On November 9, 1969, a rock fall occurred at Cape Horn, 1 mile north of Slocan City, New Denver Highway District in which massive blocks broke free closing Slocan-New Denver section of Highway 6 until December 13. Left, precipitous rock ledge carries highway above rugged beauty of the region. Right, Department officials prepare for blasting dangerous overhang left after slide.

Continuous settling of the Priest Meadow section of the Germansen Landing Road has been of concern to the Department for many years. The Materials Testing Branch recommended a light-weight sawdust fill to be "floated" across the meadow constructed in the winter months to take advantage of the frost. Depth of sawdust will range between 4 and 8 feet, with 40-foot side berms constructed with ordinary fill material.

During extreme cold weather in January in the Prince George area, the junction of the Fraser and Nechako Rivers became blocked with ice. Left picture shows Old Nechako Bridge downstream blocked with ice. The Cottonwood Island residential area flooded and some residents were evacuated. Right picture is the Prince George Pulp-mill Road and shows the level the ice reached in relation to the road.

Construction Project No. 1788, Gold River Townsite to Muchalat Inlet, a tough 7½ miles on the Gold River Highway by day labour, district forces, and hired equipment. Administered by the Courtenay District and Regional Construction Engineer E. J. Garrett, Project Supervisor Bill Nielsen, and Job Superintendent Al Parkin. Left, Courtenay District Foreman Bill King and his crew hang on while they construct Bill Wall near Indian Creek. No argument, Bill, the mountain-top is up there and the canyon-bottom is down there. Right, anti-splash screen at Cascade Creek, the frame is pipe and couplers with rough cedar basketweave—design by E. J. Garrett. The screen is shatter-bug subject when it turns to "ice fence" in winter.

Prince George District Foremen, left to right, Dean Ireland, Dave Grant, and Jack B. Unternaher surveying result of blasting of beaver dam.
We all get called a few things from time to time, by citizens who feel they are not getting the service from the Department they think they should. Some people don't understand that the Department is limited not only in what it ought to do by policy but also in what it is permitted to do by law. Some who complain loudest about Department restrictions, regulations, and "red tape," on matters involving public right-of-way, are the first to demand that the Department snowplow their private road or provide facilities to drain their boggy private land. But I believe the citizens of British Columbia, by and large, get good value from our Department. Though it may appear sometimes as a faceless bureaucracy, it is staffed by people who know they are serving other people, not roads and regulations. A good deal of care and attention is given even to the smallest problems and requests, and, if there is a way, it is usually found. There is just enough flexibility to permit rational judgment on issues and common-sense application of rules. Most people realize the Department is up against legal and financial limits. But perhaps what they don't realize is that there are a few thousand conscientious men and women who will go the limit for them.

W. D. BLACK, Minister.

DEPARTMENT EMBLEM

Whatever you call it—an emblem, a symbol, a crest, or a decal—the Department needs one.

A circular recently outlined the details of a contest in which Department personnel were asked to submit ideas for such an identification mark to be used in publications, plans, buildings, and equipment.

You don't have to be an expert in heraldry, or an artist, or a draughtsman. A sketch or even a word description can convey the idea or theme.

Details are in circular letter G-70 signed by Deputy Minister H. T. Miard.

Clear Eyes and Steady Hands

The Department office and draughting-room at Quesnel have the distinction of being the only rooms in the Government building to have all non-smokers. As of January 1, B. Niehaus, Engineering Assistant; R. P. Zerr, Engineering Aide; and A. Attwood, stenographer, have joined the exclusive group dedicated to non-pollution of the wonderful Cariboo air. In the cause of journalistic integrity the RR hopes it can safely print this item 10 weeks later.
PROMOTIONS

JAMES ANGUS was promoted to Mechanic IA in the New Hazelton garage January 1, 1970. He started with the Department in July, 1969. Jim is married with one child.

DAVID BENoit, Road Foreman 2 at Anahim Lake, has won through competition the Road Foreman 3 position at Alexis Creek.

JAMES ANGUS was promoted to Mechanic IA in the New Hazelton garage January 1, 1970. He started with the Department in July, 1969. Jim is married with one child.

NEW FACES IN NEW PLACES

CLIFF BROWN, District Office Manager at Smithers, has been transferred to Salmon Arm as District Office Manager. Having worked at five different offices in Region 4 during the past six years Cliff is looking forward to working in Region 2. Cliff and his wife, Sandy, have two daughters.

ADOLPH SCHUMAN was transferred from Pouce Coupe to Bella Coola September 1, 1969, as Mechanic 2.

CHRIS J. EGOLF has been successful in his bid for Bridge Foreman Grade 3 at Williams Lake. Chris enjoys all of the outdoors particularly boating and fishing.

RON JONES was moved to Clinton to take over the District Foreman's job from John Butterill, just retired. Ron was formerly foreman at Burns Lake and now becomes Foreman 3.

MRS. KAREN LOGAN recently transferred to the Accounts Branch at Victoria Headquarters as a Clerk-Stenographer I replacing Mrs. Carol Shaw who has left the Department. Karen has been with the Equipment Branch since March 1, 1967.
10-7 CLUB

TOM NUTTER, Road Foreman, Nelson Highway District, has retired after working with the Department for 35 years. At a party in his home he was presented with a scroll for meritorious service by G. R. Kent, District Superintendent, on behalf of the Department. He also received telegrams of congratulations from the Honourable W. D. Black, Minister of Highways, and H. T. Maud, Deputy Minister. Tom and Mrs. Nutter also received gifts from his fellow workers and friends.

PHILIP H. COWEN, Machine Operator, 4, of the Yahk Maintenance Crew in the Cranbrook District, retired November 30, 1969. Philip started with the Department December 19, 1959. He is married and has one son, G. K. Austin, District Superintendent, Cranbrook, presented Philip with a pair of binoculars on behalf of fellow employees in the Cranbrook District.

HAROLD B. SOBERBERG has retired from his job as Building Service Worker at Deans Tunnel and Oak Street establishments. Born in Sweden, he came to Canada and settled in Winnipeg in 1928 and moved to Nelson in 1939. In 1953 he joined the Department as deck hand on the Ladner Ferry, and in 1959 went to his recent job. Mr. Soberberg plans to take a trip to Sweden in June.

HORACE BROWN has retired after 26 years' service with the Department. Horace was Road Foreman in the Nanaimo area for several years and also served as Truck Driver and Loader Operator.

G. BRIGHTON, Truck Driver in the Nanaimo District, has retired early due to illness. Russ Galloway made a presentation to Gordon on behalf of his fellow workers with whom he had associated during his 13 years' service in the Department.

WEDDINGS

Dorothy Holgate and Herb Leza were married in the Dawson Creek First United Church on August 30, 1969, by the Reverend S. J. Wylie. The couple spent their honeymoon on a trip through British Columbia. Dorothy is a Clerk 2 in the Pouce Coupe District Office.

Joy Hiney and Glen Neilson were married in the First United Church in Dawson Creek on October 18, 1969. Glen is employed on Crusher Q-21 and the couple will be travelling about the Prince George Region.

Convalescents

LARRY E. TAYLOR, Road Foreman 4, Cranbrook District, is out of hospital and resting at home after a heart attack in December. Cranbrook employees hope to see Larry back on the job in good health in March.

JIM MOODY, Patrolman at Swartz Bay Terminal, has recovered from surgery and returned to work.

JACK CLARKE, Patrolman at Tsawwassen Terminal, has recovered from leg surgery and returned to work.

RON HATHAWAY, Patrolman at First Narrows, is recovering in hospital after suffering a heart attack January 24th. His fellow members wish him a speedy recovery.
ABOUT PEOPLE . . .

C. R. PARKER, Area Manning Officer for British Columbia Ferries at Departure Bay. Mr. Parker has been at the terminal since 1963.

GEORGE BROWN, Department of Highways Foreman at Departure Bay, where construction of a new covered walkway to the ships, for foot passengers, is being carried out.

BILL COCKS, Terminal Agent, Departure Bay Terminal. Bill was formerly with Black Ball Ferries and became Terminal Agent here in 1963.

MAURY INGRAM, Engineer supervising highway design in the Location Branch, started with the Construction Branch in the summers of 1948 and 1949. He graduated from U.B.C. in 1950 with a B.Sc. degree and worked with the Location Branch from 1950-53 and was District Engineer in New Westminster from 1953-1956, rejoined the Location Branch in 1956 and moved to Victoria in 1957 to work in freeway design. He is married with two children.

BEV GREEN is really a studious and conscientious employee. His time is taken up with surveying, draughting, subdivisions, permits, reports, and estimates. He has remained with the Department since June, 1951. No matter what the difficulty is Bev manages to retain a happy face.

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MASS CONNIE BAHER has been in the Prince George Regional Office as stenographer since May, 1969. Before joining the Department Connie was employed at the Prince George Regional Hospital. Her hobbies are sewing and reading and she can often be found at the stock-car races in the summer.

LLOYD W. PAINE, Engineering Assistant in the Smithers District, started with the Department in April, 1956. He is married with two children. He started with the Department in May, 1969.

LEN TRUDEAU is attached to the Bridge Branch, Victoria, and will be working out of the Smithers District for the winter months. Len is married with two children. He started with the Department in May, 1969.

ORVILLE BORGERTON, foot-passenger Ticket Agent at Departure Bay. He is a recent employee who joined British Columbia Ferries six months ago.

G. W. WAGG has been appointed head of the Payroll and Voucher Section at Headquarters replacing Norm Wylie who recently transferred to the Mental Health Branch. George started with the Department in 1949 with the Parliament Buildings telegraph office and transferred to the accounts in November, 1950, as a runner. He has been with headquarters accounts ever since, except for a year at the Burinse office.

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JIM HAWES, Engineering Aide 3, has been with the Dock Design Office since March, 1966. He is married and is taking night courses toward a degree in Mechanical Technology at the British Columbia Institute of Technology.

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DAVE LOCKETT, Technician 2, started with the Bridge Branch in June, 1955, as an Engineering Aide. He has previously employed as an instrumentman in Toronto. In 1957 Dave was promoted to Resident Engineer and since that time has served as Project Supervisor on many major bridge projects. Dave is married with two boys and two girls at home in Invermere. He is a snowmobile enthusiast and an ardent fisherman and hunter.

VIC BOOTH, Road Foreman, was presented with a clock barometer to mark 30 years’ continuous service. With the Department of Highways and Public Works. The presentation was made on behalf of Vic’s fellow workers of the Bridge District and landscaping crews.

C. S. SHAW, District Superintendent, Golden, began with the Department as rodman in Cranbrook, March 1947. During his many years with the Department he has succeeded in maintaining a happy public. One of his hobbies is ham-radio operation.

MRS. A. M. OAKEY has been with the Department for nine years. Previously with another department of Government, she left to give opportunities for younger workers. She was with the Department from 1945 until 1951, worked intermittently until 1961, when she rejoined and has remained since.

LYNN SAWATSKY, Engineering Aide 1 (a), has been with the Dock Design Office since September, 1969. She is single and lives with her parents in Burnaby. Her hobby is making scale models, especially architectural models of houses, playgrounds, and interior designs. She recently won a bronze medal at the P.N.E. for her model of a house of the future.

MRS. B. JONES, Clerk-Typist 1 in Kamloops Regional Office, is the most recent arrival to the Department. Betty has three children and enjoys sewing, swimming, and golf for hobbies.

MRS. I. WHITAKER, Clerk 3 with the British Columbia Ferries at Departure Bay, Joyce works as leave clerk in the area manning office.

JACK SHAW, Road Maintenance Foreman on Galiano Island is looking forward to a tour of the British Isles in June.

H. C. (BERT) DAVIES, Senior Personnel Officer, sends copies of our Road Runner to Bangkok, Thailand.

Mr. Prayud Thiwudh-Bhong was in Victoria, sponsored by the Colombo Plan in 1960, and spent some time with the Department of Highways. On his return home he began sending to the Personnel Office a colourful magazine entitled Holiday Time in Thailand. Mr. Davies, in turn, has sent him copies of the Road Runner.

Headquarters examining section of Highways and Public Works Accounts, consists of, left to right, Mrs. Leslie Veitch, Miss Irene Standal, Cliff Vessey, Mrs. Lynda Thorsen, and Gary Dobbie. Missing from the picture was Miss Sylvia Jubb.

MRS. K. LEVENS, Clerk 3, retired from the working field July 15, 1969, to become a mother and housewife. Mrs. Levens has been with the Department of Highways in the Williams Lake District Office for five years and was a very efficient well-liked employee.

Mrs. Phyllis Court has replaced Mrs. Levens as Clerk 3.

106 Years’ Service by Four Department Employees

Presentation of 25-year awards to four Department employees was made by the Hon. W. A. C. Bennett at a special lunch banquet in December honouring long service government employees.

J. C. DRAKE, Regional Technician, North Vancouver, was among the four. Colvin started with the Department in the Burnside District in 1944, where he remained until August, 1961, when he was promoted to Technician 2 and transferred to North Vancouver Regional office. Colvin is married and has four children with whom he enjoys camping and fishing.

Two employees from the Okanagan area and one from the Kootenay, were also among the recipients. H. E. STENQUIST, of Ennderby, started with the Department in 1942, and operated various types of equipment until 1967, when he was appointed relief road foreman.

F. L. CARR, of Lumby, started with the Department in 1944, as truck driver. He is Road Foreman 2 at Lumby. JOSEPH BROWN, of Winlaw, joined the Department in 1944, working most of his service as a Grader Operator.

Stanley F. Deans, Road Maintenance 4, New Westminster District, is one of a very small and exclusive group of Government employees—those with 40 years service. The Honourable W. A. C. Bennett, Premier, presented a gold watch to Stan for his long service at the special presentation banquet last December. Stan started in 1928 and worked the whole time with Public Works and Highways. He was appointed Foreman in the Aldergrove area in 1942, and worked as maintenance and construction Foreman in the Fraser Valley area from Hope to Richmond until about 1957. He was then sent north as special construction project Foreman on Queen Charlotte Islands, Prince Rupert, Stewart-Cassiar, and Squamish, returning to the Lower Fraser Valley in 1961. He then transferred to Coquitlam in September of 1961, where he has remained since.

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The RR came across these two group pictures recently with no names. Left, is the Yale District Bridge crew in 1940, modelling the latest in work clothes and, right, the Merritt courthouse stuff of 1939, with ladies wearing the latest 1970 fashion, the Midi-coat. Can anyone supply names for either photo?

The vehicles and head gear have probably changed more in 28 years than the operator. Left, Ray Woods with his 1930 White truck S-91-E near Westbank in 1942. Now Machine Operator 4 Ray strikes similar pose by his present truck.

D. C. Pollock, Road Foreman 2, at Pender Harbour, standing beside a 1934 dump truck, now owned by a resident of the Pender Harbour area and which Mr. Pollock took delivery of when it was new in late 1933, or early 1934, at Sechelt. The vehicle was delivered there by boat as there was no road connection at that time between Gibsons and Sechelt. Mr. Pollock was the original operator of the vehicle and drove it until his promotion to Foreman.

Only 31 years ago motorists heading up the Fraser Canyon were greeted by Mr. M. McKibben's smiling face—and outstretched hand. Operated by the now disbanded British Columbia Provincial Police, the toll gate at Yale was closed in 1940.
Left is the present Department workshop and offices at 100 Mile House and, right, the new workshop nearing completion.

Probab ly one of the few still on the job, this pull-grader is used for minor maintenance work on the Telegraph Creek Road, No. 51, by Fort St. John District. The manual-controlled mini pull-grader is used on parts of the 74 miles of road between the Stewart-Cassiar Highway and Telegraph Creek.

A Paving Branch training course, conducted by Joe Same, Jr., in laboratory work was held in Kamloops, February 9th to 13th, inclusive, in the Region 2 paving laboratory in Kamloops. Demonstrating the soil-testing procedure to paving personnel was D. E. (Don) Garner, Technician for the Materials Testing Branch in Kamloops. Paving personnel in the picture are, left to right, E. Madsen, Ed Bossert, K. R. Newcomb, J. M. Nightingale, J. A. MacDonald, and Don on stool. In the background is Pat MacFarlane.

Well, it beats getting out the car and walking in the bush to hunt. In fact some intrepid "sportsmen" in the Bridge River area think shooting up highway signs with a shotgun is a real blast. Department says many signs are vandalized like this in Lillooet District, and not always in hunting season. Left, L. Fleming, Instrument-man, and right, Bob Coe, Signman, both with the Lillooet District.

W. J. Sudderwood, Road Foreman 3, Fernie District, and Frank Clapp, of Headquarters Legal Surveys Division, Location Branch, with one of Kaiser Resources' "big wheels" in background. One of these tires costs about $9,000.

A. J. Retty, Custodian, and A. L. (Pete) Davis, Foreman, standing in front of the newly completed 20-man complex, for maintenance crews, 50 miles north of Revelstoke on the Mica Access Highway.

This is a picture of Begbie Summit, the highest point on the Cariboo Highway, Mile 85, in the Williams Lake District. R.F. Electronics has a repeater located on Begbie Mountain.
ON THE JOB…

Paving weather it isn't, in the Chetwynd area in January, but John Dunbar and crew undertook to traverse 24 miles of the Bond Siding Road, north and east of Chetwynd. They intended to hand a finished right-of-way plan to the Pouce Coupe District before winter ended. Left to right are Bill Kubersstein, Mike Bishop, Mik Wheeler, Mike Symons, and John Dunbar.

Some members of the 100 Mile House road crew getting ready for winter working last fall with the screening plant. Left is W. Kirkland, Truck Driver Grade 2; W. L. Ewen, Truck Driver Grade 2; and N. W. Campbell, Labourer.

Patching? In December? In Prince George District? Picture was taken on Highway 16 west of Prince George on December 1, 1969. Crew patched until December 19 because of pre-Christmas balmy weather. They are, left to right, Dean Ireland, Road Foreman I; Richard Stelzer; and William Wilson.

Rick Hetherington, left, and William R. Wilson installing tailgate spreader in the Prince George yard.

100 Mile House road crew keeping things moving during Cariboo winters. A. DeCraene, Loader Operator, kneels down on the job.
Construction of a trash rack across Langdale Creek, north of Gibsons, is shown here nearing completion. Left to right, Jim Chaster, Roger Desrosier, and Len Clark assemble the rock sections.

Prince George District truck drivers, Ralph Eberle, left, and Eli Cuplette awaiting load.

Bryce Johnson, Engineering Aide with the Vanderhoof Survey Crew, is shown heading out on his snowshoes to work on the Priest Meadow Project. Bryce moved to Vanderhoof from Scobey, Montana, and started with the Department in 1964. He is married and has five children.

Ed Arntson, Mechanical Foreman, and Glenn Fehr, Road Foreman at Telegraph Creek, stop for coffee at a construction camp along the Telegraph Creek Road. Not too many luxuries in this camp. Note Glenn does not have three legs! The third person is unknown.

Ernie Malmo, Nanaimo Bridge Foreman, preparing some large timbers for bridge installation.

Unit S-1558 equipped with Sicard snow-blower driven by Steve Screpnek—clearing snow off old Fraser (C.N.R.) bridge in Prince George.

Steve Screpnek, Backhoe Operator (in cab); Fred Heger, Flagman; and James Shepherd of Prince George District installing conduit for traffic-light installation on Highway 97 at 22nd Avenue, Prince George.
“EXTRACURRICULAR” ACTIVITIES

Greater Vancouver Area Employees Support 1969 C.S.F. Campaign

Under the vice-chairmanship of the Regional Highway Engineer D. D. Godfrey, department employees in the greater Vancouver area have again shown their concern for the less fortunate and have fully supported the 1969 campaign of the British Columbia Government Employees Community Services Fund. Pledges are up 40 per cent over 1968. All who participated deserve credit. Team captains were: Jerry Barker, Ken Stratford, Nancy McDonald, Joy Darnell, Ken Johnson, Colin Campbell, Jack Stowe, Dave Deyer, A. C. Ritchie, John Lord, Les Neill, Irving Goundrey, William Carruthers, H. H. Gutteridge, Jack Brown, Gordon Rowand, Jim Winton, Gordon Garlinge, bud Laursen, John Montador, Richard Harold, Ed Turner, John Waring, Dennis Peet, Erwin Fallowfield, Vic Booth, and Frank Ridout. Also participating in this area were E. W. Mabetti and Jerry Wood for Public Works and Bob Swanson for the Department of Commercial Transport.

New Westminster District give GORDON ROWAND a send-off party in October on the occasion of his transfer to North Vancouver Regional Office as Office Manager. Gordon came to New Westminster from Williams Lake in 1965. He started originally with the Department in New Westminster in 1949.

Highway Patrolman Delivers

“We get to expect almost anything on this job,” said Patrolman Bill Laluk, after being called upon last November to assist in the birth of an impatient baby girl.

During the morning rush hour, November 13th, Mr. and Mrs. Gary E. Beckley of New Westminster were on their way to Lions Gate Hospital but got no farther than the south end of Second Narrows Bridge when the baby began to arrive. The excited father informed Bill of their plight and the patrolman called for an ambulance. While waiting for it to arrive Bill got out a stretcher to move the mother into the patrol office. There wasn’t time for that because the baby was determined to enter the world right then and there—on the front seat of the parents’ car.

Bill instructed and assisted the father in the proper procedure. Both breathed sighs of relief when the baby let out a loud cry. The ambulance finally arrived and mother and baby, since named Michelle Ava Mae, were taken to hospital.

When 33 teams from all Departments competed in the Inter-department Bowling Tournament on Sunday, February 15th, Highways teams took it all. The Hon. R. W. Mayhew P.C. Trophy for first place was won by Bill Ingram, Wayne Ballard, Hilda Dewar, George Wagg (Accounts Branch), and Jim Holmes (Personnel), with a pinfall of 5,984, left. In addition, Jim Holmes, in front, obtained the Men’s High Five with 1,277 pins. The P.G.E.U. Trophy for second place was won by Cliff Parker (General Office), Shasta Elliott, Vi Quessell (Contract Documents Branch), Doug Smith, and Art Dimock (Bridge Branch), with a total pinfall of 5,724. Cliff Parker, back right, won Men’s High Single with a 363 count.

Patrolman Laluk, Mr. and Mrs. Beckley, and baby Michelle at a less hectic reunion some weeks later.

All ranches don’t run beef. Stan Harford’s Paradise View, just south of Quesnel, is a chinchilla ranch where he has about 200 animals. They have been taking top honours at shows recently. Latest triumph for Stan, a Truck Driver with the Department at Quesnel, was at the Kelowna chinchilla show recently. There were 212 animals entered and Paradise View chinchillas took 17 ribbons and four rosettes. The medium-dark chinchilla in the photo was the show champion.

In October a small gathering was held in the Department Office at Williams Lake to wish farewell to DON JACOBSON, transferred to New Westminster as Office Manager. Don had been Office Manager in Williams Lake for about four years.
SAFETY AWARDS, INFORMATION, RALLIES

Gold award of merit, presented by British Columbia Safety Council, has been won by the Region 1, Bridge Maintenance District and was received by the safety committee. Front row, left to right, Lyal Polk; Irwin Fallowfield, Road Foreman; Ivan O'Connor, Chairman; Gordon Barker, Regional Paint Foreman. Back row, Roy Schmidt; Al Walliser, Bridge District Engineer; Eligah Gurr, Secretary; Joe Foster; and John Waring, Mechanical Foreman.

Construction Branch, Region 1, adds the "gold" to the "silver." Accepting on behalf of the boys are Project Supervisors, left to right, front, Wally Calder, Larrie Davidson, George Dodge, and rear, Alex Wilasus, Ron Dash, Don Johnson, and Bill Nielsen.

At a safety rally held in Smithers on December 16, 1969, the Smithers Bridge Crew was presented with the gold award of merit for having worked from June, 1966, to September, 1969, without a disabling accident. They are, left to right, Herb Hug, Bill Hooker, Roy Saby, and Slim Newman. Missing was P. Hall.

At the same rally the Hazelton Road Maintenance Crew was presented with the award of honour. Through the period from January 19, 1963, to September 30, 1969, the Hazelton crew achieved the distinction of working 302,488 consecutive man-hours without a disabling accident.

The Smithers and Hazelton Mechanical Crews received the bronze-on-gold award of merit representing 173,329 man-hours without a disabling accident.

Grand Forks Bridge Crew Foreman R. Talarico recently received a silver safety award on behalf of the Grand Forks Bridge Crew from Regional Maintenance Engineer P. B. MacCarthy.

L. A. Broddy, Regional Highway Engineer, presented the Quesnel Bridge Crew with an award of honour after it completed 89,900 man-hours without an accident. The award was received on behalf of the crew by Foreman R. W. McLarry.

R. J. McDonald, Crusher Foreman, accepted a silver safety award from Region 3, Regional Maintenance Engineer P. B. MacCarthy on behalf of Q-25 Crusher Crew which had worked 71,163 hours without a time-loss accident.

Ten Commandments for Safe Driving

On a recent Sunday in Ogdensburg, N.Y., Postmaster Carroll H. Belgard received from his church this leaflet, which he passed along to us:

I. Thou shalt hold nothing but thy steering wheel.
II. Thou shalt not make unto thee a god of thy horsepower.
III. Thou shalt not take the center lane in vain.
IV. Remember the driver behind to let him pass.
V. Honor thy father and mother and thine other passengers.
VI. Thou shalt not kill any pedestrian.
VII. Thou shalt not commit drunken driving.
VIII. Thou shalt not steal thy neighbor's eyes with thy headlights.
IX. Thou shalt not bear false witness with thy signals.
X. Thou shalt not covet thy neighbor's right-of-way.

—Catholic Quote.
Docking cradle and winch installed at Shelter Bay ferry terminal 30 miles south of Revelstoke on the Upper Arrow Lakes, above. The cradle and winch will be used to drydock Arrow Lakes ferries for repairs and inspection. The vessels are hauled up a 10 per cent grade to the level work area shown in the photo. Designed by the Dock Design Office, the cradle has 64 wheels, all equalized to spread the load evenly and runs on four rails, two on each side. The carriage is designed to carry a ferry weighing approximately 600 tons. The winch, left, has electric/hydraulic drive, and has two drums with a duplication of all drive motors, brakes, and sheaves. When pulling the ferry out of the water the two drums share the load, but in case of a line failure, one drum is capable of holding the ferry. Shown is Murray Greg, Dock District Electrician, installing temporary wiring for acceptance testing of the winch. Construction of the winch footing was by Revelstoke District Crew.

One of the largest users of inflatable life rafts in the world, British Columbia Ferry Division, major ships each carries 33 self-inflating rafts, some Davit-launched type and others inflated from canisters. At the Deas Dock lifesraft centre the equipment comes from the ships every twelve months for inspection. Here they are opened, tested and modified if necessary. Cylinders are then checked, rafts repacked and returned to ships. Left, raft on packing table. Gavin Griffiths and Jim Thompson remove air with suction equipment. Centre, Gavin proof loading rafts with 4,500-pound test bag. Right, Archie McLean making new canvas covers for ships’ equipment. Depot is considered one of the largest and most modern in the world.
This sketch of the Pender Queen and the Langdale Queen in the past issue are the work of Dave Thorne, relief seaman for British Columbia Ferry Division. Dave is now completing his fourth year of an education degree in history and art at the University of Victoria, after returning from a trainee plan on the Queen of Prince Rupert. With several art prizes to his credit, Dave is planning a show at the Maritime Museum.

One shift from Deas Dock Machine Shop. These are some of the people who keep the British Columbia Ferries in first-class condition. Front row, left to right, are John Newell, Jack Wilson, Abu Siddique, Leslie Neil, and Dave Willey; back row, Bill Cooke, Stan Deasy, Alan Johnson, B. J. Newman, Paul Jannidis, A. McKelvie, Josef Choreszewski, Ben Vogt, Chi-Sung Wu, David Kilgour, and Gary Luman.

Latest equipment for the Dock Design sounding crew is the 26-foot steel-hulled sounding boat Echo Scan. Shown being hoisted off truck for launching, the boat weighs 3½ tons and is equipped with Kelvin Hughes sounding and recording equipment. It is propelled by a V-8 automobile engine with an inboard/outboard drive unit, although it will possibly be converted to a jet-pump drive for work in shallow water near beaches. The boat was formerly owned and used by the British Columbia Hydro on their works on the Arrow Lakes.

OBITUARIES

ROSS DEFOE died December 26, 1969, in Castlegar, at the age of 69. His service with the Department dates back to 1929, when he commenced work on a part-time basis on the Castlegar Ferry. Ross retired in January, 1965, as Head Ferryman, a position he held for 14 years.

WALTER JOHNSTONE died January 15, 1970, in Cranbrook, at the age of 86 years. Mr. Johnstone was District Engineer for the Department of Public Works in Cranbrook for 11 years, he retired in 1948. He is survived by his wife Eileen and two daughters.

ROSS COSTANZO died in the Fernie Memorial Hospital on December 28, 1969. Mr. Costanzo started with the Department in July, 1934, and retired August 31, 1958. He held the position of Road Foreman 2 at the time of his retirement. He is survived by his wife who resides in Fernie.
Erection of the new Nootkatsum Bridge, left, and the Trestspan Bridge in Bella Coola brings heavy equipment for placing the pre-cast concrete beams to one of the Province's remoter areas. Local sidewalk superintendents are on the job at both sites.

Three members of the Bridge Design Office are shown working on registration of bridge plans, one of the steps in processing plans for the photographing. From left to right are Albert (Al) Ward (on loan from Bridge Construction), George Pinnington, and Gordon (Gordie) Pengelly. This is one phase of the Department's miniaturization programme.

Charlie Karr, Road Foreman 2, Rossland, stands in front of the highway and railroad bridges over the Pend-d'Oreille River near the U.S. border at Waneta, south of Trail. The bridge on the right was built in 1893 by the Great Northern Railroad and replaced with a larger structure in 1945. The original bridge was then converted to vehicular use by the Consolidated Mining & Smelting Co. Ltd. and subsequently purchased by the Department of Public Works in 1946.

The 180-foot treated-timber Howe Truss over the Sooke River in the Saanich Highway District was demolished on December 8, 1969. The bridge was built in 1941 and replaced by a new steel-arch structure in 1968. Charges were placed at each panel point and simultaneously ignited. Thirty pounds of $\frac{3}{8}$-inch by 8-inch 75 per cent forcite was used. Behind all that smoke is the new bridge, 20 feet away. Neither it nor a 200-pair telephone cable 15 feet from the other side were damaged, indicating a tidy performance by all concerned.

The 16-foot multiplate culvert installed at the Ocock River, north of Fort St. James, was designed for a 4-foot head. Because the resulting inlet velocity was of concern to the Vanderhoof District, a concrete collar was constructed around the pipe. The rock fill was dug out around it for the forming.