Columbia River Bridge at Kinnaird looking north toward the confluence of the Kootenay and the Columbia rivers near Castlegar.
The Paving Branch

The Paving Branch has made rapid strides during the past ten years. It evolved from a nucleus of a few men whose knowledge of paving was drawn from experience, as little technical data was available, but who, nevertheless, produced some excellent pavements, many still in operation. Today it is a highly technical branch comprised of engineers and technicians capable of operating the latest scientific equipment and using the most modern techniques in paving construction.

Headquarters for the Paving Branch is located in Victoria and is headed by John Kerr, Senior Paving Engineer, ably assisted by Peter Barnes, Jovial and capable Mary-Ellen Kingsfield is the office stenographer. The Paving Branch is responsible for the design, preparation, estimation and supervision of all paving contracts. It also supervises some curb and gutter work, some minor grade construction and oversees the operation of departmental pumixing and seal coat work. The Branch also provides technical advice on pavement maintenance techniques to the maintenance personnel.

John Kerr

Mr. Kerr is a graduate of the University of Edinburgh in Scotland, He joined the Paving Branch eleven years ago, after experience in paving on the prairies. He has also had considerable experience in the construction of airfields in the Middle and Far East, He was president of the Canadian Technical Asphalt Association in 1968 and is presently a member of Council of the Association of Engineers of B.C. His spare time is taken up by the South Vancouver Island Rangers, where he is assistant Ranger, and by the Victoria Rugby Union, of which he is the past president.

Peter Barnes

Peter Barnes is a graduate of the University of Saskatchewan. He started with the Paving Branch as a student in 1957 and on graduating in 1963 was posted to Victoria. Peter is tall, broad in the shoulders and efficient, nothing seems to ruffle him. He lives with his family in Esquimalt.

The Paving Branch operates under the "Regional Plan Organization" which is an effective system for decentralization. Thus at each Regional headquarters there is a Paving Engineer or Paving Superintendent. These are John Hynds in Region 1, Pat Bonser in Region 2, Hank Sawatzky in Region 3 and Harry Waring in Region 4. At the present time there are Regional laboratories in Vancouver, Nelson and Prince George. They are equipped to carry out the necessary testing on liquid asphalts, gravel and the combination of the two. As these laboratories are staffed by highly experienced laboratory technicians, they are also used for the winter training of Branch personnel as laboratory technicians. In addition to the Regional laboratories there are seventeen mobile laboratories, 30 feet by 8 feet trailers assigned to projects and staffed by technicians under the direction of the resident paving engineer of the project. One laboratory is currently in use on the Queen Charlotte Islands.

There are approximately 80 members of the field staff, resident engineers, engineering assistants and engineering aids, trained in laboratory work, including the design of asphalt mixes and the techniques of paving and survey work. In the summer work they are supplemented by 80 to 150 university students, depending on the number of contracts awarded.

During the winter the Paving Branch men may be found anywhere in the Province on survey investigations for next year projects, at the drawing boards, at crusher sites checking the gradation, in the laboratories running preliminary Marshall designs on aggregate from new pits, or working for other branches such as Maintenance, Materials Testing, Construction or Location.
Minister's Message

We are going into our busiest season. It is also the start of the annual tourist migration to B.C. As we have said before, we can't build roads without making a little dust but let's do our best to ease things as much as possible for our visitors. There were more than 5,000,000 of them last year. If we have to occasionally delay the traveller (and we include our own B.C. vacationer, of course) detour him, or even dirty his car a little, let's offer him help, guidance and a smile, and see that he "gets through" with the least difficulty. Tourists spent more than $200 million in B.C. last year but even if they didn't spend a nickel we owe them the courtesy of good hosts and neighbours.

P. A. Gaglardi, Minister

"I've been wondering why I couldn't steer around that tree!"
Department Crew Keep Open Highest Arterial Highway In Canada

In front of the famous turbine Series 5000 snow plow are members of the crew, left to right, John Edwards, Lloyd Olson, Ralph Wright and John Morrow.

Jack Brinley keeping in touch with the crew and outside communities. Communications are through the regular department radio system and radio telephone.

Winter Work In The Paving Branch

Last winter a crew of 12 under Foremen George Lipsack and Bud Lovestrom, fought a hard battle to keep open the Salmo Creston Section of the southern Trans-Canada Highway, on which the "Kootenay Pass" is located.

The Salmo Creston Section, 41.76 miles in length, crosses the Selkirk mountains through Kootenay Pass. It climbs 15 miles from an elevation of 3,000 feet at the Salmo end, to the summit elevation of 5820 feet. The climb from east to west is less severe, using 27 miles to climb from the 1,750 foot level at the Creston end to the summit. However, the steepest grade on the highway, one mile of 8%, is located on the east side two miles from the summit.

The average annual snowfall at Kootenay Pass is 500 inches. Last winter the total was 635 inches.

John Perschy, left, and Norm Birklund, right, Paving Branch, setting up a transit on a P.O.T. situated on a railway crossing west of Houston. Norm is married and has five children.

Snowshoes are a must in the North especially on Highway 16's Hungry Hill. Ron Macham, Paving branch, finds them handy when locating P.I.'s set back some distance from the highway.
Weed Brush Control School Started

The Department has recently inaugurated a series of schools dealing with chemical control of weeds and brush. The first session was held in Vancouver on April 4th and 5th, the second in Nelson on May 3rd and 4th and the third in Kamloops on May 9th and 10th. A fourth school is expected in Region 4 in the near future. The schools, conducted by Michael Pope, Landscape Supervisor, and A. L. "Scotty" Freebairn, District Engineer from Kelowna, have been attended by sixty district officials and spray equipment operators. The informal talks were supplemented by slides, and concluded with practical demonstrations using the Department's John Bean high-way spray equipment.

Scotty Freebairn and Michael Pope with the Foreman at the Region 1 week and brush control school.

50 Attend Region 1 Foreman's Conference

A Senior Foreman's Conference was held in April at The Golden Chalice, Lougheed Highway and North Road. It was attended by about 50 employees from North Vancouver, New Westminster, Chilliwack, and Bridge Districts.

Principal speaker of the morning was W. H. Forrest of the Superannuation Branch who gave an excellent talk on Superannuation and Group Life Insurance. His speech was the highlight of the meeting and he was asked many questions.

F. A. MacLean, Assistant Deputy Minister, was able to attend the meeting, while on his way to Salmon Arm, and spoke on general problems and answered many questions with the assistance of J. A. Denison, Senior Maintenance Engineer. The other speaker was Eward McLeod, Regional Driving Instructor.

GEORGE KOVALCIK, in the Salmon Arm District, was selected as one of five men who attended a Foremanship and Supervisory Practices Course, held at Kelowna, presented by the Department of Adult Education.

The Unsinkable Foreman

So you're not paid enough and the going is rough And the co-operation seems nil, And it's blood that you sweat for what you get And your road is all hot and uphill But you know, after lunch, there is one in that bunch Who will throw paper cups on the floor, You keep quoting the rules appertaining to tools Til' you're hoarse and you're blue in the face, But again there is one when the day's work is done Who will leave tools all over the place, The years come and go and the first thing you know You're as bald as an egg and disgusted, The same guy as before throws his cups on the floor And the other guy's tools are all rusted, You may think you're a flop, I'd advise you to stop And give credit where credit is due! What about all the rest your teaching impressed, And there's still time to work on those two, No time to lose heart, just take a fresh start, And then on one miraculous day, Those guys catch on and the cups will be gone, And you'll find all the tools put away!!!

On April 26, 1967, the Nelson District held a foreman’s workshop at the Nelson Court House. Those in attendance were, front row, left to right, M. A. Merlo, District Engineer; D. Godfrey, District Office Manager; Vic Vincent, Creston Foreman; Charles Jeffs, Nelson Foreman; W. Budden, Resident Engineer, Creston; back row, left to right, Mike Joy, Creston Foreman; B. Toner, Creston Foreman; Bob Baker, Nelson Bridge Foreman; Reg Dill, Nelson Engineering Assistant; T. Nutter, Nelson Foreman; B. Thompson, Boswell Foreman; and Floyd Gibbons, Salmo Foreman.
The Chilliwack District Bridge Crew, under foreman C. E. Johnson recently replaced the old Cultus Creek Bridge, left, with a new one, right. The bridge site is in the Cultus Lake Area, about six miles south of Chilliwack. Foreman D. C. MacCol was in charge of rebuilding the approaches. Paving of the approaches and bridge deck was under the supervision of foreman D. C. Richier. The new Cultus Creek Bridge has a roadway width of 24 feet, (5 feet 4 inches wider than the old one), sidewalks on both sides, and a length of 120 feet.

The East Wellington Bridge in the Nanaimo area was recently rebuilt. The crew, left to right, Mat Cameron, J. Shepherd, Art Tanz, Don Laberge and Foreman Arnold Clover.

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Some of the Pouce Coupe District bridge crew shown immediately after placing the last 2"x6" laminate on the Kiskatinaw Bridge at Mile 20 on the Alaska Highway. The bridge is 533 feet long and 26 feet wide.

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This is the first automobile to travel from Seattle, Washington to Hazelton, B.C. The car is a Studebaker Flanders. The picture was taken in the late 20's and this was the second trip made by the old timer. It is seen here facing the old Vanderhoof Hotel and being admired by some of the local people. According to reports, the initial trip in 1921 was quite an expedition. Because of the condition of the roads at the time between Burns Lake and Smithers, the car had to be dismantled piece by piece and carried by pack horse until road conditions improved. Then it was reassembled and went on under its own power.

Above—this screening plant was located at Canal Flats in 1929. Horses then pulled sled over the ramp and the gravel was sorted. Tyler Lindberg who now works at Jaffray with the Department is on the right.

To the left—unusual job for the Fort St. John bridge crew was the lifting of an impression of a dinosaur's footprint from the Hudson Hope Dam area where it was discovered during excavation of the Power-house. The footprint is to be displayed in the new Provincial Archives at Victoria. In the picture, Bill Marchall is operating the crane, Henry De La Ronde is on the truck and Erling Ness is steadying the cast.
The Hazelton Road Maintenance Crew of the Smithers District received a Gold Award presented at a Safety Rally in Smithers on March 1, 1967.

The Nelson Bridge crew recently received a Gold Award. Left to right, M. Merlo, District Engineer; H. Penner, J. Wysk, R. Baker, Foreman; R. Peloso, A. Peloso, W. Heddle, A. Grisff, G. Hoover and M. Sproul, Regional Maintenance Engineer.

A Gold Safety Award was presented to the Rosedale Road Maintenance crew, left to right, Alex Caldwell, Regional Safety Officer; Don MacColl, Rosedale, Road Maintenance foreman; Gabe Rollheiser, Safety Committee Representative; Ken Jackson, Safety Co-ordinator; Vince Franklin, Safety Committee Chairman.

A Gold Safety Award was presented to the Abbotsford Road Maintenance crew. Left to right, Pat Hassard, Abbotsford Road Maintenance Foreman; Laurence Smith, Safety Committee Representative; Don Richter, Patching Foreman; Ken Jackson, Coordinator of Accident Prevention, Civil Service Commission; Vince Franklin, Safety Committee Chairman.

H. T. Miard, Deputy Minister of Highways, presented a Silver Safety Award in May to Ian Douglas, Paving branch Safety Co-ordinator. The achievement was made by the whole Paving Branch, including university students employed during the summer months, the mix-off crew and the seal coat crew for working 306,430 hours without a time loss accident. Left to right: F. A. MacLean, Assistant Deputy Minister; Mr. Miard; Ian Douglas, who is also Resident Paving Engineer; John Kerr, Senior Paving Engineer; and C. M. Robertson, Resident Paving Engineer.

A banquet was held on the evening of April 20th at Cache Creek to honour Doug Bain and his Ashcroft maintenance crew with the presentation of a Gold Safety Award. Shown after the presentation are left to right, back row, Doug Bain, Fred Johnson, Dennis Meter, S. Bennewith and H. Hendricks. Front row, W. Bradley, Albert Gordon and R. Thompson.

A Silver Safety Award was earned by the Vanderhoof Road Crew for 129,493 accident-free man-hours from May 25, 1966 to December 31, 1966. Recently M.W. Bernt, Senior Road Foreman at Vanderhoof, accepted the award from Regional Highway Engineer R.G. Harvey in the presence of District Superintendent G.R. Kent and some of the award-winning crew.

Kiyoshi Nakazawa, a member of the Celista Crew and present chairman of the Safety Committee accepted the "Roy McLeod" certificate from Bert Dibben, Kamloops, at a banquet held in April. This award was made to the Salmon Arm District for having year 1966 free of any time-loss accidents. About 150 people attended the banquet at the Salmon Arm Motor Hotel. District Engineer H. F. Cooke was master of ceremonies.
The Annual Regional Safety Award was presented to the Fort St. John District in recognition of the lowest Accident Frequency Rate in Region 4 during the calendar year 1966. A banquet and dance was held for all employees in the Fort St. John District and for representatives from the most remote areas of the District, Cassiar Atlin and Dease Lake. The photo shows District Superintendent P. A. Tondevold receiving the Safety Award from Assistant Deputy Minister F. A. MacLean.

The annual Regional Safety Award dinner was held at the Shoreline Hotel, Nanaimo, May 12th. F. A. MacLean, Assistant Deputy Minister presents the Region 1 Safety Trophy to District Superintendent John Morris.

The South Okanogan District held a Safety Award banquet March 17 at Kelowna. Head table guests at the Capri Motor Hotel were, F. A. MacLean, Assistant Deputy Minister; J. H. Smythe, Superintendent of Equipment, Victoria; B. Pass, Co-ordinator of Accident Prevention, Victoria; Ted Anderson, W. C. B., Vernon; J. W. Nelson, Regional Highway Engineer, Kamloops; A. H. Dibben, Regional Mechanical Superintendent, Kamloops; H. D. Francis, Regional Safety Officer; H. F. Coupe, District Engineer, Salmon Arm; P. E. Bishop, District Engineer, Nelson; K. Gordon, Regional Mechanical Superintendent, Vancouver; I. J. Smith, Regional Mechanical Superintendent, Prince George; J. A. Kohn, Regional Mechanical Superintendent, Prince Rupert; and H. D. Francis, Regional Safety Officer, Prince Rupert. The photo shows District Superintendent P. A. Tondevold receiving the Safety Award from Assistant Deputy Minister F. A. MacLean.

The Roy McLeod Memorial Trophy, the Annual Regional Safety Award for the lowest accident frequency rate in Region 2 during 1966, was presented by Mr. MacLean and accepted by District Engineers H. F. Coupe and A. L. Freebairn, They represented Salmon Arm and Kelowna respectively, which won the award jointly. General Motors Products of Canada Limited award was presented by Mr. Kelley and accepted by W. S. Carter. This award was donated for the greatest annual reduction of mechanical and vehicular accidents.

Ben Pass presented the Award of Honour to Lorne Slater on behalf of the Nanaimo and Islands Road Maintenance Crews. This is the first Award of Honour won by the Provincial Government.
Transfers

D. C. (DAVE) MacVICAR has recently taken up his new position as Regional Maintenance Engineer at Kamloops, Hews, previously Regional Construction Engineer at Prince George. He has been with the Department since 1947 as Resident Engineer with Location, Construction and Bridge Branch and District Engineer in Merritt, Revelstoke, Lillooet and Williams Lake; Regional Bridge Inspector at Kamloops and Regional Maintenance Engineer at Prince George. Dave and his wife Eleanor have three girls. His hobbies are bird hunting and fishing.

PATRICK J. (Pat) BONSER has recently taken up his new position as Regional Paving Engineer at Kamloops, Hews, with the Location Branch in Victoria prior to his recent appointment. Pat is married and has two children. His hobby is fishing.

HUGH HOL-LINS, has transferred from Courtenay as the Road Maintenance Foreman 2 in the Celista area of the Salmon Arm District. Hugh hopes to house his family on the lovely shores of the Shuswap Lake.

KEN McGR-OR of the Location Branch, Nelson, has recently transferred to the Taxation Branch, Cranbrook. Ken was presented with an Olympic fishing reel by his fellow workers.

ZENON BURE-CHAIOLO, Office Manager at Fort St. John is "going south". He will be taking over duties as Office Manager at Pouce Coupe.

JOHN PANKIW has taken over the District Engineer’s position in Penticton. The Lillooet District wishes John and his family well as they go to the land of "Peaches and Cream".

PAT O’TOOLE takes over the District Superintendent’s job in Lillooet. Pat comes from Terrace and has spent a number of years in the northern areas of the province. The Lillooet District welcomes Pat and his family.

W. M. SPROUL moves from Regional Maintenance Engineer to Regional Construction Engineer in Nelson.

JACK KELLSALL has been transferred from District Engineer, Revelstoke to Headquarters as Bridge Inspection Engineer.

D. G. JOHNSON has been transferred to District Engineer, Terrace.

DAVE LESYK, Automotive Mechanic at Kamloops since January 1967 has been transferred to Boston Bar.

JIM ODDIE, Automotive Mechanic at Boston Bar was transferred to Kamloops.

Road Sign?

The Cariboo will always have it’s characters, as the sign above shows. This sign is located on the Old Cariboo Highway at Cinema.

Marvin A. (Corky) Johnson and Gloria P. Meharg were married April 22, 1967 in Saint Andrews United Church, North Vancouver. Marvin, who began with the Department of Highways in March, 1965, is a wrecker truck operator on the Port Mann Bridge. Gloria worked for the Department from 1961 to 1965 at the Regional Office in North Vancouver. The bride and groom spent their honeymoon in Kamloops and will make their home in North Surrey.

Department Employees Win Recognition

Jim Hayes, left, Truck Driver at Merritt, received silver tray from School District No. 31 (Merritt) for his fifteen years of dedicated service as a Board Member. Johnny Richardson, right, proudly displays his certificate for 25 years service to the Department received at the banquet held in the Hotel Vancouver last December.

Wedding

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10-7 Club

J. R. (Jake) Krushnisky, former Kamloops District Superintendent, was presented with a sweater as a departing gift from the Kamloops District foremen and Resident Engineer. He has gone into the investment business in Vancouver.

W. A. Nelson, oiler, Kootenay Lake Ferries, recently retired after 33 years in Department of Highways ferry service. He started in 1933 as a deckhand on the Sorrento-Scotch Creek Ferry and took up residence at Scotch Creek where he lived until moving to Balfour in 1954 when he was transferred to the M. V. Anscorn. He served in the Canadian Army in World War II from July, 1940 to November, 1943. At a gathering of ferry employees on board M. V. Anscorn he was presented with a wrist watch by Chief Engineer, Neil MacLeod.

"Danny" McLennan, who has worked for the Department at Salmon Arm for 34 years, retired on April 13, 1967. He was presented with an attractive tartan jacket on behalf of the staff.

C. M. Robertson, a Resident Paving Engineer for the past 11 years, is retiring, or as he puts it, "handing in his rifle" at the end of June. Robbie served in the two world wars. In the first he won the Military Cross and in the second he was a prisoner of war in a Japanese camp for four years. His colleagues wish Robbie the best of health and good luck in his retirement at Moses Point.

Richard M. Blake who began with the Department of Highways Location Branch as a transitman in 1947, retired in April, 1967. In 1950 Dick was loaned to the North Vancouver District Office as Engineering Aide in charge of the District Drafting Room and remained there until his retirement. Dick was presented with luggage by his fellow employees who wished him well as he and his wife, Catharine, leave for a holiday in Britain to visit friends and relatives.

George Gillett retires after 14 years service at the Langford Sign Shop. An ardent fisherman, he was presented with a trolling reel and line, which he intends to put to good use, George will also be busy painting and working with the Tom Thumb Safety Village. He is a great believer in safety and has worked hard and long on this project.

Dick Ringham, Maintenance Foreman, retired after 18 years service on Thetis Island. Dick is travelling to Expo to start off his retirement. Dick and Mrs. Ringham were feted at a small farewell get together in Nanaimo prior to his departure.

A farewell supper and dance was held at the Canadian Legion in Revelstoke for Ed King and Hans Hansen, who both retired in March this year. Ed was presented with a scroll for 25 year meritorious service by Bill Nelson, Regional Highway Engineer. He also received a reclining chair as a gift from employees and friends. Among gifts presented to Hans was one presented on behalf of the B.C.G.E.A. by Rico Ditomassi.

William Bruce McKenzie retired last month from the Penticton maintenance crew. He started with the Department on May 19th, 1956 as a Bridgeman and during the last four years he was assistant sign painter. His fellow employees presented him with a power saw and appropriate scroll as a farewell gift. He and his wife, Edna, will be residing at their present address, 594 Green Avenue, Penticton, B.C.

Frank Anthony Gijlott-Ti was presented with a portable skill saw by the Coquitlam yard’s for his recent retirement. Frank’s hobby and retirement plans concern carpentry. Besides being an excellent woodworker, he enjoys working in the garden. Frank came to the New Westminster District ten years ago from Fernie where he worked up to a foreman in the Public Works.

A small party was held in the Personnel Building of the Allison Pass Camp Hop-Princeton Highway recently to bid farewell and extend good wishes to Mrs. Rose Campau on her retirement. Rosie commenced with the Department on June 20, 1960 as a cook at Birch Island and a short time later was transferred to Allison Pass.

CONVALESCENTS

Aubrey Burgess, Road Foreman at Salmo has been hospitalized in Trail for a time. His colleagues wish him a speedy recovery and a quick return to work.

Bruce Forsythe of the Ashcroft crew has returned to work after a two-month lay off due to illness.
Extra "Curricular" Activities

The eighth Region 4 Annual Bonsplet was held in Prince George April 15 with 10 rinks competing, from Burns Lake, Prince George, Vanderhoof, Terrace, Pouce Coupe and Quesnel. The winners of the trophy and the A event were the rink from Burns Lake skipped by Bob Saul with Chuck Rolston 3rd, Bob Veitch 2nd and Chris Egolf lead. The B Event was won by the Pouce Coupe rink. * *

Miss Wanda Jones was presented with a going-away gift on behalf of the Court House Staff in Salmon Arm by H. F. Coupe, District Engineer. Wanda terminated employment with the Department of Highways, She will be missed for her vivacity.

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SAFETY (CONT.)

A Silver Safety Award was presented by Regional Highways Engineer R. G. Harvey of Prince George to Roy Soby, bridge foreman at a rally in Smithers March 1, 1967.

Members of the Parksville maintenance crew gathered to say goodbye to Hugh Hollins who was transferred to Celista are, standing, left to right, Howard Ingram, Ted Cleverly, Glen Ware, Ernie Harris, Lloyd Antrim, Pete Peterson, Albert Kennedy. Seated, left to right, Fred Woods, Lorne Anderson, Hugh Hollins, Ken Woodford, Gay Markel, Ted Trill, Don Brittain, and Reg Pleasant.

Alex Caldwell, Regional Safety Officer, left, presents Silver Safety Award to D. Bryant representing the Alberni and Ucluelet Road Maintenance crews.

A Silver Safety Award was presented by Regional Highway Engineer R. G. Harvey to O. C. Sanders, left, shop foreman at Smithers.
Promotions

New P.G. Regional Officials Appointed

L. A. (Les) BRODDY has been promoted to Regional Maintenance Engineer at Prince George. He was formerly Regional Construction Engineer at Nelson and Regional Maintenance Engineer in North Vancouver. Prior to this he was District Engineer in Courtenay. Les is a graduate of the University of Alberta. There was a farewell party in D. F. Martin's home and one at the office in Nelson where his colleagues presented him with a wrist watch. He is active in cub work and is a ski enthusiast. He and his wife, Yvonne, have two sons, Billy and Tommy.

PHILIP F. (Phil) BISHOP was recently promoted from District Engineer, Penticton, to Regional Construction Engineer, Prince George.

He began with the Department in 1945 shortly after his discharge from the R.C.A.F. He was stationed in Burns Lake for a number of years prior to his transfer to Penticton on August 1, 1961. His wife, Norma, and three children, a daughter Judith, and two sons, Mike and John, will join him soon in Prince George.

He was presented with farewell gifts consisting of binoculars, pipe and tobacco from his staff and crews in the District.

P. B. McCARTHY formerly Bridge Inspection Engineer has been promoted to Regional Maintenance Engineer in Nelson.

A. H. (BERT) DIBBEN recently won through competition the position of District Superintendent at Kamloops. He was previously Regional Mechanical Superintendent in Kamloops. Bert and his wife Jean have two children and three grandchildren. His hobbies are camping and fishing. He is also Past President of Kamloops Toastmasters Club.

SAFETY (CONT.)

Left to right, Harold Flower, Mario Merlo, District Engineer, Nelson and Russell Broughton. Mr. Merlo presented six months no-time-loss certificates to Harold, Chairman of the Safety Committee, who accepted on behalf of the Nelson District Road Crews and Russell who accepted the certificates on behalf of the Creston shop crew.

Steve Cott, Mechanic Foreman, New Denver, and E. Kline, Mechanic Foreman, Creston, jointly receiving the A. R. Irving Memorial Trophy for shop safety for the year 1966. As these shops were tied the trophy will be held for six months in each shop.

* * *

About 100 employees attended the Saanich safety rally held at Langford April 28. Guest speakers were Mrs. Lawrence, St. John's Ambulance; Ken Jackson, Civil Service Safety Officer, and the chairman was A. F. Park, District Superintendent.

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On The Job


A crew at work just east of Fernie fencing on the project are, left to right, Cookie Cimolini, Ralph Fierro and Harry Kaisner.

The Pouce Coupe patching crew have fired up Old Smokey again this year and the two crew men, Jim Nicholson and Frank Chmielewski will push the machine over many miles in the course of the summer. The crackfilling machines have proved themselves in this District. The District can supply plans to anyone interested.

Pete Nelson, New Denver Road Maintenance Foreman and Tom Reed, Construction Foreman on the site of the recent reconstruction work on No. 6 Highway south of Silverton, B.C.

Morley Hyatt, New Denver Road Maintenance Foreman at Kaslo beside culvert being installed in place of the small creek bridge north of Kaslo, B.C.

The Gabriola crew have been busy getting ready for paving. Left to right, James Silvery, John Krastel, Foreman Norman McLaren.

The Galiano Island crew, left to right, Foreman Jack Shaw, John Bell, Ralph Stevens and Howard McLeod, Driving Trainer Supervisor.

Harry Dawes, left, and John Demillard going soft on their grader in the Lantzville area.

Peter Baker, Engineering Aide on the job, sheeting the Dease Lake Shop. Jobs vary considerably when the engineering staffs visit the northern extremity of the Fort St. John District.
About People

Gladys M. Floyd was born in Greenwood, B.C., and after attending the Nelson Business College, worked in the Government Sub-Agency office in Creston and then at the Canadian Bank of Commerce at Grand Forks. She commenced employment in the Grand Forks Highways Office as Clerk-Stenographer in 1951, was promoted to Clerk 2 in 1955 and to Office Manager in 1956.

Gladys is an ardent curler and has many trophies to prove it. She is also a good shot, and many winters has supplied the family with venison. Active in community affairs, she is a member of the Order of Eastern Star, and the United Church Choir. She is a Red Cross volunteer blood donor, and to date has given 12 pints.

She has twice been to England on the B.C. Government Employees' charter flights and in her little mini station wagon toured a good deal of Canada and the northern United States.

Ron Molar, Regional Carpenter Foreman, shown on the site of the new Rolla Equipment shed in the Pouce Coupe District. Ron and his crew work out of the Regional office at Prince George and are in much demand by the Districts.

Miss Margaret Crown, a new member of the Salmon Arm office staff, joined the Department April 11, 1967. Here Margaret displays the "Roy McLeod" trophy which the Salmon Arm District shares with Kelowna for a year free of time-loss accidents.

Maureen O'Brien who works in the District office in Penticton as Clerk 2.

The New Denver office staff, Pete Kolesnichoff, Clerk, left, Norma Hayden, Clerk-Stenographer, and Fred Agrignon, District Office Manager, on the steps of the New Denver government offices.

Some of the better features of the Nelson Regional Office, left, Maxine Peersen, originally from Creston, has been working for the Department in Nelson since April, 1965. Right, Mrs. Linda Hollins who came from England with her husband in July, 1964. Linda and her husband have a two year old daughter.

Dennis Hill, District Office Manager, at work in the Chilliwack District Office.
Tricky Twigg Island Bridge Operation Success

At 10 p.m., Wednesday, March 22, 1967, the Twigg Island Bridge was closed to traffic for 26 hours. This time was needed to replace the temporary Bailey bridge span with a new 150-foot steel truss. Once the steel work of the new span was complete, cranes lifted it on to timber trestles on a scow. The timber deck, asphalt plank, B.C. hydro gas line and Richmond Municipal water line were then placed on the span.

During the latter stages of the contractor’s work, the New Westminster District arranged for a second scow on which was built a timber trestle. Prior to the closure, notices were published in the press, at least 20 organizations were notified and spot announcements were made from the radio stations. Detour signs were erected and two radio controlled trucks were placed at each end of Twigg Island Bridge.

The District Bridge Crew removed the timber approaches to the Bailey bridge while the B.C. Hydro Gas and Richmond Water Department cut their respective pipe lines attached to the Bailey bridge. Two tugs moved the second scow directly under the Bailey bridge, while boats were stationed at each end of the Mitchell Island to ensure that no river traffic came through and the District Sounding Crew manned their boat as a safety precaution. At the tide came in the timber trestles on the scow rose, to support the Bailey bridge; at 1:30 a.m. the tide had lifted the scow high enough to allow the tugs to pull the Bailey bridge clear of the Twigg Island Bridge and move upstream to one of the New Westminster docks where it was later dismantled by the District Bridge. The interval between the removal of the Bailey span and the next high tide allowed most of the District Crews a few hours sleep.

The scow carrying the new 150 ton steel truss came into sight at 11:00 a.m. March 23, and at high tide by using four tugs the scow was manoeuvred into line between the concrete piers while the steel span rested about 5 ft. above the existing deck level. High winds hindered the operation, as the tide went out the new span descended slowly and it was not until 7 p.m., on Thursday evening that the new bridge rested on the concrete piers. The District Bridge Crew had worked on the approach spans; the utilities were connected and at midnight the deck was swept and the first car crossed the new span at 12:15 a.m.