966, for Jack P. Hague who retired on March 21st, 1966, as District Engineer at Burnside. After dinner, Deputy Minister, H.T. Mieland presented Mr. Hague with a chaise lounge and a billfold on behalf of the Regional and Headquarters Officials present.

Mr. Mieland spoke at some length on Jack's long and varied career.

Jack was born in Winnipeg, Manitoba, and attended school there. During the period of 1923 to 1941 he was a resident engineer for the Canadian Pacific Railway, the Manitoba Highways Department and the Department of Transport. From 1941 to 1947 Jack served in the Royal Canadian Engineers where he was promoted to the position of Major. His first commenced with the Department in July 1947 and served as District Engineer at New Westminster, Cranbrook, and as Divisional Engineer at Williams Lake. Later, he was transferred to Victoria and assumed the position of Senior Maintenance Engineer and later Senior Location Engineer. In June 1959, Jack left the Department and worked for the Federal Government as a consulting engineer in charge of Trans Canada Highway construction at Revelstoke. In July 1962, he returned to the Department as District Engineer for Esquimalt and Saanich districts which he held until his retirement in March. Earlier, another presentation was held at Langford where he was presented with an automatic 35mm camera by the District Office Manager, D.N.J. Wardell, from all the employees of the District.

PERCY BEACH retired March 31 after 17 years service. He started at Cloverdale in 1949 with the Bridge Crew and came to the Vernon District in 1951 and retired as brushing crew foreman. He has one son and two daughters, 10 grandchildren and two great grandchildren.

W.D. OGLIVIE has retired after 37 years service as Head Ferrymen on the Harrop Ferry. "Bunt" Ogilvie started with the Department on the first Harrop Ferry on July 1, 1929, shown in the picture taken in 1930. A retirement party was held for him on March 19 at the Proctor Community Hall attended by 75 fellow employees. Bunt was presented with a reclining rocking chair by District Engineer Ray White. Below is a recent picture of Bunt with his dog.

JOHN COVALCINE retired in Cranbrook May 31, after having worked for the Department since February 1940.

HENRY B. DAVIES, powderman for the Parksville Maintenance Crew retired June 8. Harry was first employed in the Sayward Valley in 1925. He worked under Tom Glover on the Comox District Bridge Crew and then transferred to Parksville Maintenance. The Comox Branch wish him the best of luck on his proposed trip to his birthplace in Wales.

A farewell luncheon was held at the Rotary Club in Revelstoke for Resident Engineer Bob McInnes who retired in May this year after completing 26 years service with the Department. Bob spent 20 years of his service with the Construction Branch and was working on the Mica Creek access road at the time of his retirement. E.C. Webster, Director of Construction, is shown presenting Bob with a scroll for meritorious service.

A.W. KERR has retired from the Department of Highways after 10 years service as Bridge Foreman in Omineca West District. He had worked part time for the Department before starting permanent service. Mr. Kerr plans to spend his retirement fishing and travelling. Everyone in Omineca West wishes him a very happy retirement.

EMIL CARR, a member of the Lake Cowichan Crew since 1950 retired in April.
Safety Stories Awards

J. R. Krushinsky, Regional Maintenance Superintendent, and H. D. Francis, Regional Safety Officer, presenting the General Motors Products Award for the greatest annual reduction of mechanical and vehicular accidents to Jack Lacey, chairman, Kamloops District Safety Committee.

R. W. Veitch, District Superintendent, presents Walt Caryk, Mechanic Foreman, Boston Bar, with bronze safety award. Vince Adamski, Boston Bar Maintenance Foreman also received a Bronze Award in behalf of the Lytton and North Bend Ferry crews.

Ed Arnston and Mel Callbreath accepting safety awards from District Superintendent, P. A. Tondevold. The Fort St. John Shop under Mechanical Foreman Ed Arnston has operated 61,142 man-hours without a time-loss accident. This earned the crew a bronze safety award. Mel Callbreath and his maintenance crew at Telegraph Creek earned a Gold Safety Award, (the first such award in the North Peace River and Atlin North Districts) for their efforts in recording 83,200 man-hours without a time-loss accident.

H. Coupe, District Engineer, Salmon Arm, presented Dave Day with a new pair of safety toed boots which were awarded because he was wearing safety footwear when an accident occurred. By wearing the required footwear, he saved his foot from serious injury. It is noted that the Celista Maintenance crew had been wearing safety footwear for eight months prior to the January 1st deadline.

Left to right: M. W. Bernt, Road Maintenance Foreman; G. R. Kent, District Superintendent; and J. M. Smith, Mechanic Foreman, Vanderhoof. Mr. Bernt and Mr. Smith are holding Bronze Safety Awards recently awarded to the Vanderhoof Road and Garage Crews. The Road Crew award represents eight months of accident-free operation, while the Garage Crew award represents two years.

Resident Engineer, E. R. Long, right, presenting a bronze Safety Award to the Esquimalt Bridge Foreman R. B. Hedstrom. Other members of the crew present are, left to right, M. J. Walker, D. S. Brown, J. J. Popadyneec, M. Smith, H. P. Goodmanson and A. Johnston.

A tailgate meeting is always a good idea before starting on a job. Here, Foreman Frank Praill is briefing his crew before they leave to construct a camp at Trout Creek. The crew are, left to right, Dick English, Boyd Kincaid, Fred Pailister, Ken English, Bruce Inglis and Frank.
Regional Awards
North Okanagan-Vernon

The North Okanagan District was presented with the annual D. R. McLeod Memorial Award for the best safety record in 1965 in Region two. The District encompasses Enderby, Lumby, Cherryville and Vernon. The District also placed fifth out of 39 districts in the province, the Assistant Deputy Minister, F. A. McLean, informed the 135 North Okanagan District employees, guests and wives who gathered in the National Hotel for the annual safety award dinner. The photo shows the Assistant Deputy Minister and the men who jointly accepted the trophy in behalf of the North Okanagan District. Left to right, Mr. F. A. McLean, Dave Edwards, Vernon mechanical staff; Charlie Fisher, Vernon; Alfred Ray, Lumby; Roger Demers, Cherryville; Harvey Stenquist, Enderby; Charlie Hinman, Vernon Bridge crew.

Dewdney East-Chilliwack

The Dewdney East-Chilliwack District was presented with the award for the best safety record in Region One for 1965 at a banquet held in the Canadian Legion Hall in Chilliwack. The Assistant Deputy Minister F. A. McLean also informed the employees that their district placed third out of 39 districts in the province. The photograph shows the Assistant Deputy Minister, the District Superintendent and the men who accepted the trophy in behalf of the district. Left to right, back row, C. D. Johnson, Bridge Foreman; John Oliver, Mechanic Foreman; Mr. F. A. McLean, N. W. Wells, District Superintendent; W. Pullin, Mission; Henry Klassen, Office. Front row, left to right, P. A. Hassard, Abbostford; Vince Franklin, Sign Foreman and Chairman of Safety Committee; W. Cameron, Agassiz; Don MacColl, Rosedale.

Headquarters Safety Award

F. A. McLean, Assistant Deputy Minister, left centre, presented a Bronze Safety Certificate to the bridge design section and a Gold Safety Certificate to the bridge construction section of the bridge branch. Accepting the certificates on behalf of the branch, are L. C. Johnson, left, Bridge Design Engineer, J. A. Alton, right centre, Senior Bridge Engineer and W. A. Bowman, right, Bridge Construction Engineer. These are the first Safety Certificates awarded to a Headquarters Branch.
Fred Trueman has been transferred from Hazelton to the Smithers shop as Auto Mechanic. Fred's pastime is fishing and telling stories about it.

Regional Materials Engineer Mario Merlo, right, presenting a farewell gift of an electric carving knife to John and Maisie Brenner. John recently won a promotion to Engineering Aide 3 and has been transferred from Nelson to the Burnaby Testing Laboratory. The presentation was made at a farewell party held in their honor at the home of Tony Bodnarchuk.

Doug Fielder, Auto Mechanic, has been transferred from the Hazelton shop to the Smithers shop. Doug's hobbies are repairing old steam engines and prospecting.

Tom Taylor, Road Maintenance Foreman 2, north shore Shuswap Lake. Transfer reported in March issue.

Superintendents
On the Move

Changes involving ten District Superintendents and Engineers took place recently.

BRUCE GILMOUR, formerly District Superintendent in Chilliwack is now District Superintendent of Bridge Maintenance in North Vancouver.

E. A. STAITE, District Superintendent at Rossland has been transferred to Fernie.

N. W. WELLS, Bridge Maintenance and Patrol Superintendent in North Vancouver is the new District Superintendent in Chilliwack.

District Superintendent BILL HELMSING has moved from Vernon to Merritt.

R. W. VEITCH, District Superintendent at Merritt has been transferred to Burns Lake.

PAT DUNN, District Superintendent in Burns Lake will be moving to Vernon.

EARL LUND, Regional Materials Engineer, Prince George, is the new District Engineer in Prince Rupert.

ROGER McKEOWN has left Prince Rupert to take up his duties as District Superintendent in Rossland.

R. M. BOSS, District Engineer, Fernie, has been transferred to Prince George.

ALLAN F. PARK formerly District Superintendent in Prince George has moved to Burnside succeeding Jack Hague who retired in March.
Promotions

Miss Lynne Taber won through competition the position of clerk-steno in the Quesnel District Office. Lynne comes from New Westminster where she attended the commercial college after graduation from the Maple Ridge High School.

Bill Bates, Salt Spring Island is the proud owner of a new cruiser. Bill was recently promoted from Grade 2 to Grade 3 Road Maintenance Foreman.

Harry Haigh was recently promoted to Road Maintenance Foreman 3 at Fernie. He began with the Department in 1947 as Bridgeman and later became stockman and road maintenance foreman 1.

Ross Ellis has been reclassified from Engineering Aide 3 to Engineering Assistant. Ross has been with the Department of Highways for 12 years and has served at Merritt, Kamloops, Lillooet and Chilliwack for the past four years.

Mike Frisina recently won through competition the position of Road Maintenance Foreman 2 in the Merritt area. Mike was previously Road Maintenance Foreman 1 at Cranbrook.

Dean Anderson, Engineering Aide 1, was promoted to Engineering Aide 2, in the Nanaimo Office. Photograph shows Dean holding the level rod, Harby Grewal on the level and Tom Aarts on the picket.

Oliver King recently promoted to Office Manager in the Salmon Arm Office. Oliver replaces the late Doug Dean.

DOYLE McNABB has been promoted from Senior Clerk to Office Manager at the Pouce Coupe Office, Doyle, with the Department since 1956, is married and has two children.

HOWARD GANN has been promoted to Bridge Foreman 3. He has been on bridge work since February, 1948 and has been with the Lillooet District since 1951.

GLEN HUNTER of the Smithers shop has recently been promoted from auto mechanic to heavy duty mechanic.

Safety (Cont.)

On April 8th a well attended safety rally was held in the Lillooet Community Hall. A safety shield, representing the greatest one year reduction in accidents, was presented to the Lillooet District. Harry Francis, Regional Safety Officer; Bert Dibben, Regional Mechanical Superintendent; Ken Jackson, Accident Co-ordinator, Victoria; spoke on different aspects of safety. Films were also shown.

A meeting was held February in Nanaimo as a Safety Workshop with representatives from all crews in attendance. A number of interesting films were shown and Regional Safety Officer Alec Caldwell outlined safety matters. District Superintendent John Morris congratulated the entire Nanaimo District Road Maintenance forces for reaching a Bronze on Gold equivalent on the Safety Program.

Murray Ramsay, Salmon Arm Safety Officer and Tom Churchill, chairman of the Salmon Arm Safety Committee, attended the first Safety Seminar held in Region two at Allison Pass. They reported that it was a very interesting and worthwhile experience.
GOLF TOURNAMENT

Ross Ellis of Chilliwack was the winner of the inaugural match of the Department of Highways New Westminster Golf Tournament started at 12:00 noon March 19th, at Green Acres Golf Club. Others in the tournament were, front row, left to right, Jim Page, Ernie Shannon, Tom Tasaka, Glen Rowland, back row, left to right. Wayne Fiest, Ron Rowland, Jim Wilson, Bill Alexander, Jack Cummer, Ken Byrnes, Bert Larsen, Ross Ellis, Gordie Rowand. A second match held April 23, at the Meadowlands Golf Course saw Gordon Vance win low net trophy and Texaco Trophy and Chilliwack won the team trophy.

SHOOTING TROPHY

A Department of Highways team became the first winners of the Alex Frohek shooting trophy in a meet Sunday, March 6, at Kamloops. Gun Club's Palmer Gulch shooting grounds. Nine teams competed under difficult conditions in a high wind. The winning team consisted of, back row, left to right, J. B. Leighton, Robbie Jamieson, Dennis Jones, front row, Bob Jamieson, left, Earl McLeod, right.

VOLLEY BALL


Two ladies of whom the Salmon Arm District is justly proud are stenographers Wanda Jones, right, who recently won the best supporting actress award in the Vernon Drama Festival, and Agnes Rudeen who directed the play.

Nelson Location Branch Resident Engineer George Musselwhite relaxing on the beach with his son. Wonder if George really knows how to play that guitar?
Mrs. Dorothy Wilkins, Clerk in the Grand Forks office, plans to forget books, typewriter and radio for four weeks while touring England, Ireland and Scotland. Dot is on the charter flight to London sponsored by the British Columbia Government Employees Association.

BILL BATES, road maintenance foreman, Salt Spring Island and his bowling team won the 1965 Legion Trophy.

ALEC BRAYDEN, road maintenance foreman, Qualicum, has been elected President of the Canadian Legion, Tofino.

LARRY STILLING, mechanic in the Nanaimo workshop and his family spent the month of February in Hawaii.

RAY STEPHENSON, Office Manager in the Quesnel District Office is holidaying in England. A Government Employees’ chartered flight took him to London where he will be visiting relatives and friends. A combination bus and train tour will take him to Wales and Scotland before he returns.

MAUREEN LEMMERICK of the Alberni staff is taking part in the drama in the Alberni Valley. She recently had a leading part in a play presented by the Masque Dramatic Society.

Convalescents

J. A. RYCKMAN of Creston, has been away on sick leave since April 1st, recovering from an operation on his hand. Friends and co-workers wish him a speedy recovery.

MRS. FERN BADHAM, Clerk in the Prince George Office has recently returned to work after two months sick leave, including three weeks in the hospital.

Department of Highways entry in the Creston Blossom Carnival held on May 22. This float depicted the abominable snowman and was made from real snow by members of the crew stationed at the Salmo-Creston Summit—F. Ryckman, B. Tona, R. Browell, and A. Sucik.

Lyle McNabb and Donna Major were married at the First United Church in Dawson Creek May 14. Lyle works as an Engineering Aide for the Department of Highways at Prince Couqe and Donna is a stenographer with the Lands Department.

Ivan Morris and Shirley Patterson were married by the Reverend Howard P. Collins in the United Church in Haney, B.C. Ivan has been with the Department for 15 months working in North Vancouver with the Bridge Maintenance grounds crew.

Don McSween and Bonalin L. Carmichael were married recently in Kamloops. Don is the Number 1 Radio Operator in Region Two and his pretty bride is a nurse at Royal Inland Hospital. The pair were married by the groom’s father, the Reverend McSween, who was visiting in Kamloops where he had been pastor of the Presbyterian church some years ago.

Abominable Snowman

RICK KIRBY, mechanic in the Nanaimo workshop was married to Nadine MacLean in January. The bride was employed in the Parliament buildings, Victoria.

BILLY ANDERSON, Engineering Aide in the Nanaimo Office was married recently to Dawn Armishaw.
In the interim, Louis Johns, not knowing what was happening, had found the stolen loot and returned it to the yard. The thieves, returning to their cache, found it gone. Then the roof caved in — the police arrived and the three culprits were put under arrest and taken to the Department of Highways yard where the witnesses were interviewed and the evidence retrieved. The time — 7:30 a.m., a fast job, the result of civilian-police co-operation.

Lightning strike to the yard; outside Foreman Bill Bates and mechanic Roy Jack were caught in the storm. Inside Foreman Bill Kimble and Mechanic Vic Morrison were taken by the storm. The loader was damaged and the crew was soaked.

The Salt Spring Island crew has received considerable favorable comment regarding the safety scaffold they have built for falling overhead branches. The unit was designed and built by Road Maintenance Foreman Bill Bates and mechanic Charles Buckley.

Richard Kirby, left, and Mel Payne, right, are pictured with Russell Gal loway who captured injured eagle on Island Highway. The bird lived and was turned over to the Victoria Bird Sanctuary.

Road Maintenance Foreman Vic Morrison (on loader) and Mechanic Foreman Bill Kimble, both of Prince Rupert, are somewhat confused — they wonder if the loader could have shrunk during shipment. Actually it belongs to the Department of Public Works and performs many useful tasks around the Courthouse grounds.

Left to right, Murd. McLennan, Ray Pakka, Murray Ramsay, Louis Johnson.

An early morning break-in of the Salmon Arm "Jersey Bar" was witnessed by Mr. McLennan on his way to work at 7:15 a.m., who notified Murray Ramsay and he informed the police of the robbery. The escaping robbers were also seen by Ray Pakka.

In the interim, Louis Johnson, not knowing what was happening, had found the stolen loot and returned it to the yard. The thieves, returning to their cache, found it gone. Then the roof caved in — the police arrived and the three culprits were put under arrest and taken to the Department of Highways yard where the witnesses were interviewed and the evidence retrieved. The time — 7:30 a.m., a fast job, the result of civilian-police co-operation.

The above picture shows the Duncan Safety Device developed in the Salmon Arm Shop by Doug Duncan, a blacksmith with the shop crew at the time. The device has been installed on all trucks since 1956.

The original shed on Texada Island in contrast with the shed finished this year.

Department Employees Aid Police

Before & After

Left to right, Murd. McLennan, Ray Pakka, Murray Ramsay, Louis Johnson.

Bird Catcher

Ideas

Safety Scaffold

Duncan Safety Device
This is how George Mercs, Engineering Aide at Revelstoke made the Road Runner. Some people play hard to get, so naturally the photographer has to take drastic steps, even on George’s table, to get results. Born and bred in Revelstoke he claims there is no place like it. This remark draws various comments, particularly during the winter. George’s passions are hunting, gardening (he is known as the Jolly Green Giant of Revelstoke) and driving a Volkswagen.

Mrs. Masuko (Mary) Higano, clerk typist in the Revelstoke District Office, is obviously not from Texas. Petite, Mary is only 4'6” tall even with her shoes on. This presents minor difficulties such as filing in the top drawer of the filing cabinet and making tea on a three foot table. Mary is a very charming person, is happily married and has three children.

Bilingualism seems to be the fashion today, but this presents no problem to Mary who has been bilingual all her life. Various delegations from Japan have been very fortunate in securing her services as interpreter and hostess during their visits to Revelstoke. Mary’s Centennial project—to build a counter which she can see over!

Pete Methuen (car 600) hard at work maintaining radio communication in Region three. Pete has been attached to the Department for over two and one half years. He is married and has four children.

Left to right, Dave Sicotte, Val Roth, Don McLennan—all members of a location party working on the Yoho Canyon Project.

Region Three Location Branch Engineer Ted Floren.

Dick Mathews, Quinto Maida, Dennis Purdy, left to right, members of the Construction Branch crew working on the Kinnaird Interchange.

Ray Gould, L. Buskey and Dale Cooper on the Paldi Project, Lake Cowichan Road.
The East Kelowna Bridge across Mission Creek was burned by vandals on May 10. Left picture, deck damage, showing cans used to carry creosote and kerosene to set the blaze. Right picture, underside of bridge, damage to needle beam, sway brace and decking. The bridge has been completely repaired in quick time by Bridge Foreman Lloyd Batie and his combined Kelowna-Penticton bridge crew.

Mamquam Blind Channel bridge, Squamish, being demolished. Part of new bridge can be seen on the right side of picture.

New bridge at Kaslo nearing completion. Pictured at work are W. Welch, R. Hopp, and E. Klein of the Kaslo-Slocan Bridge crew.

L. Newsham, foreman at Port Hardy, standing in front of 95-foot fir bridge stringers measuring four and one half feet at the tip.

A. Cassagrante, Road Maintenance Foreman, Duncan, looking over a slide on Riverbottom Road. This slide was successfully repaired.

Charlie Boyden, graderman on the Duncan crew at work in his machine on the Lake Cowichan Road.