Upside down weather patterns in January and February brought these unusual conditions to the Lower Mainland and Vancouver Island. John Morris, Nanaimo District Superintendent, top left, challenges formidable 12-foot drift on the Alberni-Tofino road. Sicard blower, brought down from Allison Pass, top right, works the Tofino route, where 25 feet of snow fell. Alberni Resident Technician Ross Ellis, two pictures above, inspects clearing where drifts average 10 feet. Meanwhile, on the Mainland, Chilliwack District was having its problems with heavy snow, low temperatures, and high winds. Two scenes above, right, show Chilliwack and Agassiz areas after the Department had opened up isolated communities. Pictures, bottom left and right, show scenes of heavy drifting when steady 40-mile-per-hour winds kept plugging up roads almost within minutes after they had been cleared by Department crews. "Big deal!" say you crews working regularly in the Salmo-Creston, Hope-Princeton, and Revelstoke areas. Come on fellas, it really was unusual. A total of 4 feet of snow fell (are your ready?) even in Victoria!
We have just come through a pretty severe winter, unusually so for the Lower Mainland and Vancouver Island, where all sorts of temperature and snowfall records were broken. The crews did a splendid job, particularly in areas where unprecedented conditions were encountered, and public reaction was very favourable. Headquarters staff say they have never seen as many letters praising highway personnel in all parts of the Province for the winter work. But the crews have time for only a quick bow.

There are things to do: let's see, there are those spring break-up repairs, then perhaps some flooding and drainage problems, after that some grading, and then dust.

WESLEY D. BLACK, Minister.

HEADQUARTERS R.R. SECTION REPRESENTATIVES REPORTING TO FIELD EDITOR LISTED ON THE RIGHT

Bridge—
Douglas Building ........................................... Norm Wharf
Weiler Building ........................................... George Douglas

Construction .............................................. E. C. Webster

Paving ..................................................... H. H. Sawatzky

Equipment ................................................ Mrs. Edna Paton

General Office ............................................ Reg Cooper

Insurance and Safety, Communications .......................... G. A. Cavin

Location—
Douglas Building ........................................... R. Appleby
Weiler Building ........................................... J. Fredrickson

Maintenance, Subdivisions Access, and Landscape .......................... Mrs. Jean Corless

Material Testing ........................................... A. M. Brand

Personnel .................................................. Jo-Anne Vickers

Records and Estimates .................................... G. S. Rippenagle

Right-of-way ............................................. E. W. Pritchard

Traffic .................................................... Neil Vickers

COVER PHOTO
Yes, it's the Fraser River at the warm end, but this wouldn't convince you. Ice jam near the Agassiz-Rosedale Bridge during this year's record low January temperatures makes it look more like the Skeena, Nechako, or the Peace in January. (Photograph by Gordon Vance, Chilliwack.)
The idea of a foremen's school probably started about five years ago when the Prince George District foremen used to meet for several hours every Monday night during the winter to refresh themselves in the three Rs, to discuss current operations, and to learn a little about new techniques. The programme was received with enthusiasm and seemed to fill a need. Those involved thought it might be a good idea to develop such a school for foremen of the whole Province.

It took time and lots of work, but on December 3, 1968, a group of 25 foremen, representing most districts in the Province, met at Allison Pass on the Hope–Princeton Highway. They were to spend a week of lectures, exercises, and informal discussion.

Jim Dennison, Senior Maintenance Engineer, directed the preparation of this programme, with Al Park, Saanich District Superintendent, the co-ordinator. Along with much help from many others, the complete operation of the Department was covered, with emphasis on the part played by the foreman.

Mr. Dennison led the session off with an outline of the structure of the Department, explained some of our procedures and policies, and in fact told them what it was all about. Roy Gittins, District Engineer, New Westminster, talked on the functions of a foreman and traffic control. Tom Yearsley, Mechanical Superintendent, Prince George, covered the equipment side of our operation. John Pankiw, District Engineer, Penticton, and Don Martin, Regional Highway Engineer, Nelson, explained fundamentals of engineering and soils technology. The general maintenance session was taken by Pat Carr, Regional Maintenance Engineer, Prince George, and Pat Dunn, District Superintendent, Vernon.

The final day Al Park gave the foremen something on public relations, and Bill Helmsing, District Superintendent, Merritt, gave good advice on the need for, and promotion of, training programmes within the district crews.

Active participation by the foremen made the programme a success. The "after work" talk and the opportunity to discuss problems with their counterparts from other areas were useful experiences.

This was the first of a series of similar week-long sessions planned for the next few months.
During the week of January 6th, a C.P.R. train was derailed near Squilax in the Salmon Arm Highway District. The butane tank shown in the above picture exploded and slid down the hillside onto the Trans-Canada Highway, blocking traffic for several days until the gas was completely burned out. Water was pumped from the lake into the tank to force all the gas out. The water line shows clearly on the tank. The flame at the upper end of the tank was small when this picture was taken as compared to the early stage of burning.

Ray Chamberlain was one of the recipients of a 25-year continuous-service award, presented to him by Premier W. A. C. Bennett at a luncheon in the Empress Hotel on December 10, 1968. Ray joined the Service as a junior clerk in the Department of Public Works in 1943, and a short time later moved to the Accounts Branch. He was transferred to Pouce Coupe and then on to Kamloops as an office manager trainee, becoming office manager at Penticton in 1948. In the next five years he worked in Victoria for a short period and was relief office manager for a time at both Prince George and Revelstoke. Ray was appointed office manager in the Equipment Branch, Victoria, his present position, in August, 1953. He and his wife Thoreen are ardent bowlers. They have a son 17 and a daughter 16. Ray is also a keen sports fisherman and golfer.

Receiving his 25-year continuous-service award from the Honourable W. A. C. Bennett, Prime Minister, is A. Casagrande, Maintenance Foreman, Nanaimo District. Mr. Casagrande is presently stationed in Duncan, but during his 26 years with the Department he has worked in various locations, including Trail, Rossland, and North Vancouver.

Cecil W. Hunter, Road Maintenance Foreman 2 at Merritt, received his 25-year continuous-service award at Vancouver in December. Mr. Hunter worked with the Department before the Second World War, when he was employed on a steady basis in the Merritt area as a Grader Operator, Labourer, and Truck Driver. From June 5, 1942, to January 24, 1946, he served in the Canadian Armed Forces overseas. Following the war he returned to the Department of Highways in Merritt, where he is still employed as a Road Maintenance Foreman 2.
Found in the files of the North Vancouver District office was this photograph of an old gravel dryer. The machine was situated at Kelowna in the thirties and later transferred to the Coast. Gravel was dried in this machine and mixed with asphalt for patch mix material.

A truck-load of seamless drawn steel pipe which came around the Horn in the mid-1870's. It came via Victoria, was transhipped to Yale, and freighted to Barkerville by ox teams. The pipe was used in Barkerville until it was dismantled and purchased by the Department in 1938 as good as new, with no rust, for use as culverts. Standing by is former Department employee E. H. (Bert) Allcock, who was General Foreman at that time in Quesnel.

A Snowgo blower used on Grouse Mountain in the thirties. It was sold to the Kamloops District for $1,500 and later transferred to North Cariboo. The photo shows Mechanic Art Erwin and Shop Foreman Ernie Lwing taking over the machine at Coche Creek from Shop Foreman Bill Breverick and his operator. The machine had a huge motor, but it managed only 2 miles per hour in heavy snow, according to Bert Allcock, who sent in the picture.

Scene out of the early thirties west of Hope during construction of the Trans-Canada Highway, this Le Roi concrete mixer is operated by the late George Roe (see behind the machine). Work was in progress in 1932.
You built your own road as you travelled in July, 1931, along the Prince Rupert Highway between Hazelton and Skeena Crossing (now the Northern Trans-Provincial Highway). Shown in the foreground is the late Tom Moore, then General Foreman at Kitwanga. Tom's son Lloyd is now Road Maintenance Foreman at Smithers.

The remains of the old Cottonwood Bridge on the Queenel-Prince George Road. The bridge was taken out by ice in February, 1935, and this picture was taken a short time after the ice melted.

OBITUARIES

JOHN FRANZEN, Gravel operator, Chilliwack District, died accidentally January 3, 1969. John's death was a sorrow to his many friends throughout the district.

JOHN MAGIS, Automotive Mechanic, North Vancouver shop, died January 28th due to illness. Mr. Magis was 57 and had been with the Department since June 20, 1967. He leaves his wife, Ann, and two daughters.

Retired Cranbrook employee STANLEY WILLISSON, 58, died January 14th. Stan started employment with the Department July 3, 1946, and retired in 1966 because of ill health. He is survived by his wife, Lucy, five children and seven grandchildren.

CAPT. WILLIAM MURRAY, Master of the M.V. Queen of Prince Rupert, died recently. Born in Scotland in 1912, he worked for Northland Navigation before he joined the British Columbia Ferries as Second Officer in 1965.
SAFETY AWARDS, INFORMATION, RALLIES

The Honourable W. A. C. Bennett, Prime Minister, presenting a "million man-hour" award of merit to F. A. MacLean, Assistant Deputy Minister, for Region 2's achievement in working a six-month period without a compensable accident.

The Pouce Coupe Shop Crew was recently presented with a gold award for 128,126 hours without a time-loss accident. The award was presented at a dinner gathering in Pouce Coupe. Left to right, standing: Ben Anderson, Mel Empson, John Rutctynski, Tom Scheck, Walter Dalby, Jim Steven, Tom Yearsley, Herb Lexa, Stan Davies, A. Schuman. Seated: Ross Robertson, Walt Haddow, Birger Bragg, John Adama, Godfrey Powell, Bob Tauffenbach, and Mike Kennedy.

So You Want to Save Time

Want to save 28 minutes in a 1,000-mile motor trip? It's easy but you may have to take a few chances, use your brakes a lot more often and use more gas.

It's a little risky and expensive, but what's a risk or two if you can save 2.8 minutes every 100 miles.

A recent test in Europe showed how it can be done.

A tire maker and a precision-instrument manufacturer in West Germany carried out this test.

Two identical cars were fitted with instruments that registered every detail of a trip of almost 1,000 miles from Hamburg to the Italian Riviera. More than half the distance was covered over expressway routes.

One driver was told to make the best time he could, to pass whenever it was safe and to take the bends at maximum speed.

The second driver was instructed to take things easy, to avoid any risk and to move only as the traffic flow permitted.

After almost 1,000 miles the hard-working speed demon finished 28 minutes ahead of the relaxed driver.

Taking every advantage, he averaged less than 50 miles per hour. He was behind the wheel 20 hours and 20 minutes, and used his brakes 1,339 times, including four emergency stops. He passed 2,004 other cars and was passed by only 13.

The slow driver braked only 652 times, had no emergency stops, passed 645 other cars, and was passed 142 times. His driving time was 20 hours and 48 minutes.

Questioning the accuracy of the experiment, West Germany's biggest automobile club conducted its own test—an 800-mile run from Cologne to the Italian Alps.

The fast car took 16 hours and 52 minutes. The slower car took 21 minutes longer.

In the first test the fast driver risked his life in several emergency stops, passed three times as many cars, braked twice as often, used 10 more gallons of gas, punished his tires, suspension, brakes, and motor more severely.

But he did save that 28 minutes.

Four Districts Achieve Zero Accident Frequency Rates in 1968

Two trophy winners in their respective regions and two other in Region 2 had 0.0 accident frequency rates in 1968.

The safety trophy is presented annually to the district in each region with the lowest accident frequency rate during the calendar year. The winners for 1968 were:

<table>
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<tr>
<th>Frequency Rate</th>
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<tr>
<td>Region 1—Chilliwack</td>
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<tr>
<td>Region 2—Penticton</td>
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<tr>
<td>Region 3—Grand Forks</td>
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<td>Region 4—Burns Lake</td>
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Special mention must also go to employees in Revelstoke and Williams Lake Districts who maintained a 0.0 frequency rate throughout the year.

Region 2 has achieved an outstanding record by winning the Honourable the Minister's trophy for the third consecutive year. This trophy is awarded annually to the region with the lowest frequency rate in the Province.

The Department's over-all frequency rate was 16.8 in 1968, as compared to 52.3 in 1964, when records commenced. This reduced frequency represents a reduction of over 200 time-loss accidents annually.

All employees of the Department have participated in the improved accident record, and this is reflected in the 146 British Columbia Safety Council awards of merit earned by the Department in 1968 and the 453 awards earned since the Department entered the award programme.
The Honourable Wesley D. Black, Minister, recently presented a silver safety award and a gold safety award to H. H. Sawatzky of the Paving Branch for its achievements. University students employed during the summer months, Pavers and the Seal-coat Crews, in working 418,292 hours without a time-loss accident. Left to right are Allan Macgillivray, John Kerr, the Senior Paving Engineer; Mr. Black, Mr. Sawatzky, and Orlando Tisot.

Quesnel District Bridge Crew receiving from Regional Maintenance Engineer P. J. Carr a gold-on-gold safety award at a safety rally held at the Quesnel Provincial Building in January after working over 73,000 hours without a time-loss accident. Left to right: R. W. McLary, F. A. Sawson, W. D. Glassford, Mr. Carr, B. A. Lilienweiss, L. B. Gradnitzer. Missing from the photo was H. J. Downell.

Silver-on-gold and bronze-on-gold safety awards were presented to George Dragon, Drilling Superintendent, by Assistant Deputy Minister F. A. MacLean for the Drilling Section crews of the Materials Branch, which have now worked 130,000 hours since May, 1965, without a time-loss accident. Left to right: Lorne Johnston, Exploration Engineer; Tom Reid, Mr. MacLean, and George Dragon. Absent was E. E. Readshaw, Senior Materials Engineer, away at a computer course.

The Regional Electrical Crew recently were presented with a gold safety award by the North Vancouver Regional Highway Engineer, M. G. Elston. Left to right, back row: Larry Barkley, Ron Rhode, Quint Maibot, Dennis Hall, John Hutchinson, Ron Kristoff. Second row: Egon Wiling, Roy Harris, Assistant Foreman Ray Reekie, Keith Young, Safety Representative Bob Barry, Carl Goodman, Gunnar Merit, Jim Cummings, Fred Liden, Electrical Foreman Herb Gutteridge. Front row: John Furtak, Tom Myers, Pat Vondrisch, Menno Schmidt, Don Moulave. Missing from the photo: Lawrence Orban.

S. J. Sviatko, District Superintendent, Smithers, received bronze-on-gold award from P. J. Carr, Regional Maintenance Engineer, Prince George. The Smithers Highway District crews since June 23, 1966, accumulated 360,163 man-hours without a time-loss accident to August 31, 1968.

Ralph Dupas, Road Maintenance Foreman, New Hazelton, received silver-on-gold award from P. J. Carr, Regional Maintenance Engineer, Prince George. The New Hazelton Road Crew since January 19, 1963, accumulated 237,152 man-hours without a time-loss accident to April 30, 1968.

Lloyd Moore, Road Maintenance Foreman, Smithers, was presented with a gold award from P. J. Carr, Regional Maintenance Engineer, Prince George. The Smithers Road Crew since October 21, 1963, accumulated 162,805 man-hours without a time-loss accident to April 30, 1968.

The Vanderhoof Garage Crew received a silver award of merit for 64,000 accident-free man-hours from January, 1964, to September, 1968. Crew members are, left to right: M. J. Riggins, D. Reddecoo, Foreman John Smith, J. A. Macdonald, J. P. Palmer, and W. C. Mitchell.
EXTRACURRICULAR ACTIVITIES

Vancouver Area Employees Support 1968 C.S.F. Campaign

Department employees in the Vancouver area have again shown their concern for the less fortunate and have fully supported the 1968 campaign of the British Columbia Government Employees Community Services Fund. Pledges are up a whopping 13 1/2 per cent over 1967!

Credit goes to all who participated. Team captains were Gary Barber, Vic Booth, Jack Brown, Bill Carruthers, Irving Goundrey, Herb Gouteridge, Bill Higgins, Kenneth Johnson, Adam Kloster, Willard Kreitz, John Lord, Dot Masson, John Montador, Dennis Peet, Art Schindel, Ed Turner, and John Waring.

Highways Dept. Accounts Bowlers Top 45 Teams In Government Tournament

Harry Lay, Assistant Mechanic, Kamloops Garage, has been building ship models as a hobby for the past 16 years. He builds them mainly from pictures, and all parts are shaped with hand tools. He has built seven models and won a third prize in 1949 and a first prize in 1958, both at the Pacific National Exhibition Hobby Show.

Stan Newcombe, a Truck Driver on the Port Clements Road Crew, has won an award for excellence in weather observing and reporting during 1968. He is a voluntary weather observer on the Queen Charlotte Islands and received one of 25 awards given out across Canada. In recognition of his work he will receive an inscribed wall barometer.

Hilda Dewar won the ladies' high single with 289, and Cliff Parker, member of a third Highways Department team, won the men's high single with 333.
PROMOTIONS

AL WALISSER, a well-known project construction engineer in Region 1, was recently appointed to the position of Bridge District Engineer in North Vancouver. All's new responsibilities include the care of all the major bridges in the Lower Mainland, as well as the George Massey Tunnel and sections of the freeway. A U.B.C. graduate, Al spent 14½ years with the Construction Branch on major projects. His hobbies are boating, hunting, and building.

RAY REEKIE recently won through competition the position of Assistant Regional Foreman Electrician for Region 1. Ray worked for the Bridge District as an electrician maintaining the Massey Tunnel (formerly Deas), Oak Street Bridge, and Moray Channel Bridge. Prior to entering the Service in 1958, he worked on the electrical installations of the Deas Tunnel.

HENRY H. MEERMAN recently won through competition the position of Assistant Shop Foreman at Pouce Coupe. Henry worked in the Fort St. John shop for 6½ years prior to his promotion. He, his wife, Yvonne, and their three children are now settled in Dawson Creek.

GORDON A. EAKIN has won through competition the position of Heavy Duty Mechanic at Fort St. John. Gordon started with the Department in 1967 in Cranbrook as an Auto Mechanic and was promoted to Auto Mechanic (Cert.) in April, 1968. Gordon is married and has three children. His hobbies are camping and fishing.

TRANSFERS

GERRY GOULD, Right-of-way Agent, transferred to the Smithers Right-of-way Office from North Vancouver on January 1, 1969. Gerry commenced with the Department May 10, 1948, and has served in Kamloops and Victoria until his transfer to North Vancouver on July 1, 1968. Married with one son, the Goulds are looking forward to their tenure in the north.

TOM AAKERS, Engineering Aide 2, Nanaimo, was transferred to Port Alberni and reclassified to Engineering Aide 3. He arrived just before the big snows did and found himself a very busy job keeping check on the Alberni-Tofino Highway, where 25 feet of snow fell.

STANLEY E. ISBERG, Senior Foreman at Fort St. John for the past five years, recently transferred to the Department of Highways, Princeton. As Senior Foreman, he took an active part in many district projects, such as the Fort Nelson Bridge and access construction, road development for the British Columbia Hydro at the Bennett Dam, and the heavy district day-labour programme of 1968.

10-7 CLUB

Bruno A. Lilienweiss, Bridgeman 1, Quesnel, has retired after six years of service with the District Bridge Crew. Bruno was presented with a gift from District Engineer D. G. Johnson on behalf of his many friends.

ROBERT MCKEE, Shop Foreman 2 in Rossland since 1953, has been promoted to the position of Bridge District Engineer in Rossland. Bob, who has been with the Department since 1954, will take over the responsibilities of the Quesnel District Engineer.

W. R. KIMBLE, Mechanical Foreman 2, transferred to the Williams Lake Highways District from Prince Rupert after winning the position of Mechanical Foreman 3 there, February 1st.

JACK LAWRENCE has retired after 21½ years of service with the Department at Grand Forks. Jack came to Grand Forks in 1925. In 1939 Jack was among the first in the town to enlist, joining the Royal Canadian Artillery in September, and arriving in England on December 17, 1939. He served in England and in Continental Europe until his final discharge August, 1945. He joined the Department in 1947, and has been a Grader Operator for a number of years. Both Jack and his wife, Evelyn, are keenly interested in amateur theatre, and Jack has served as chairman of the Boy Scout Committee and as president of the District Fall Fair. He enjoys hunting, photography, and refinishing old furniture. A son, Robert, is with the Region 3 Location Crew. An elder son and his family live in Australia, and a married daughter and her family reside in Edmonton.

On October 4th fellow workers and friends gathered in Rossland to honour ROY TIPPING and THOMAS COWLING upon their retirement from the Department. Roy concluded 16 years of service as Road Foreman 2 in Castlegar, during which many improvements were made to the highway system in his area. Tommy Cowling retired after serving as a Bridge­man 2 in Rossland since 1953. It is appropriate that a joint farewell party was arranged, since they had joined the Department at about the same time and had worked together for several years in private business. Tommy, being an ardent fisherman, was presented with fishing tackle, and Roy received a desk and chair to aid him in his new model business.

In December, 1968, JOHN J. JANZEN, Labourer, retired from the Abbotsford Road Crew. He had been with the Department since 1934. The Abbotsford crew presented John with a large barometer as a retirement gift. His main hobby was painting, and on his last day of work he presented the Abbotsford foreman and his crew with a painting to hang in their office.
LEN JOHNSON, Senior Bridge Design Engineer, a native Victorian, joined the Department following graduation from the University of British Columbia in 1946. He spent the next few years designing bridges, and in 1952 was transferred to the field as a Bridge Construction Resident Engineer. Later Len returned to the bridge office, where he has remained until his recent appointment as Bridge Design Engineer. He is a past chairman of the Victoria Branch of the Engineering Institute of Canada, and presently is serving on a continuing education committee for professional engineers under the joint sponsorship of the Engineering Institute of Canada and the Association of Professional Engineers of British Columbia. His hobbies are badminton, woodworking, and fishing.

F. F. (FRED) DE GUGLIELMO is Clerk 4 in Kamloops District office. Fred started with the Department in March, 1960, in Nelson, as a Radio Operator and has worked through various office positions to his present one. His hobbies are varied and include gun collecting. If anyone has any old guns, he wishes to enlarge his collection.

J. W. (JOHN) CHAUMON, Engineering Aide with the Materials Testing Branch in Kamloops. He arrived in Canada in May, 1962, from India and joined the Department in 1963. He has attended two world Boy Scout jamborees and has also travelled around the world three times. He is married and has two children. His hobbies include world travel, scouting, and social work.

W. A. BOWMAN, Bridge Construction Engineer, graduated from the University of Manitoba in 1942 with a B.A.Sc. in civil engineering, then spent 3½ years with the Royal Canadian Engineers, which included service in North West Europe. From 1946 to 1949 he worked for C. D. Howe Consulting Engineers in Port Arthur and Vancouver. He joined the Bridge Branch in 1949 and was appointed Bridge Construction Engineer in 1960. Bill completed the Public Administration Course in 1962. He is married and has four children.

N. G. WHARF began employment with the British Columbia Forest Service in 1938. This service was interrupted from 1939 to 1946, when he served with the Army and the R.C.A.F., including service in North West Europe. Norrn again left the Civil Service in 1955, rejoining with the Department of Highways in 1956 in his present capacity. He is married and has two children.

HECTOR MACLEOD, District Technician, Nanaimo, was kept busy this winter visiting the Gulf Islands, which experienced severe winter conditions this year with the deepest snows ever encountered in this area.

MAYNELL PATTERSON, Clerk 3, in the Nanaimo office, took well to the long snow and ice conditions on Vancouver Island. Maynell did a lot of her driving in Edmonton, Alberta.

MISS JUDY JEWELL recently joined the regional staff at Kamloops as a Clerk-Typist. She formerly worked in the office during the summer of 1966 while attending college. Her hobbies include sewing and painting.

W. C. THOMSON graduated from the University of British Columbia, earning a B.A.Sc. in civil engineering in 1951. He immediately began employment with the Department in the Design Section of the Bridge Branch. Walt has also worked on bridge construction as a Resident Engineer many times, and in the summer of 1968 he was transferred to Bridge Construction Branch as an assistant to the Bridge Construction Engineer. Walt completed Public Administration Course in 1966. He is married and has two children.

DON F. EFTODA, Equipment Branch Stockman, Victoria, originally joined the Service in March, 1957, as an Engineering Aide at New Denver, transferring to Victoria in 1962. Don's duties include assisting the Office Manager, making reservations for poor cars, and seeing that about 7,500 sets of licence-plates reach their destination before expiry of present licence-year.

C. B. (DON) FOWLER is a Draughtsman 3 in the Dock District, New Westminster. Previously Don was in the Canadian Forces at Vancouver and Chilliwack. He now lives in Coquitlam, is married, and has three boys and two girls. His interests include curling and scouting.

BROCK HILLIARD is an Engineering Aide in the Dock District office, New Westminster. He comes from Port Alberni; his interests are baseball and basketball (he plays forward for the C.Y.O. Saints).
North Vancouver District Crews
Clear Squamish Highway Slides

On Thursday, February 13th, a rock-slide occurred on the Garibaldi Highway, 12 miles north of Horseshoe Bay, bringing down rock and debris onto the highway. Highway Crews under the direction of Senior Road Foreman Ed Turner and Construction Foreman Bert Melness worked long hours blasting the rock and clearing the roadway. Traffic flow was further delayed by another slide 14 miles north of Horseshoe Bay on Monday, February 17th, until Wednesday, February 19th, when the road was again open to the public. Mechanical strain gauges, which measure the slightest movement in the rock face, have been installed and will help to inform the Department of any further movement which may take place.

The daily press was intrigued recently by our use of a rock noise listening device after recent rock-fall at Porteau Bluffs on the Horseshoe Bay-Squamish Highway when tests were made for possible further failures. Here the equipment is displayed by two of the Department’s better-looking Engineering Aides, Mrs. Judy White, left, and Mrs. Arlene Draper, both Laboratory Technicians in the Materials Testing Branch at Victoria. Geophones inserted in deep drill holes pick up sound similar to frying bacon if there is movement. By reading the intensity and frequency of these sounds, experts can tell if movement is likely to develop into slide.

IDEA CORNER

Ed Turner, Road Maintenance Foreman, North Vancouver, surveys clearing of the Squamish Highway slide from the top of the slide looking north.

WEDDINGS

Kelly Squares and Irene Forsythe were married at the United Church in Smithers, November 9, 1968. Kelly works as an Assistant Mechanic in the Smithers Garage.

A wedding of interest took place on December 28, 1968, in Victoria, when Jo-Anne L. Trembley, of the Personnel Office, and D. Neil Vickers, of the Traffic Branch, were married. A Departmental presentation was made by the Honourable W. D. Black in his office December 19th. The Traffic Branch also presented the couple with a gift.
ON THE JOB ...

One of the first bridges to be built in the Fort St. John District is currently being strengthened at the centre pier with form of steel H-piling and construction of an ice-breaker. Temperatures in the 40-degrees-below range have been encountered during this project.

Gold River Maintenance Crew had its collective hands full this year with snow-removal problems. Shown during the operation are, left to right, Stan Summers, Roger Winkler, Bill King, Foreman, and Doug Kennedy.

Fort St. John District day-labour project, west of the Halfway River on Route No. 29, was completed in time for the Christmas holiday. At that time, construction crews had been contending with only the normal weather conditions and a minor slide, seen in the foreground.

Bridge Foreman Omere Pederson, of Vanderkoef, replacing asphalt tile on the Nechako Bridge near Fort Fraser on Highway 16. Fifty-degrees-below-zero weather created a high failure rate for the tile decking.

Able Seaman Walter Holland seen here washing the bridge paint, a daily task aboard British Columbia Ferries vessels. Walter was formerly with the R.C.N.

Dale Cooper, Maintenance Foreman, Lake Cowichan, experienced another heavy snowfall this winter. Dale was off work for some time with a severe flu condition. Temperatures were down near zero for a lengthy period at Lake Cowichan, and Dale is now faced with frost damage to the pavement.

Fort St. John District day-labour project, west of the Halfway River on Route No. 29, was completed in time for the Christmas holiday. At that time, construction crews had been contending with only the normal weather conditions and a minor slide, seen in the foreground.

Albert Evans, Maintenance Foreman I at Nanaimo, had lots of practice correcting ice conditions. Albert says he does not mind the salting operation, but it is too much when a carload of salt freezes and has to be broken by pick to get it out.

Harry Davies, left, and Joe Benuelle, Nanaimo District, mixing cement for each batch. Harry missed his hobby of fishing during cold weather but took up fishing through holes in the ice on the lakes, an unusual procedure for Vancouver Island.

Able Seaman Walter Holland seen here washing the bridge point, a daily task aboard British Columbia Ferries vessels. Walter was formerly with the R.C.N.

Ray Gould, Bulldozer Operator, right, at the controls of his machine with Harb Grewil, Engineering Aide 2, discussing snow-ploowing in the Green Mountain area. Snow in that area was extremely heavy and kept Ray and Harb and a number of hired units very busy.
**Convalescents**

**GARY STACEY**, Low-bed Operator in the Smithers Highway District, is recuperating from surgery after he broke his leg in November, 1968, during a hockey game in Smithers between the Smithers Totems and the Kitimat Olympics. Gary, who started with the Department in 1962, has been a member of the Smithers Hockey Club for 11 years. Friends and fellow workers wish Gary a speedy recovery.

**HORACE BROWN**, Loader Operator, Nanaimo, recuperating at home after a major illness.
The British Columbia Ferries vessel Queen of Prince Rupert played a prominent role in the successful transfer of a 3-year-old girl from a remote coastal lighthouse station to hospital in February.

The child, Caroline G. Voigt, the daughter of a lighthouse-keeper, was evacuated together with her mother from the Boat Bluff Lighthouse on Sarah Island, some 350 miles north of Victoria, and transported by the ferry to Bella Bella hospital, 36 miles south and east from Sarah Island.

An urgency call was received by the ship at 10.22 p.m. on the night of February 12th when the vessel was approaching Bella Bella. The Master, Capt. Arnold Ryles, turned the ship about and headed back to Boat Bluff, arriving there at 12.30 a.m. February 13th. The ship's lifeboat, manned by a trained emergency crew and in the charge of Chief Officer Eric Coombes, was launched at 12.40 a.m. in heavy snow and with a strong adverse tide running. The boat was brought alongside at the lighthouse, took the sick child and her mother aboard, and was picked up by the Queen of Prince Rupert at 1.12 a.m. The vessel then proceeded once again to Bella Bella.

In the interim, continuous radio contact was maintained with Bella Bella hospital by Alec Nicolson, the ship's radio operator and technician. He passed medical bulletins on the condition of the child which were given to him by Mrs. Maria Logan, the ship's first-aid attendant.

Arriving off Bella Bella, the Captain manoeuvred the ship to a safe position off Government wharf, and the lifeboat, with the same crew, was again launched. Transportation met the lifeboat at the dock, and the child and mother were taken to Bella Bella hospital. After confirmation from the doctor that all was well, the vessel resumed her run to Kelsey Bay at 4.18 a.m.

Credit must go to Captain Ryles for bringing the 5,800-ton vessel into as safe a position as was practical for the two launchings and retrievings of the lifeboat, to the crew who handled the lifeboat under difficult conditions, and to the teamwork of all officers and men involved in the rescue.

Subsequent reports from Bella Bella described the condition of Caroline as “very good” and expecting release shortly.