THE DOCK DISTRICT

The Dock District was formed in 1962 to design, construct, and maintain ferry-landings for the British Columbia Ferry Authority as well as for Department ferries. The District comes under the technical supervision of the Special Projects Engineer and the administrative supervision of the Regional Highways Engineer. The District is headed by Tom Tasaka, Dock District Engineer, and is primarily divided into two divisions — engineering (design and construction of new facilities) and maintenance.

The design staff is supervised by Ellis Meads, Design Engineer, and consists of Bill Alexander and four draughtsmen. All contract drawings and specifications as well as any drawings required for maintenance work are prepared by the design staff. The District undertakes feasibility studies and proposals and spends much time in the development of new and existing marine structures in order to increase their service life and reduce maintenance costs.

A list of projects completed in the past few years or in progress at the present include Gulf Islands ferry terminals (Long Harbour, Sturdies Bay, Village Bay), reconstruction of Swartz Bay ferry terminals, construction of Deas maintenance facilities, Comox-Westview ferry-landings, Kelsey Bay-Prince Rupert ferry terminals, Earl Cove ferry terminal, Langdale ferry terminal, and the Horseshoe Bay ferry terminal.

The major bridge crew operates out of Deas maintenance yard under Bob McBeath, and an auxiliary crew operates out of Swartz Bay under Maurice Royston. The bridge crews repair any damage to facilities and carry out a programme of preventive maintenance to keep them in top operating condition.

The electrical crew consists of Murray Greig and Lawrance Creech plus two electricians' helpers based at Deas and Jerry Fagan at Swartz Bay. The electricians are responsible for the maintenance of existing facilities plus much of the wiring on new construction projects.

The carpentry crew, George Brown and four other carpenters, are responsible for almost all new building construction as well as modifications and additions to existing buildings.

A paint crew with Arnie Roos and one other man has been set up to do maintenance painting of steelwork on the marine structures.
Minister’s Message

Christmas is here again and I would like to extend to every employee my best wishes and God’s richest blessing for that holy season. Many of our personnel will be spending long, cold days and nights keeping our highways open and safe for holiday travel. Like many people in public service occupations, they are often taken for granted by the very people who benefit most from their extra effort. To those 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 a Happy New Year.

P. A. GAGLARDI, Minister.

Mr. and Mrs. George Nicklin in Centennial dress on July 1, 1967, when they attended the Williams Lake Stampede. George won third prize in the beard-growing contest. He has left the Merritt mechanical shop, having won through competition the position of heavy-duty mechanic at Lillooet.
PEEK INTO THE PAST

Two pictures showing Department of Public Works crews working in the Danskin, B.C., area in 1914. Danskin is located about 25 miles south of Burns Lake. On the right, logs are hauled on a skid for building a wooden culvert and, left, a small Cat pulls a grader.

This photograph shows all the Vancouver Island foremen taken at a Saanich meeting during 1931. George Mitchel was the engineer, but the names of the others are not known. Anybody recognize them?

Fred Schorn, Road Maintenance Foreman, Grand Forks District, shows how it was done in the “good old days.” Grader is a 1928 No. 8 Adams leaning pull grader. Although Fred never operated this machine, he has been with the Department since 1942.

The Devils Canyon section of the Barkerville Road has many of the same problems it had in 1942, but the 1930 Cat 60 with the snow blower and the 1937 Ford 2-ton shown hauling firewood for the garage have long since been replaced. The operator in both photos is Harold Turton, who is still with the Department in Quesnel and now operates our TD-20.
Don MacColl, Road Maintenance Foreman, Rosedale, pulling weeds in that part of the Rosedale yard where these reminders of yesterday are displayed.

NOTICE TO THE PUBLIC

Snow removal operations in Salmon Arm Electoral District will be carried out only on the following highways during the ensuing winter—

SALMON ARM to KAMLOOPS
KAMLOOPS to O'KEEFE (on Kamloops-Vernon rd.)
ARTERIAL HIGHWAY (S.A. City & Municipality)

R. M. CORNING,
Road Superintendent.
Salmon Arm, November 10th, 1932.

Winter maintenance was a little different in the good old days. This notice appeared in the press and the policy was in effect throughout the whole winter.

Idea Corner...

Vic Morrison, Senior Road Foreman at Prince Rupert, beside a salt spreader of his own design. With this spreader one sack will effectively cover 2 miles of road at about 2.5 miles per hour.

Designed by Fred Schonwald, Mechanical Foreman, North Vancouver, this hydraulic crane, left picture, is capable of lifting up to 1000 pounds. Fred has used such materials in its make-up as the hydraulics from an older model snow-plough and the differential from a 4-ton truck for a turn-table. The 5-foot boom has a turning radius of 360°. The main purpose of this crane is to transport steel plates from a rack to a work bench; however, many other uses are being found. The other photo shows Fred, right, with welder Bruce Yockey, who helped build the unit.
“EXTRACURRICULAR” ACTIVITIES

Resident Engineer Heads Centennial Derby

Early last spring, Ron Winbow, Resident Engineer at New Westminster, decided that the Port Mann Community Association, of which he is secretary, should embark on a Centennial project. After considering several suggestions, it was decided to organize a soap box race. Ron was appointed chairman by the association. Also serving on the committee was Carl Seehuber, Stockman at Cloverdale.

The official rules and specifications for construction of the cars were based on the official rules of the All American Soap Box Derby. The race date was set for September 17, 1967.

It was decided to raise sufficient money to start 40 boys between the ages of 10 and 14 on the construction of soap box cars. Some $1,300 was required to purchase the official wheels and axles and provide $300 in cash prizes, as well as four trophies. The cost to sponsor a car was $30. As well as appealing to businesses and community groups in the area, Ron spoke to the employees at the Cloverdale maintenance depot, and they decided to raise the money to sponsor a car for the Department of Highways.

An appeal was made for boys between the ages of 10 and 14, and almost 100 boys applied. Forty boys were chosen, among them Dennis Pabin, the son of Joe Pabin, Maintenance Foreman for the Delta West Maintenance Crew at Cloverdale, and Bruce Doyle, whose father, Clarence, operates a Gradall at Cloverdale. Dennis Pabin was chosen to build the car for the Department of Highways.

By 1 p.m., Sunday, September 17, everything was ready to go. Dennis Pabin, in the Department of Highways car, was eliminated in the first round, but Bruce Doyle went on to win the $50 Centennial dollars third prize in the Class B group. Some 1,500 spectators watched a total of 47 heats in the race. The track length was 1,000 feet and the fastest time was 31 seconds. The slowest time was 32.2 seconds.

A gourmet is a man who, when invited to an evening of wine, women, and song, wants to know what kind of wine.

Ron Winbow announcing winners, Wendy Baker, “Miss Surrey,” handing prize money in Centennial dollars to winner.

Ernie Kennedy, who worked in the North Vancouver District office for 10 years, has been promoted to District Office Manager with the Department of Public Works in Vancouver. Photo shows Ernie after having received a presentation of a desk set and a gift certificate from his fellow employers.

Gordon Dummore, Engineer’s Assistant, has returned from a holiday to Calgary. Gordon looks after the subdivision and access permits in the Nanaimo office.

Soils Design Engineer BERT HALLIWELL, on loan to the Regional Materials Engineer in Prince George, has made a successful debut with the Prince George Mohawks of the Cariboo Hockey League. In a recent game he scored four goals in a Cariboo Hockey League game.

O. C. Sanders, Mechanic Foreman of the Smithers District, sitting on one of his prize museum pieces. Ollie looks after the museum in Smithers. This hand-powered car was used by the linemen in 1914 on the Grand Trunk Pacific Railroad, which ran through Smithers.
On Saturday, September 24, the Highways Department and Kamloops City were hosts to the members of the Canadian Good Roads Association. The costs were taken care of by the city, while all fruits, vegetables, juices, decorations, etc., were obtained and displayed by members of Highway personnel in Kamloops. The C.G.R.A. delegates were en route by bus to the National conference in Vancouver.

Relentless and dedicated hunter Sam Caravetta, Fernie District Stockman, drove 4,200 miles and used his whole three weeks' annual vacation to get this full-curl trophy of a stone ram.

Soo River Knocks Out Bridge

On Tuesday, October 31, 1967, an extremely heavy rainfall was experienced in the Squamish-Pemberton area, resulting in many minor washouts and blocking Highway No. 99 between Squamish and Pemberton.

The major trouble spot was Soo River, 6 miles south of Pemberton, where a temporary bridge was knocked off its foundation and the south approach completely washed out. Traffic was restored on November 2, 1967.

The pictures on the left show a view of the south approach fill being replaced, and in the foreground is Ray Lehti, District Bridge Foreman, surveying the damaged bridge.

Grader assisting truck on the Burton-Fauquier Highway, flooded in the spring.

Department truck pulling stranded motorist through 18-inch-deep water after 6 inches of rain in two days caused Prudhomme Lake to flood Highway No. 16.
The above graph indicates the general downward trend in the number of accidents in all sections of the Department during 1966. The overall Departmental frequency has remained fairly constant in 1967, with some slight upward and downward trends in regions.

Branches with headquarters in Victoria have continued to reduce the number of accidents and have reached an all-time low of 6.2 time-loss accidents per million man-hours worked. Included in this section are employees of the Paving, Bridge, Services, Location, Construction, and Materials Branches throughout the Province.

Congratulations are due employees in the Bridge Branch and Dock, Smithers, Burns Lake, Merritt, Nanaimo, and Fernie Districts, who have maintained a 0.0 frequency rate for the last 12 months.

SUNDAY DRIVERS

The Sunday driver has long been the target of jokes, but, according to a survey by the Travellers Insurance Company, the Saturday shopper may be more of a menace. More fatal accidents occur on Sunday (21.6 per cent) than on any other day. Sundays rate second with 18.3 per cent. The safest day is Tuesday.—Reprinted from National Safety News, August, 1967.

The Smithers Maintenance Crew was presented with the silver safety award at a safety rally held at Smithers on October 3, 1967. The rally was conducted by Regional Safety Officer S. J. Sviatko and Ken Jackson, of the Civil Service Accident Prevention Branch of Victoria. Guest speakers were Les Broddy, Regional Highways Engineer; Pat Carr, Regional Maintenance Engineer; and T. R. Yearsley, Regional Mechanical Superintendent from Prince George.

The Hazelton Maintenance Crew was presented with the bronze-on-gold award at a safety rally held at Smithers on October 3, 1967. R. Dupas, Road Foreman at Hazelton, is holding the award.

Howard McLeod, Supervisor of Driver Training, Region 1, made a trip recently around the Gulf Islands and had meetings with the operators. Shown are, left to right, Wally Bradley, John Stepniak, Norris Amies, Norman Porter, Larry Anderson, Laurie Auchterlonie, and Howard.
DEPARTMENT VEHICLE ACCIDENT RATE SHOWS SLIGHT DROP

The Department's vehicle accident frequency rate for both the 1967 calendar year and for the 12 months from October, 1966, to September, 1967, have decreased slightly.

The rate, denoting the number of accidents per 100,000 miles travelled, was 1.20 for the period from January to July this year, 1.14 from January to August, and 1.08 from January to September. The rate for the 12-month period up to the end of September was 1.19.

The 1.08 figure represents 235 accidents (all accidents regardless of cost or cause) in 21,626,365 vehicle miles, and the 1.19 represents 358 accidents in 29,990,400 vehicle miles.

The 12-month rate for the four regions and headquarters are Region 1, 1.15; Region 2, 1.23; Region 3, 1.11; Region 4, 1.35; and Headquarters, 1.10.

Here is a festive season tip from a recent Motor-vehicle Branch bulletin:

After two drinks your chances of having an accident are double those of a driver who has had none. After four drinks your chances are seven times as great. After six drinks your chances are 23 times as great.

Better this should happen to a hat than a skull. Jim Campbell, of the Jaffray crew in the Fernie District, was thankful he was wearing his when struck by a timber backlash during a clearing project.

Since the Burns Lake Bridge Crew has worked 60,295 man-hours without a time-loss accident since March 12, 1962, they became eligible for an award of honour effective August 31, 1967. The Bridge Crew consists of C. Egolf, Foreman; J. Reynolds, Bridgeman 2; L. Harrison, Bridgeman 3; E. Johnson, Bridgeman 1; D. Buhler and E. Schroeder, Bridge Labourers.

The Burns Lake District became eligible for a gold award on October 4, 1967, after all crews had worked a total of 247,276 man-hours without a time-loss accident. Last time-loss accident was May 12, 1966.

Victoria Headquarters group comprising engineers, technicians, and office staff of the Materials Testing Branch received a silver safety award for the period from November 1, 1965, to September 1, 1967—22 months of continuous accident-free time.

Head Ferryman Steve Melnick recently accepted, on behalf of the Castlegar ferry crews, a gold certificate from the British Columbia Safety Council. P. B. McCarthy, Regional Maintenance Engineer, made the presentation to Mr. Melnick aboard No. 1 Ferry on November 6. The award covers an accident-free period extending from September, 1963, through July, 1967.

The diamond-drilling section of the Materials Testing Branch received a silver safety award. Left to right, Tom Reid, Drilling Engineer John Austin, Drilling Superintendent Ray Bordeleau, Andy Manzer, Senior Materials Engineer E. E. Readshaw, Al Lund-Pedersen, Regional Materials Engineer John Montador.

The Burnside-Sidney Road Maintenance Crew recently received a silver safety award from the Assistant Deputy Minister, F. A. MacLean.

A safety rally was held for the Prince Rupert crews and several representatives of the Queen Charlotte Islands and Stewart crews on October 2, 1966, in Prince Rupert. Speakers were Ken Jackson, Civil Service Safety Co-ordinator; P. J. Carr, Regional Maintenance Engineer; and Steve Sviatko, Regional Safety Officer.
W. M. BAKER has recently been promoted to Resident Engineer for the North Vancouver District. Bill began with the Department as Engineering Aide in 1960. Prior to this he worked with the survey crew on the P.G.E. Railway from North Vancouver to Pine Pass, and a year later with a private B.C.L.S. firm. Born in Leeds, England, in 1937, he was brought to North Vancouver by his parents in 1948. He has been studying civil engineering through correspondence for the past eight years. He is a member of the Society of Engineering Technologists.

A Queen's Scout Bill still remains very active in scouting. A Scout Master for seven years, he is now Assistant District Commissioner, and a member of the Vancouver Scouts Training Team. In addition, he has recently taken over the leadership of a Rover Crew.

Among his other activities are playing cricket for West Vancouver, skiing, swimming, and, for relaxation, collecting stamps. He is also proficient in the use of a hammer and nails and is in the process of building a ski cabin near Whistler Mountain. His ambition is to build a vacation home on a small island in the British West Indies. As long as Bill remains a bachelor his ambition may come true.

THOMAS JAMES MINER has received through competition the position of Stockman 4 at the Grand Forks shop. Tom was born in Alberta and moved to Vernon, B.C., with his parents in 1937. He served with the Royal Canadian Navy from 1953 until 1959, after which he was employed by Highland Bell at Beaverteel, B.C., until joining the Department in 1964. He was employed with the mixing crew and then with the maintenance branch at Cloverdale before moving to Grand Forks. Tom and his wife, Sherry, have two small daughters.

KAREN SHEPHERD recently won the competition for the Clerk 2 position in the Nanaimo District office. After travelling to Burns Lake recently for her brother's wedding, Karen has some commendations for Region 4—every time she drives along Highway No. 16 it is better and the distance seems less.

CLIFF BROWN, Clerk 3 trainee in the Prince George District office, won through competition the position of District Office Manager, Smithers. Cliff was presented with an electric drill by Prince George District Engineer Dick Boss on behalf of the Highways staff. Cliff was born in Victoria and started with Highways in Victoria in August, 1963, as Junior Clerk. He was transferred to the Prince George office in July, 1964, for District Office Manager training and has travelled around Region 4 relieving at different offices throughout the region for the past three years.

JAMES G. ALVERBERG has been promoted from Stockman to Clerk 3. With the Department 2½ years, Jim is married and is the father of two boys.

He moved to Kamloops from Cloverdale on September 9. His main hobbies are hunting and fishing.

A. J. OLSON was recently the successful applicant for the position of Bridge Foreman 3 at Langford. Art had previously been a Bridge Foreman at Terrace and has worked for the Department since 1955. Art is married and has a daughter.

OVE PEDERSEN has been promoted to Resident Engineer and transferred to the Nelson District. Ove commenced with the Department at Nelson in 1951, and transferred to Region 1 in 1955, where he worked in the district office at New Westminster and the regional office in North Vancouver. While there he worked as Draughtsman, Senior Draughtsman, and Engineering Assistant. Ove and his wife, Alice, have four children. He hopes to enjoy hunting and fishing on his return to the Kootenays.

The Department of Highways employees of the Lillooet District gathered Friday, September 19, in the Masonic Hall to bid farewell to BOB GLOVER and his wife, Margaret. Bob has been head- duty mechanic in the Lillooet shop for the past two years and has just won a promotion to Assistant Shop Foreman at 100 Mile House. Some 50 fellow workers and their wives were on hand to wish Bob and family well in the frozen north country. Bill Balhinnie, Mechanical Foreman, made a presentation of kitchenware to Margaret and binoculars to Bob on behalf of the Lillooet District crews.

BRIAN BILESKI has recently won through competition the position of Clerk 2 in the North Vancouver District office. Brian is formerly of the Department of Social Welfare.

DAVID MacDONALD, New Westminster, won by competition the position of Clerk 2 in the New Westminster District office and commenced work on October 23.
Retiring recently was ROY S. ABEL, or "Bede" as he is known among his fellow workers, Stockman in the Grand Forks shop. Born in Aberdeenshire, Scotland, he came to Canada with his parents in 1912. He first drove a truck for the Government in 1928 at Rock Creek, and later operated a grader at Rock Creek for three years before moving to Grand Forks in March, 1956. He is a Past Grand Superintendent of District No. 4 Royal Arch, Masonic Lodge. He is keenly interested in the Boundary country and spends many week-ends travelling to abandoned mining camps and ghost towns. As an avid 35-mm. exponent, he has many fine slides, taken during his various jaunts.

WM. MARTIN has retired as Mechanic Foreman, New Denver District. Entering the Service at Pouce Coupe in 1939, he was transferred to the garage there, and through promotion attained the position of Mechanic Foreman 2. Transferring to New Denver in 1954, he remained there until his retirement. He is married, has two sons and one married daughter.

Mrs. Wynn Cox, District Office Manager of the Smithers office, has retired after 20 years’ service. Wynn came to Smithers from Victoria in July, 1948, as a Clerk-Stenographer and has worked for three different Engineers and the same number of Superintendents since coming to Smithers. Wynn’s fellow workers had a farewell party for her at the Courthouse and presented her with a beautiful landscape painting of the local area. Photo shows Mrs. Cox and a horseshoe bedecked cake.

R. H. (Reg) Dill ended 26 years of service for the Department in the Nelson District when he retired on August 31, 1967. He was Resident Engineer for the district at the time of his retirement. To honour Reg and his wife, Lillian, on the occasion, a banquet and social evening was arranged on September 8, 1967, at the Nelson Hotel, attended by 50 of his friends and co-workers. H. T. Muir, Deputy Minister, brought greetings and congratulations from the Honourable Minister of Highways and from headquarters staff. A presentation of a portable typewriter was made by Don Martin, Regional Highway Engineer, on behalf of Reg’s many friends in the Department.

B. MCCARTHY will no longer be holding up a bridge while his foreman hammers a spike—he has decided to call it a day, after many years with the Salmon Arm Bridge Crew. He will now be doing what he likes to do best—the staff presented him with some beautiful fishing tackle.

R. HOLST retired from the Cranbrook Bridge Crew at the end of October after 101/4 years of service. On behalf of the District employees, District Superintendent G. K. Austin presented Borger with a transistor radio for his car.

CARL BRUASET, labourer on the Delta West Maintenance Crew, was given a surprise retirement gift after work on October 24, 1967, by the crew. Carl started with the Department on May 25, 1964, and worked until October 31, 1967, in the New Westminster District out of Cloverdale. He and his wife will continue to live at 10888—144th Street, North Surrey.
WEDDINGS

Deidre Rowand and Dennis Hill were married October 21, 1967, in the Sharon United Church, Murrayville, B.C. The afternoon ceremony was performed by the Rev. G. M. Holtby. Dennis is the District Office Manager for the Department at Chilliwack.

Mrs. Lois Schaefer and Charlie Foisy were married September 2, 1967, in Trinity United Church. The reception was held in Vernon's Recreation Centre, after which the couple spent their honeymoon at the Island of Kauai, Hawaii. Charlie is a machine operator with the Vernon crew.

CAPT. DAVID HEPNER, Upper Arrow Lakes Ferry, retired in September after having served 20 years with the Department. A party was held in his honour, and Dave and his wife received a presentation made by District Engineer Wayne Randall on behalf of the Revelstoke District employees.

A farewell party was given to FOSTER DAVIES and his wife by the Lillooet District employees. Mr. Davies worked for the Department for the past 25 years, all in the Lillooet area. He acted as relief foreman on a number of occasions. Fellow workers extend their best wishes to Mr. and Mrs. Davies, who will make their home in Salmon Arm.

10-7 (Cont.)

ABOUT PEOPLE

FRANCES OZEROFF joined the Rossland District staff in August of this year as a Clerk - Stenographer. Fran is a graduate of Grand Forks Secondary, where, as well as her studies, she developed an interest in drama and community recreation. Along with high-school drama she became involved with the Grand Forks Little Theatre, which she helped to promote.

PATRIZIA FREDERICKS, Clerk - Typist in the Kamloops regional office, joined the Department in October this year. She was born in Cape Town, South Africa, and prior to coming to Canada lived for a year in London. Longing for the wide-open spaces, she decided to immigrate to Canada, and arrived here on September 28. Her hobbies include sewing, reading, knitting, and camping when the weather permits.

PAULINE MAKSYMOW, Clerk - Stenographer at Kamloops, was born in Vernon 21 years ago. She joined the Highways Department in July, 1967. She drives a Volkswagen convertible, and among her hobbies are music, sewing, cooking, and reading.

HAROLD REIBIN, radio-teleprinter operator in the Prince George regional office, at work at one of his two teleprinters. Harold started with the Department in January last year.

DOUG JONES, a recent transfer from the bridge office, Victoria, is now Engineering Aide in the regional office, North Vancouver. Doug was formerly a major for the Royal Engineers in the British Army.

Three new employees to brighten up the Prince George regional and district office are, left to right, Mrs. Gladys Roger, Mrs. Dorothy Turick, and Mrs. Mary Doucette.

New Denver District office staff, left to right: District Office Manager Fred Agrignon, Clerk Peter Kolesnikoff, and Clerk-Stenographer Mrs. Norma Hayden.

Nelson District office takes brief picture break for R.R. They are, left to right: Jim Carmichael, Timekeeper; Chuck Lipinski, Clerk; Doug Godfrey, Office Manager; Mike Maglio, Timekeeper; Larraine Kurbis, Stenographer; Linda Dodman, Stenographer; and Maureen Kelsey, Stenographer sitting at the desk.

OBITUARY

R. E. Valcourt, Assistant Mechanic, Nelson garage, died at Nelson on September 30, 1967. His many friends extend their deepest sympathy to his wife and family.
Regional crew on reconstruction of the Nakusp-Galen Bay Road.

Jack Fosty getting ready to blast stump on new Sylvester Road realignment project in the Chilliwack District about 6 miles east of Mission.

Cages built by the Fort St. John District Bridge Crew on the Hudson Hope Bridge are to protect suspension cables from possible damage. Spray-bomb artists are more difficult to discourage.

A slide blocked the road to Long Beach out on the west coast of Vancouver Island, and Resident Engineer Bill Bos and his crews were busy over the Thanksgiving weekend clearing it. Notice that the face is virtually intact after the whole bank has moved across the road.

The brush grew long and strong on Gabriola Island this summer, but the clearing crew, left to right, Norm McLear, Roman Hyladish, and Louis Gray kept ahead of it. Gabriola Island Maintenance Foreman John Kraatel is pleased with the new safety rail platform for the man on the truck. It was built by Bill Bates and Charlie Buckley on Salt Spring Island.

Two new bridges constructed by the Fort St. John District forces and an outside contractor are now carrying traffic on the Hudson Hope Route No. 29, over Lynx Creek and Farrell Creek. The original bridges were washed out by exceptionally heavy rains during June, 1963. The pictures show, left, the original bridge, centre, the temporary structure, and, right, the permanent bridge at Lynx Creek.
Screening-plant operators R. Wills, left, and L. Kisch, working the many tons of sand used in the Cranbrook District to make the highways safe for the motoring public.

Russ Galloway, Road Maintenance Foreman at Cassidy, keeping fit felling a dangerous tree. Russ is very active in the square dance society.

John Wysh, Nelson Bridge Crew, cutting expansion joints on Shoreacres Bridge.

H. Penner and S. Boyd, Nelson Bridge Crew, repairing West Creston Ferry.

Gordon Hoover and Andy Peluso, Nelson Bridge Crew, laying deck on new Gray Creek Bridge.

Charlie Floyd, of the Duncan Crew, is shown on the job screening gravel.

C. B. Rolston, Senior Road Foreman, Burns Lake District, on the Topley Lunding Road, where a major day-labour project was being carried out.

Cranbrook welder Bill McKay after completing a job on light standards being installed at theヤhк weigh scales.
ABOUT PEOPLE

Convalescents

Trevor Evans, Mechanical Superintendent at Kamloops, "suffers" in Kamloops Royal Inland Hospital. Taken ill on duty at Allison Pass in October, he spent three weeks in the hospital at Hope. He was moved to the Royal Inland in November. "Trev" is married and has two daughters.

HARRY WARING, Regional Paving Superintendent, Prince George, is in hospital in Vancouver and will be there for several months. His friends and fellow employees wish him well as he recuperates in St. Paul's Hospital.

Friends and fellow employees wish a speedy recovery to BOB CHILDLS, of the Courtenay Maintenance Crew, and FRED OLSSEN, of the Comox Queen, and hope to see them back at their jobs soon.

W. W. JEMSON, deckhand on the Kootenay Lake ferries, is in hospital at Vancouver. His many friends wish him an early recovery.

ROY TIPPING, Road Maintenance Foreman at Castlegar, has been sidelined for several months following a major operation. Roy has made steady progress, and it is hoped he will be able to resume his duties in early 1968.

The Texas rancher was dictating his will: "To my son I'll leave three million dollars, and he's lucky I don't cut him off entirely."

Winter will soon be here. That's when the kids leave open the doors they slammed all summer.

A man walked into a loan agency and said, "I'd like to consolidate all my debts so I'll have only one bill I can't pay."

—National Safety Council,

A Resident Engineers' conference was held in October in Region 2 at Kamloops. Chairman was Regional Maintenance Engineer D. C. McVicar. Senior Maintenance Engineer J. A. Dennison and Bridge Inspector H. J. Kelsall attended from Headquarters. Shown here are, front row, left to right, L. R. Fleming, H. F. Brugger, O. D. F. Roberts, and W. F. Bauman. second row—Mr. Dennison, Mr. Kelsall, B. P. Griffiths, N. Grabowski, and H. S. Turner; third row—W. D. Cooper, fourth row—J. Avender, A. Taylor, J. Raven, D. MacKay, and K. Cummings; top row—A. O. Hepner, D. G. Boutwell (Regional Highway Engineer), J. W. Nelson, and M. Ramsay.

ROBERT JACKMAN has for the last three years capably filled the position of Resident Engineer in the Rossland Highlands District. Bob's transfer to this district followed six years as Resident in charge of the maintenance establishment in Creston. Previously he spent four years with the Construction Branch in charge of projects at Creston and Horseshoe Bay. Bob started his career with the Department on the district survey crew in Nelson back in 1946.

Our one-man highway crew at Sointula, Malcolm Island. Foreman Erkki (Eric) Syrjala.

25-year Service Award

DENNIS H. RICHARDS was recently appointed Clerk-Timekeeper in the Fort St. John office. While new in this office, Dennis is not new to the Department, having commenced with the Department in 1963 as loader operator, and was later promoted to grader operator. His interests are hunting and fishing. Dennis lives in Taylor (11 miles from Fort St. John) with his wife, Pollyann, and daughter, Marla.

Regional Maintenance Engineer W. E. Mercer presents R. Blake, retired, with 25-year service award in the North Vancouver District office.
ON THE JOB

Prince Rupert Road Crew—left to right, Wilf Widmark, Alan Davey, Jerry Conrad, and Donato Grossi—installing catch basins between the C.N.R. grade and Highway No. 16 pavement.

Don Jones, of Vanderhoof Survey Crew, taking slump test on concrete pour for the Stewart River Bridge, Fort St. James.

The Nanaimo Bridge Crew members John Shepherd and Fred Layer hard at work.

Mickey Roach, left, and George Blair, of the Nanaimo District, have completed a successful road-mix and flush-coat asphalt season, in which they spread 16 rail cars of M.C. 2 asphalt.

Laurie Auchterlonie, Road Maintenance Foreman on Pender Island, can brag of some very large trees. He is shown by a newly fallen giant.

Omer Pederson and Floyd Fairbrother, of the Vanderhoof Bridge Crew, checking forms on pier of Stewart River Bridge, Fort St. James.

Courtenay Bridge Crew—left to right, Foreman Chuck Arnold, Harry Moore, Don Jensen, John McCabe, Bill McEachren—working on a new grease ramp for the Parksville shop.

Left to right, Gay Merkle, Parksville Foreman, and Howard Ingram.