OVERLANDERS BRIDGE GETS NEW CONCRETE DECK

This spring, a 1½-inch concrete overlay was laid over top of the Kamloops East bridge deck. The design called for the wearing-surface to protect the main deck of semi-lightweight concrete.

The job had two unusual features. First, the finishing was done by a new Bidwell concrete-finishing machine never before used for thin overlay work. Special supports had to be designed and a new operator trained. Second, most of the Department's forces had little experience in this type of work.

The project was under the general direction of the Regional Materials Engineer, L. J. H. deBoer. Kamloops District Bridge Foreman J. D. Morris directed the site crew, part bridge and part maintenance personnel. District Instrumentman H. S. Turner and crew set and continually checked the screed support-levels, which resulted in the exceptionally smooth riding-surface. Regional Materials Technician D. E. Garner was in charge of the ready-mix concrete quality control. Co-operation was a key word and without it the excellent results would not have been possible.

The deck was 588 feet long and 56 feet wide between curbs. Taking half the width at a time, the lower deck was sandblasted, washed clean, and high spots scarified down. Immediately prior to concrete placing, a thick water-cement slurry was brushed in to provide a bonding layer. The concrete was an 8-sack mix with ¾-inch maximum size aggregates. Part of the machine-finished surface was broomed to evaluate difference in skid resistance between the broomed and machine-finished surface. Standard final linseed-oil treatment was applied after the concrete had cured for two weeks.

On the east half a temporary asphalt cover, laid last fall, was removed with a grader scarifier and loader. The black-stained underdeck surface was sandblasted clean without difficulty.

NEW WESTMINSTER CREW RESTORES WESTHAM ISLAND SERVICE AFTER BRIDGE DESTROYED

Monday, August 11, at 7 p.m., a tug pulling a barge in Canoe Pass at the mouth of the Fraser River between Westham Island and the Mainland delta took out the 160-foot Howe Truss span. The accident created an emergency as the harvesting of peas had just started and the bridge was the only means of access. The New Westminster bridge crew, under Assistant Bridge Foreman Jack Graham, immediately started construction of a Bailey bridge, and a barge was brought in to maintain service to the island. Domestic water was restored by a fire hose strung across the channel bottom. The Bailey bridge was floated into place on Friday night at high tide and the Bailey bridge was in place and in service by 12:30 a.m., August 16th.
Everyone in the Department looking after roads and bridges probably gets the feeling cars are multiplying in British Columbia faster than people. They’re right, they are. In 1958 there were 1,538,000 people in the Province. By 1968 this had grown to 2,007,000. The motor-vehicle registrations, however, went from 511,200 in 1958 to 918,612 at the end of 1968. A couple of random ADT counts for July and August reflect this growth, particularly in urban areas. Trans-Canada Highway counts just outside Victoria, for example, were 19,640 in 1959 and 34,800 in 1968, and just west of Hope, 6,009 in 1958 and 13,600 in 1968. In 10 years the Government has 33 per cent more people to look after. Our problem is that they have 80 per cent more cars.

WESLEY D. BLACK, Minister.

COVER PHOTO

Norm Fraser, Drilling Section Foreman, crouching on pier of the new Fraser River Bridge, Quesnel, as he guides helicopter into place with service ladder. On the barge below are Carl McNeil and Oliver Sersze. For further picture, see page 16.

Unusual rock formation, consisting of hexagonal columns, clearly visible from the Cariboo Highway at Alexandria, 30 miles south of Quesnel. The Quesnel bridge crew recently helped in getting a large piece of this rock for the Provincial Museum.
This summer, two Location Branch survey crews have been locating a highway through 35 miles of rugged bush country between Tahsis and Gold River.

One of the crews, under Project Supervisor Al Kuzyk, is stationed in a camp at Head Bay near Tahsis. The other, under Project Supervisor Jack Makeiv, is situated at the pulp-mill camp at Gold River. The most difficult problem at the start of the operation was getting survey personnel from camps to the inaccessible areas of the project. This has been solved by the use of a four-passenger turbojet helicopter, which shuttles men to and from the job daily. Approximately 40 heliports are in use along the survey, some literally carved out of the heavy forest growth. In order to make maximum use of the helicopter, crews have been on a very full schedule. Breakfast at the Head Bay Camp is at 5:30 a.m., and the last evening meal at the Gold River camp is at 7 p.m. Another problem on this type of survey is isolation. Few people realize the sacrifice made by these men, working under tough bush and weather conditions, cut off from all social activities as well as their families. Project supervisors, crew chiefs, permanent staff, and temporary student personnel can be proud of the job they are doing under these difficult conditions.


Earl Steppard, Victoria.
PROMOTIONS

W. I. (WILF) MCDONALD was transferred from the Burnside District to Terrace and promoted to District Superintendent. Wilf commenced service with the Bridge Branch in 1952 and was transferred to Burnside as District Technician in 1966. He was presented with a set of golf clubs by his fellow employees on the occasion of his transfer. Wilf is married and has two children.

PEGGY FITZGERALD recently won through competition the position of Clerk-Stenographer 3 in the Regional Office, Kamloops. Peggy was formerly with the Department of Public Works in Victoria. One of Peggy's hobbies is travelling, and during 1967/68 she took a 15-month working holiday through Europe.

BILL SUNDERWOOD has won through competition the position of Road Foreman 3 at Fernie. Bill was previously Pulvimix Foreman in Region 3 and also winter-shift foreman on the Salmon-Creston project. Bill is married and has two children. His hobby is fishing, hunting, and snowmobiling.

THOMAS WEISS recently won through competition the position of Clerk 3 in the Kamloops District Office. Tom worked in the yard office at Merritt as a labourer for a year prior to his promotion. He is married and has one daughter. Tom enjoys fishing as a hobby.

ROBERT J. TAUFENBACH has recently won through competition the position of Stockman 4 in the Pouce Coupe District. In his spare time Bob belongs to the Dawson Creek Volunteer Fire Department.

MISS MARG CROWN has been promoted to Clerk 2 in the Salmon Arm District Office. She took over the time-keeping duties on August 1st, replacing Watson Platt, who has transferred to the survey crew in Salmon Arm.

WHO WENT WHERE?

A number of changes in Senior Department personnel have occurred in recent weeks as the result of a major reorganization of Headquarters.

The new Chief Highway Engineer is J. A. DENNISON, whose previous position of Senior Maintenance Engineer is taken over by D. F. MARTIN. R. G. WHITE takes over as Regional Highway Engineer in Nelson. Mr. Martin's former post, and JACK KELSALL moves from Bridge Inspection Engineer at Headquarters to become Regional Location Engineer in Nelson. Within Headquarters, R. G. HARVEY becomes Senior Design Engineer. Former Saanich District Superintendent AL PARK will be the Headquarters Training Officer, and District Engineer EARL BUND moves to Saanich District from Prince Rupert.

PIPE-TESTER?

To increase the potential life of the surface, two coats of epoxy with sand cover were applied. The deck was first cleaned by mechanized high-pressure water-jet cleaners and sandblasted before and between coats. The liquid epoxy was sprayed by a "Broyhill" truck-mounted sprayer, and cover sand applied by a method similar to a sealcoat operation. In this way, each bridge lane was completed in less than two hours. The project was completed in three weeks.

An 8-foot section of 72-inch diameter, Class 3 concrete pipe, weighing 15,860 pounds, ready to be tested by the Fourney pipe-tester in the Burnaby Lab of the Testing Branch. The pipe has to meet rigid specifications, in testing it withstands 150,000 pounds load. Sections of this pipe are to be used on Project 2043 on the Patricia Bay Highway. The lady in the photo is Mrs. Maralyn McLure, clerk-steno in the Burnaby office.

LION'S GATE BRIDGE RESURFACING "TRAIN"

A new anti-skid epoxy surface was recently applied to Lions Gate Bridge by North Vancouver Bridge District forces. Unlike earlier applications done by hand with artificial heat-curing, this project used mechanized equipment to clean the deck surface and to spray the epoxy coating. Work was done in July to take advantage of the higher day temperatures for natural heat-curing of the epoxy.
Replacement of the Wilband Creek Bridge by a 15' by 9' by 64' multiplate steel culvert on the Abbotsford-Mission Highway was carried out recently by the Chilliwack District. A 55-ton crane, left picture, lowers the huge pipe into place. In the other picture, Road Foreman Pat Hazzard, in charge of installation, and Bridge Foreman Ole Johnson, in charge of assembly, take a last stroll-through before installation.

It has been a busy time in Revelstoke District this year with water in the new Keenlyside Dam reservoir literally up to some doorsteps. Dale Boutwell, Revelstoke Technician, is pictured with "one that got away." The 12-Mile ferry house was to be removed the previous day but, because of soft ground conditions, the hauling equipment bogged down. The old house floated at the end of a rope tied to a stump. Later it was cut loose and disposed of. Twenty-five feet of water cover Dale's footprints by this time.

The new M.V. Galena, lying alongside Nakusp prior to her christening ceremonies, was accepted for Revelstoke by District Superintendent S. N. A. McLeod. The 40-car, 250-passenger vessel will ply the Shelter Bay to Galena Bay route.

The Isle Pierre ferry, which operates on the Nechako River in the Prince George District. The building on the opposite bank is the ferryman's residence.

Fred Holtzworth, utility man, instructing Steve Screpnel on the finer points of the new self-propelled brush-cutter seen working on the Old Summit Lake Road in the Prince George District.
PEEK INTO THE PAST

Caption on this picture referred to Ford trucks hauling stone in the Alberni District on Vancouver Island in the early 20's.

Would you say about half a yard? Looks as if they could have carried more rock in their pockets.

Fine new Grandview Highway in Burnaby, concrete, and 18 feet wide, soon after completion around 1926. Traffic is a little light, but apparently still too much for horse-drawn wagon making slower pace on the shoulder.
Fred Bennett, Road Maintenance Foreman on Mayne Island, shown on the job in 1930. Right picture shows Fred on the job on Mayne Island in 1969.

"EXTRACURRICULAR" ACTIVITIES

Small part of his large collection of medals and badges is shown by Joe Harwood, Machine Operator 4, Vernon District. Joe has 5,800 army, navy, air force, and police badges collected from every country in the world since 1940. Mounted in 400 two-by-one-foot frames, the collection has won Joe many first prizes at hobby shows in British Columbia.

RAY STEPHENSON, Quesnel District Office Manager, just returned from a five-week holiday visiting Britain, Spain, and Portugal. Ray made good use of the extra week of holidays, which is his due after 25 years' service.

Patrolman JOHN BROWN, whose police shoulder-patch collection appeared in the June, 1969, issue of the Road Runner, recently made the headlines in Portland, Oreg., where he was interviewed by city police and safety officials. A picture of John and part of his collection appeared in the Oregon Journal, August 13, 1969.

L. W. GREEN, Paving Branch Supervisor caught a 45-pound spring salmon while fishing in Tofino Inlet. Linn played the fish for an hour and a half and finally managed to boat the fish, though he had neither a gaff nor a net.
HERB LEXA recently retired as Stockman at Pouce Coupe after 23 years of continuous service. Herb came from Saxony to Canada in 1939, served in the Canadian Army from 1942 to 1946, and has been with the Department since then. His many friends and fellow employees extend their very best wishes to Herb.

GEORGE A. DONALDSON retired on August 31, 1969, after 36 years of service with the Department as Oiler and Ferry Engineer. He is the last of the original engineers on the Kootenay Lake ferry service. George was presented with a "lucky boy" chair on his last trip, June 20, 1969, by his fellow employees on the M.V. Anahim. He was later presented with a certificate of meritorious service by the Honourable W. D. Black, Minister of Highways.

STEPHEN NOETHERY retired after serving 21 years with the Department on Thetis Island. Stephen spent most of his years as Truck Driver with the Department and acted as foreman on occasions when needed. He is finishing off a new home for himself on Thetis Island, and also plans to do a lot of fishing in the future.

JOE BAUMEL, Nanaimo District, has retired after 18 years' service with the Department on the same crew. Joe will be missed, as he was always a willing worker who could operate roller, power-broom, truck, or whatever was needed.


A scroll for 23 years' service was presented to J. PACIFIQUE LANCREDVILLER, who retired from service February 25, 1969, by P. B. McCarthy, Regional Maintenance Engineer. Born in Manitoba, he came to New Denver at an early age and has resided there for many years. He worked for the Public Works Department and at various mines prior to and during World War II. He has worked for the Department continuously since February 1, 1946. His fellow workers wish him a long and happy retirement.

CECIL E. M. ADSHEAD retired from the Highways Department July 31, 1969, after 15 years in the Government Service. He was born in Ladysmith, British Columbia, served in the Canadian Army in World War II, and commenced working on the Arrow Park cable ferry in 1955. When the ferry was discontinued March 31, 1969, he served on the Nakusp area maintenance crew. Mr. Adshead is married, has one daughter and five sons.

S. S. NOFIELD retired from the Highways Department, February 28, 1969, after 23 years in the Government Service. He was presented with a scroll by P. B. McCarthy, Regional Maintenance Engineer. Mr. Nofield was born at Fort Qu'Appelle, N.W.T. He commenced as a Truck Driver with the Kaslo maintenance crew in 1945. For the past eight years he has been a Grader Operator. All Sammy's fellow workers wish him well.

MR. HOMER GOOD, District Superintendent in the Terrace District, has been transferred to Fort St. John in the same capacity.

HUGH HOLLINS, formerly Road Maintenance Foreman 2 at Celista in the Salmon Arm District, transferred to the Prince Rupert District July 1st.

J. KENNEDY, Heavy Duty Mechanic, transferred from Williams Lake to Salmon Arm on August 1st.

G. NICHOLSON, Mechanic Automotive, has transferred from the Salmon Arm District to Tête Jaune Cache in the McBride District.

ED HOGG transferred to 100-Mile House from the Salmon Arm District to take over duties as Assistant Mechanic Foreman.

NORM DONDAEANU started in the Salmon Arm shop as Mechanic Automotive on May 15th.

MISS LOIS DOERKSON started in the Salmon Arm District Office on August 1st as Clerk-Typist, Grade 1.

NEW FACES IN NEW PLACES

J. H. (John) CLARK, Engineering Assistant, was transferred from a Region 3 location field crew at Nakusp to Region 2 location office in Kamloops, June 1st. John is married and has two daughters. His main outside interests are golf and curling.


MISS DORA MORRIS, Clerk-Stenographer 2 in the Kelowna Highways office, has left to work at the Social Welfare office, also in Kelowna.

IDEA CORNER

A dapper new litter receptacle, a variation of the famed "garbage gobbler," was designed and manufactured in No. 3 Yard, Vernon District, by these men, left to right, Ben White, R. W. Cowley, Rex Wiles, G. O'Keefe, and Len Shaw.
SAFETY AWARDS, INFORMATION, RALLIES

Prized British Columbia Safety Council award of honour was presented recently by Assistant Deputy Minister Fraser MacLean to Materials Testing Branch Drilling Section which has worked since May, 1966, without a time-loss accident. Shown after the presentation are, left to right, Lawrence Keller and Bud Botham, Drill Foremen; John Austin, Drilling and Exploration Engineer; Tom Reid (holding award), Acting Drilling Superintendent; Mr. MacLean; Dick Readshaw, Materials Engineer, and Ed Budske, Drill Foreman. The award is rare and only four were earned by the Department in 1968. The Drilling Section's achievement is all the more commendable because of the kinds of jobs they tackle, such as rock bolting, high scaling, drilling from barges and on landslides and rock slides.

FOR WORKERS WHO DRIVE TO WORK

More than one intersection collision has resulted because a driver didn't use his head before and while making a left turn.

Here are some of the easy-to-follow rules:

If you come to a stop before making the turn, keep your front wheels aimed straight ahead, so if you should get a tap from the rear or should step on the gas accidentally, you would not shoot out into an incoming vehicle's path.

Check for traffic approaching from behind with the rear-view mirror.

Start the turn-signal well before entering the left-turn area.

Check mirrors repeatedly.

Position your vehicle for a left-hand turn (that's close to the centre line) well before entering the left-turn area.

Just before turning, check once more, using the mirrors and looking to the rear through the side windows.

Make your turn.

—National Safety Council.

Safety Council award of honour, gold on gold, was presented to the Cranbrook bridge crew. Left to right: E. Pendry; P. B. McCartney, Regional Maintenance Engineer; Al Connah, Foreman; R. Hellman; and W. Large. Missing from picture: R. Thompson. This award represents seven years without a time-loss accident from March 1962, to April 1969.


Silver award of merit presented to Cranbrook garage crew by P. B. McCarthy, Regional Maintenance Engineer.

Bronze award of merit presented to Yahk road crew Acting Foreman J. Gagne by Regional Highway Engineer P. B. McCarthy.
ABOUT PEOPLE . . .

Vernon District mechanical and electrical crew under Gordon Douglas, Mechanical Foreman 3, left to right: Bill Richardson, Don Glen, Jack Fifer, Kip Rogers, Bruce Ogilvie, Don Ingram, Don Watkinson, Art Morgan, Lee Ainsworth, Bill Teal. Sitting: Gordon Douglas and John Goldie.

A MOVING THOUGHT . . .

Seven-year-old Scot Kortegaard has mixed feelings about moving and he wrote a poem about it. Although it doesn't scan very well, the little verse says more, and perhaps says it better, than a book full of adult platitudes.

Scot's simple poetic statement was inspired by the five moves he has made in his seven years. His father, W. Kortegaard, is the new Mechanical Foreman at the Nelson District Shop.

I like to move from city to city.
When you lose your friends it is such a pity.
But as days go by you don't cry.
Sometimes I like to move and sometimes not.

Mrs. Noel Fraser, Lillooet District Clerk 2, has left the Department to go into business with her husband. She had been employed for the past 13 years in the Lillooet office. Mrs. Doreen Whitney has capably filled the position.

Mrs. Nooreen Starkey, of the Headquarters Accounts Payroll section, handles all Location and Paving payrolls.

Charlie Fossy, Vernon District Machine Operator 3, has been with the Department of Highways since 1953. Charlie and his wife, Lois, are hunting enthusiasts and are likely to be found on a hunting trip somewhere in the Monashee Mountains.

Subdivisions and Controlled Access office staff at Headquarters are, left to right, C. R. Eva, Mrs. Marge Curner, Mrs. Helen Gare, and L. J. Baines. Charlie Eva, a long-time veteran of the service, started with the Department of Public Works in 1931. He is primarily involved in the preparation of Gazette notices, highway classification, and in the processing of Lower Vancouver Island subdivisions. Lewis Baines, formerly with the Department of Lands, joined the Department of Highways in 1962. His work, under the direction of the Senior Planning Engineer M. G. Elston, is with subdivisions and access related to controlled-access highways throughout the Province.

S. E. Blanchard, Superintendent of Ferries, and H. O. George, Mechanical Superintendent, Nelson, aboard the new M.V. Galena at Nokusap.
ARTHUR B GAR-RISON, Engineering Technician II, Headquarters Bridge Design Branch, was born in Alberta, but moved to Vancouver to complete high school. He graduated from the Provincial Normal School during the 30's and worked as a teacher and at other jobs in logging and construction camps. He joined the Royal Canadian Engineers in 1940, and after service in England, North Africa, and Italy he was discharged as a captain in 1946. He went back to school for a year, worked for the B.C. Electric for a short time, then joined the Department in 1948. Andy is a member of the Canadian Legion, served with the British Army and Navy in Africa, Egypt, the Par East, and Korea. His hobbies are swimming and working with Cubs and Scouts.

ANDY REID, Design Engineer, Materials Testing Branch, has returned to Victoria after a nine-month leave of absence in England, where he took a mathematics course at Bath University. This is the second post-graduate course Andy has taken during his 12 years with the Branch. In 1961 he obtained a Diploma in Soil Mechanics at Imperial College, London. Previous to his transfer to Victoria in 1962, Andy was Regional Materials Engineer in Prince George.

JIM CARMICHAEI, Clerk 3 in the Nelson District Office, where he has been for two and one-half years since coming out from Scotland with his wife, Lilian, and two children. Prior to coming to Canada, Jim served with the British Army and Navy in Africa, Egypt, the Par East, and Korea. His hobbies are swimming and working with Cubs and Scouts.

Stenographers in the Nelson District Office are, left to right, Marcia Tomelin, Lorraine Black, and Francis Farkas. Marcia has been with the Department for nine months, her hobby is needlework. Lorraine came directly to the Department one year ago from high school, her hobbies are golf and swimming. She also worked as a swimming instructor while in school. Fran, with the Department for six months, enjoys sewing and bowling and raising her two children.

GERRY A. CAVIAT, recently appointed Insurance and Claims Officer and the chairman of the Inter-Departmental Safety Committee, has been employed by the Provincial Government for 21 years. He is married and has five children, ranging from 10 to 17.

MRS. JACQUIE TOSOFF, Prince George Regional Office Stenographer for the past four and one-half years, left in June to take up life on a ranch in the Purnshaw District, south-west, of Prince George.

MRS. DOREEN ZAMBARO, a new addition to the Prince George Regional office, is the new voice of Prince George. Doreen has one son and her hobbies are reading and hooking rugs.

Left to right, Karen Shepherd, Maynell Patterson, and Sheila Lawlor, three members of the Nanaimo District office back at work after holidaying throughout the Province.

Alf Bonneau, Vernon District Machine Operator 4, is proud of his Indian heritage as a member of the Okanagan Indian Reserve Band. He owns a small ranch at Six Mile Creek on the west shore of Okanagan Lake. He is married and has three boys and three girls. Alf has worked for the Department of Highways as a driver since 1958.

Convalescents

JIM MARTINEAU and GORDON FOWLER, of the Nanaimo District, are resting at home, Jim recovering from an illness, and Gordon from an accident at Six Mile Creek on the west shore of Okanagan Lake. Ken Cummins, Engineering Aide, was recently taken to hospital after a fall from his chuck-wagon during a race in Dawson Creek's annual Bonanza Days... JIM RANKIN, Qualicum Highway District, operator of the Grevillea ferry, has been hospitalised after a serious accident while on the job and is now out of hospital and recuperating...
ON THE JOB . . .

Walter Morris, left, and Gregory Nicola of the Prince George District, preparing forestry Euclid 518 with Hancock self-loading scraper for shipment to McKenzie, where it will work on the Parsnip River project.

Crusher Q-21 in Wosswood pit on the Barkeville Road in Quesnel District.

Endersby crew of the Vernon District on road repairs and ditching. Left to right: Steve Pal, Gary Cook, George Seifert, and David McCready.

Dwing repairs on Pleasant Valley Road is one of Vernon District's patching crews. Left to right: Les Johnson, Jan Sukaczyk, and Harley Holman.

Duncan patching crew of the Nanaimo District at work on the Trans-Canada Highway. Left to right: Tedy James, Howard Wong, and Art Mackie.

Prince George District Bear Lake crew, Roy Dyer, Foreman; Iver Hallum; Les Shack; and Ron Rogers preparing to fly to clear repeater-site north of Kenny Mountain, at about Mile 66, John Hart-Peace River Highway.

Quesnel bridge crew redecking Fraser River Bridge in Quesnel. In foreground are Harold Dwinel and Foreman Bob McLarty.
Department of Highways and Canadian National Railways crews were at the scene of a washout in May. Water from a broken beaver dam flowed across Highway No. 16 and under the railway tracks about 2 miles east of Endako. The highway was under 4 inches of water over a 500-foot section. The shoulder was badly scoured, and a considerable amount of silt was deposited on the upper side of the highway. A shorter section of railway grade was completely washed out.

Frank A. Stirling, Bridge Foreman 3, standing beside the glue lam stringers for First Avenue Bridge repairs. Frank came to work for the New Westminster District as a Bridgeman in September of 1948, became a Bridge Foreman in 1956, and has worked in the District ever since. Frank's favourite pastime is horseshoe pitching, and is President of the Cloverdale Horseshoe Association.

Spring break-up conditions were at their worst on several roads in the Vanderhoof District this year. This grader is on the Sob Lake Road, east of Vanderhoof, where frost boil conditions delayed the removal of road restrictions until June 30. Henry Teichroeb, Machine Operator 9 on the grader, left the Department in June after more than 10 years' service with the Department.

Large boulder that came down beside the Salmo-Creston section of Route 3 in the spring. C. V. Vincent, Road Foreman, and J. T. Schryers, Machine Operator 4, stand in front of rock.
IN THE AIR

Wayne Randell, District Engineer, and Bill Ball, District Technician, preparing to take off in helicopter to check radio-site clear-
ing.

The "flying crane," Sokoisky S58B helicopter, helped the Materials Testing Branch place a diamond-drill unit and other equipment on top of one of the piers in the new Fraser River Bridge at Quesnel. The purpose was to take a test core from the pier. Picture above shows Tom Reid, Acting Drilling Superintendent, hoisting the equipment onto the helicopter hoist before the "haul." (See cover photo.)

In early June a crew from Prince George, consisting of W. R. Ball, Lloyd Rosell, Ferdinand Heger, T. Thiessen, Gerald Stewart, John Hrechku, Steve Screpnek, and Earl Leavitt were lifted by helicopter to the top of 5,700-foot Mount George to clear a site for the new radio repeater station.

Department of Highways pilots flying into Revelstoke Airport encounter a unique airstrip. Similar to the Tsawwassen causeway in appearance, the strip projects out into the new lake at Revelstoke, formed by the Columbia River flooding. The airport was raised 13 feet. The runway, to be paved next year, at the upper left, and the parking area in the foreground.