The above photo taken nearly 50 years ago shows the original concrete paving of a part of the Pacific Highway in 1923 and, right, the granite plaque put up to mark the completion of the work. Both the plaque and the pavement have stood the time well. Below and bottom right are portions of the Pacific Highway today where the original concrete was still in use until it was paved over (bottom picture) quite recently by the Department.
As the risk of being tiresome, we would like to "re-cycle" part of the message we used last year at the beginning of the tourist season. We believe it bears repeating. It went like this: "Our busy season is well under way at the same time as the annual tourist migration, and this is already shaping up as one of our busiest. As we have said before, you can't build roads without making a little dust, but let's do our best to ease things for our motoring visitors. There were nearly 7,000,000 of them last year. If, occasionally, we have to delay the traveler (and we include our own British Columbia vacationer, of course), detour him, shake him up, and dirty his car a little, let's at least offer him help, guidance, and a smile and see that he gets through without too much trouble. Tourists spent an estimated $470 million in British Columbia in 1970, but at least we should extend this courtesy even if we didn't owe it."

W. D. BLACK, Minister

An editorial in Haney Gazette dated April 26 praised the Albion Ferry crew for their good service during the Mission Bridge closure. Captain Dennis Harvey wrote a letter to the paper thanking them for their recognition and pointing out that during the busy time the ferry carried a record 1,233 vehicles in one 24-hour period, 93 per cent of that in 12 hours. The crew, left to right, are Jack Hay, Senior Engineer; Jim Turnbull, Mate; Capt. Percy Knowles; Ed Mitchell, Engineer; Allen Fox, Engineer; Senior Captain Harvey; Tom Lavery, Mate; Les Jackson, Mate; Capt. Cliff Hooper; Malcolm Copeland, Deckhand; Gary Skoropada, Deckhand; Capt. George Forrester; Dick Jones, Deckhand; Graham Howatt, Deckhand; Capt. Bill Androutek; and John Dumaszezgi, Deckhand.

—Photo courtesy of the Haney Gazette

THE ROAD RUNNER

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R. H. Walker .......................................... Burns Lake
W. R. Ball ............................................. Prince Rupert

COVER PHOTO

Like a giant picnic table, the east column of the Nelson Creek Bridge, Upper Levels Highway, West Vancouver, rises up to 108 feet into the air. The deck is 80 feet square.
D. C. (Don) MacPherson recently won through competition the position of Crusher Foreman for Q-1 Crusher, Region 4. Don has been employed by the Department since April 1959. He worked for 11 years on Q-1 prior to transferring to Kamloops where he worked for Q-26. Don is married, has two daughters, and enjoys hunting, fishing, and gun collecting.

Ken Stevens has won through competition the position of Foreman 3, Saltspring Island. Ken has been with the Department 11 years.

Tony Bitting was the successful applicant for Truckdriver's job at Gibsons. Tony has worked for the Department for the past two years as a Labourer and Powersaw Operator.

Vern Flintoft has been appointed Marking Foreman, Centre-line crew, Cloverdale. Vern was formerly a Centre-line Machine Operator. He and his crew will be working in Region 4.

Hugh Bohmer, formerly of Cranbrook, has won the position of Foreman 1 at Lillooet. Hugh and his family are warmly welcomed into the Lillooet District.

Waine Zazzara, from Penticton, has won the position of Mechanic 1 at Lillooet. Waine and his family are also welcomed into the Lillooet District.

R. G. McDonell has been appointed Mechanic 2, Williams Lake District. He was formerly Mechanic 1a, Penticton District.

Obituaries

John Borne, retired Labourer from Cloverdale crew in the New Westminster Highway District, died January 27, 1972, while vacationing in Phoenix, Ariz. He is survived by his wife and three sons. Born in Holland, he worked on the Q-2 Crusher from 1961 until 1966 and then out of Cloverdale Yard with the Delta crew until his retirement in July 1970.
MRS. M. HIGANO was honoured guest at a farewell party held in the Revelstoke Courthouse for her retirement after working as a Clerk 2 in the Revelstoke District Office since August 1958. A gift was presented to her by S. N. A. McLeod, Revelstoke District Superintendent, on behalf of her fellow-employees.

OSRIC MURRELL
Mate on the Thetis Island Ferry, retired recently after eight years' service with the Department. He and his wife will be living in Chemainus. Retirement will enable Osric to devote more time to his diverse hobbies, which include drama, bead-work, painting, music, and his first love, golf.

ERLING B. NESS retired from the Fort St. John District bridge crew on January 31 after 17 years. In the practical jokes department, you could count on Erling. Once he spiked a visiting Superintendent's apple pie at a bridge hand-rail. Before joining the bridge crew, Erling was on the road maintenance crew two years. He has a farm in the Rose Prairie area where he is hobby-farming during his retirement.

JAMES CLIFFORD STONE retired March 31 after 11 years' service with the Department at Fort St. John. Cliff was born in Donalds, Man., and moved to the Yukon in 1949 to work for the Department of National Defence on the Alaska Highway. In 1952 he moved to Fort St. John, but when British Columbia took over the paved section of the Alaska Highway in 1961, Cliff joined the Department. A dinner and dance was held in his honour and a gift was presented to him by Fred O. Chambers, Senior Foreman, on behalf of his fellow-employees.

KNUT PATZE retired March 31 after eight years with the Location Branch as draughtsman in Regions 1, 2, and 3, the last five years in Kamloops. He was presented with a gift by fellow-workers.

MISS MARGARET LITTLEPROUD retired March 31 after more than 15 years' service at Headquarters, Victoria. She joined the Accounts Branch in 1956 and after two years transferred to Contract Documents, where she worked until her retirement. A presentation was made by Chief Highway Engineer J. A. Denison on behalf of her fellow-worker, the first part of her retirement will be spent with her sister on Jersey, one of the beautiful Channel Islands.

W. E. JOHNSTON
Machine Operator in the Vancouver District, retired in March. Walter began with the Department in July 1956 in Ashcroft, Barriere, Merritt, and Kamloops. In 1958 he transferred to the Kamloops District, where he was a member of the Safety Committee. In 1964 he went to Vancouver, where he was on maintenance of the First and Second Narrows Bridges until 1971, when he moved to the Richmond yard to work on the Oak Street Bridge and the George Massey Tunnel. Wally was a member of the Accident Review Board for three years since its inception in 1969 and played a major role advising on accidents in Region 1. Wally is married and has four daughters. His hobbies include hunting, fishing, and lapidary work.

At Nanaimo District a group of employees gathered to honour ALBERT CONNOLLY, Mechanical Foreman, Duncan, who retired in February. Albert started with the Department as a Labourer in 1947, then switched to the mechanical end to work his way up to foreman's position. Albert plans to travel during his retirement and work on inventions in his home machineshop.

A. J. RETTY, Labourer and Cook at 50-mile Camp, Mica Access, retired recently and was presented with parting gifts by his fellow employees. His hobbies are gardening, carpentry, and riding.

JACK SHAW, Road Foreman, Galiano Island, recently retired after 26 years with the Department. District Engineer E. A. Lund made a presentation to him on behalf of his fellow employees. Jack is retiring on Galiano Island, where he plans to do a lot of fishing.

Continued on page 16
MRS. JOAN CUNNINGHAM is First Aid Attendant and Timekeeper for Project 2341, reconstruction of Highway 101 between Sechelt and Pender Harbour. She has her Class A Industrial First Aid ticket and instructors' certificate. Joan and her husband, Bob, also operate the only ambulance service in the area.

MRS. ANITA WELSPRING has been with the Creston office, Nelson Highway District, since March, having taken over duties from Pete Kolesnikoff, who returned to Nelson. Anita had worked in the Government Agent's office for the past five and one-half years. She is married with four children.

D. M. BAIRD, Stockman for the Courtenay District (or, as he prefers to be known, the local "Director of Inventories"), started with the Department in 1951. He plays piano and one of his outdoor hobbies is horseshoe pitching.

JOHN VANDERMAATEN, Machine Operator for the Courtenay District, is an ardent hunter and fisherman. John started with the Department in 1958.

Miss Peggy Nichols took over the position of Clerk-Stenographer in the 100 Mile House office, Williams Lake Highway District, in April. Peggy enjoys cooking and sewing and is busy these days learning her new job.

KIM REYNOLDS is the Regional Electrician for Region 4. He started with the Department in February 1972 after spending one year in a local pulp-mill. Previous to coming to Prince George he was employed on the Department's electrical crew working out of Burnaby. He is married and has four children, two boys and two girls. Kim is interested in photography and fishing.

C. C. ALLEN, a newcomer to British Columbia after many years in northern Alberta, is currently working as Machine Operator 3, Prince Rupert District, after filling in as a foreman on minor day labour during the past summer.

Andre Gervais, Service Man, left, and Tom Bunce, Heavy Duty Mechanic, Nelson garage. Andy has been with the Department since 1967 and Tom since 1966.

Part of the Campbell River maintenance crew pose for RR cameraman; left to right, Ed Jennings, Foreman; E. Walmsley, Grader Operator; D. DeLuca, R. Haight, and W. Brown. The crew was cleaning up and building a portion of frontage road.

Shop crew in Stewart, Prince Rupert District; left to right, G. Molund, R. Warland, G. C. Walkey, and D. W. Wyber, Mechanical Foreman, who has been with the Department eight years.
NEW FACES IN NEW PLACES

BOB JACKMAN has returned to Creston as Technician 3 after an absence of seven years. He replaces Bill Budden, who was transferred to Fernie. No newcomer to Creston, Bob was the Technician there from 1959 to 1965. Prior to that he was Resident Engineer on various survey crews back as far as 1946.

JOHN MARRIOTT moves to Creston from Merritt as Road Foreman 2 and replaces Vic Vincent, who retired earlier this year. John previously was Centre-line Painting Foreman, Sign Maintenance and Patching Foreman. He is married with two boys, and his hobbies are hunting and fishing.

R. J. R. (ROY) JACKSON, Engineering Assistant with the Location Branch, has been transferred back to Region 2 at Kamloops after six years in Region 4 at Prince George. He has been with the Department seven years. Roy enjoys country life during his non-working hours.

ZENNON BURECHAILO, District Office Manager at the Pouce Coupe Office since 1967, was recently transferred to Smithers. Zennon's many friends in the Peace River wish him well in his new location.

JIM MEWHORT, Technician-in-charge of the soils laboratory in Victoria, has transferred to Kamloops as Head Laboratory and Design Technician. Jim joined the Geotechnical and Materials Testing Branch in 1957 as an Engineering Aide 2. He is married and has two children. A dinner and presentation were held in his honour.

TOM WILLIAMS, Engineering Assistant with the seismic crew of the Geotechnical and Materials Testing Branch, Victoria, has transferred to the Nelson laboratory to do gravel inspections. Tom joined the Department in 1965 as an Engineering Aide 1. He is married and has hobbies in raising dogs. A dinner and presentation were held in his honour.

DOUGLAS ERICKSON has transferred from Prince George District, where he was Auger Drill Foreman, to Galiano Island as Road Foreman 1.

FRED BUXTON, Road Foreman 1, transferred from Saturna Island to Pender Island.

WORKSHOPS

A three-day Mechanic Foremen's Conference was held at Vancouver, April 11 to 13. The conference ran a full three days, 8:30 to 5 p.m., with evening sessions. The theme was communications and getting to know other people and their problems. Attending were personnel from various parts of Region 1; front row, left to right, Carl Schubert, Regional Stockman; Norman Taylor, Duncan; Fred Schonwald, North Vancouver; Tom Yearsley, Regional Mechanical Superintendent; John Warley, Oak Street; G. Owen, Gibsons; Ed Findlayson, Powell River. Back row, John Oliver, Mission; Steve Cott, Courtenay; Walter Mercer, Regional Maintenance Engineer; Tom Johnson, Services Engineer, Headquarters; Ray Chamberlain, Office Manager, Headquarters; Laurie Croft, Langford; William Kimble, Cloverdale; E. Butterfield, Nanaimo; and George Boyce, Alberni.

The Department of Highways and the Municipality of Burnaby staged a joint "show and tell" workshop in the pre-trip inspection of air-brake equipped vehicles for motor-vehicle examiners according to the new regulations in the Motor-vehicle Act. Similar courses were conducted in Kamloops and Victoria. Left to right, Glen Ades, Training Supervisor, Victoria; Walter Kuzic, Machine Operator, Region 1 pulvimix plant; Howard McLeod, Region 1 Driver Trainer; Fred Hamner, Transport Operator, Region 1; Walter Phillips, Machine Operator, Region 1 pulvimix plant; and Glen Westman, Relief Transport Operator. In front is Roy Harris, Machine Operator, Electrical Branch, Burnaby.

JACK AMIES, Road Foreman 2, Vernon Highway District, gave a talk at the recent foremen's meeting in Vernon.

J. G. ALVEBERG, District Office Manager, Vernon Highway District, was one of the speakers at a recent meeting of road foremen held in Vernon.
Upper Levels Construction

HIGHWAY 1, WEST VANCOUVER

Reconstruction and upgrading of the last 9 miles of the Upper Levels Highway, West Vancouver, to four-lane freeway standard is an undertaking of interest and concern to the general public. The effect of construction work by three different contractors requires co-ordination to do the job with the least possible inconvenience to the travelling public. However, the undertaking has not been free of some smoke, noise, and travel difficulties.

The existing highway has necessarily been closed during working hours while extensive blasting has been in progress, but a near normal flow of traffic to and from the Horseshoe Bay area has been maintained via detours and traffic controls applied by personnel from the Vancouver District and the Highway Patrol at each end of the project. The magnitude of the blasting has been kept within safe limits through the efforts of a group of seismic engineers whose services have been retained by the contractors.

It has been a positive objective to maintain the best possible relations with the public. No effort has been spared by all the branches of the Department to discuss and resolve problems with complainants, individually and collectively. Advance information as to road closures, detours, and traffic controls is constantly supplied through the media of highway signs, press publications, and radio.

Between January and August 1971, three major contracts were let to cover projects 1715, 2127, and 573. Respectively these called for the removal of 1,080,000, 197,000, and 47,000 cubic yards of rock and other materials. Disposing of this large volume of rock is being effected by using a crusher to convert blasted rock into gravel for further
use as fill-and-base course. Already some 170,000 cubic yards of rock have been so converted by the crushe which, out of consideration for the local residents, has been situated as remotely as is practical for the job.

Included within the project is the construction of 12 interchanges, two of which are twin structures. The design and construction of these interchanges requires great skill to fit them into an established community. They have been designed to minimize every foot of land required. One-quarter of the construction costs has been allocated to erection of retaining walls to fit four lanes into an area that would otherwise be used for only two lanes.

The contractors employ up to 200 men. The Department's construction branch has approximately 30 men on the site. Don Johnston, who remembers having drawn up

one of several retaining-walls on the Upper Levels widening project, one way of obtaining width for extra lanes when we are confined to existing right-of-way. This one is 26 feet high and the textured faces improve the appearance and blend with the residential communities.

Mountains of crushed gravel obtained from solid rock excavation will be used for grading and surfacing four-lane freeway at a later stage.

Vancouver. Busy highway is being raised to full freeway status between Taylor Way and Horseshoe Bay.
Region 1 Electrical Crew

**KEEPS LIGHTS BURNING AND TRAFFIC MOVING**

The Region 1 electrical crew started 22 years ago at the Pattullo Bridge with two men, Art Bailey as the Electrician, and Herb Gutteridge, the apprentice. Today the crew has 29.

From its small beginning in 1950 the crew expanded, moved to the Burnaby yard site until 1967 when its duties were further expanded to cover all of Region 1 and parts of Region 2.

During the first 15 years the crew was capably organized and supervised by Art Bailey, Electrical Foreman, until he died in 1965, and then the job fell to Herb Gutteridge.

In 1950 the work load consisted of three intersections of street lighting, 10 intersections with flashing beacons, seven bridges, a few offices and buildings, and Oakalla Prison Farm. Now there are more than 350 intersections of lighting, some 40 buildings, all bridges in Region 1 including the new major structures, 200 signalized intersections, the Massey Tunnel, the Fraser Canyon tunnels, and supervision of all electrical contractors installing lighting and signals for the Department.

This larger work load has seen an increase is not only the crew but in equipment from the original two men and one vehicle in 1950. Today the crew has a permanent complement of 29 men and 16 vehicles, some of which are large units with augers, winches, and personnel lifts. All the vehicles are equipped with tools and stock to carry out specific types of electrical maintenance.

Most work is carried out on a standard five-day week, but there is an afternoon shift consisting of an electrician and helper working from 6 p.m. to 2 a.m. The electrician on this shift is on standby after regular hours. Thus, men and equipment are available for emergency repairs 24 hours a day, 365 days a year.

Quick emergency service is required to protect the public from traffic-signal and swing-bridge failures, damaged light standards, and wiring and other problems.

**A view of the controller repair shop, showing some of the benches used in testing and evaluating controllers.**

**Some of the fleet of vehicles used by the electrical crews.**

**A view of the controller repair shop, showing some of the benches used in testing and evaluating controllers.**

**Eric Rappr, Electrician, testing lane-control system, George Massey Tunnel.**

**Stockman Tom Myers, left, and Timekeeper-Dispatcher Murray Dempsey performing a most important function, talking!**

It is of interest to note that in 1950 the Department did not have any three-colour traffic signals, but today the maintenance of traffic-control devices is one of the largest jobs.

The large number of traffic-control devices and the complexity of the swing bridges and tunnel controls have made it necessary to set up a preventive-maintenance programme in order to reduce the chance of failure to a reasonable and safe level.

**Ray Reekie, Machine Operator, left, and Ron Rhodes, Electrician's Helper, cutting pavement in preparation for the installation of a vehicle loop detector which actuates the traffic controller. This intersection is located in Surrey at the King George VI Highway and Old Yale Road.**

**Herb Gutteridge**

**Eric Rappr, Electrician, testing lane-control system, George Massey Tunnel.**

**Ray Reekie, Machine Operator, left, and Ron Rhodes, Electrician's Helper, cutting pavement in preparation for the installation of a vehicle loop detector which actuates the traffic controller. This intersection is located in Surrey at the King George VI Highway and Old Yale Road.**
The field crews, under the supervision of Assistant Foreman Ray Reekie, usually operate in two-man or three-man teams, depending on the job. They do most of the installation and maintenance of the outside work. There is a five-man controller-shop crew doing maintenance, repairs, and adjustments on traffic-control devices for the whole Province. A three-man crew has been established in Nanaimo Yard to cover Vancouver Island.

The three-man office staff has the responsibility for all stores, both accounting and ordering. There are several thousand different parts and equipment used.

The Department has recently started an electrical apprentice training programme. It is expected there will be 10 apprentices located in five or six locations—Burnaby, Nanaimo, Dock District, Kamloops, and Prince George. The purpose is to turn out well-experienced journeymen, able to carry out any electrical work for the Department.
At the Minister's safety banquet March 17 at Kelowna, presentation was made to the Kelowna Highway District for winning two awards, the most improved district and the best safety record for Region 2. Also presented was a British Columbia Safety Council bronze certificate to the Westbank Highway crew and a gold one to the Kelowna office staff.

**SAFETY AWARDS, RALLIES, INFORMATION**

**Beavery Awards**

Presented at Banquet

Awards for bravery were given to Patrolman Herbert Hacking and three other persons at a Victoria banquet April 24.

The presentations were made by Hon. W. D. Black, Minister of Highways, on behalf of the Government and the people of British Columbia.

**GORDON GUNN, Wrecker Operator, helped prevent an apparent suicide attempt on the Second Narrows bridge in February. He was checking the bridge area northbound about 1 p.m., February 24, when he spotted a woman's head and hands on the outside of the bridge railing. Stopping the truck as fast as possible, he ran back and reached through the railing, grabbed her wrists and held her until a passing truck-driver helped him pull the woman back over the railing. The two held her until the RCMP ambulance came.**

D. G. Johnson, District Engineer, Quesnel, presents a gold hard hat to R. T. Millar, Grader Operator, who was saved from serious injury and possibly death in an accident December 14, 1971, when his machine went over a bank and the cab was crushed down on his head. Mr. Millar was unconscious nearly an hour, suffering a head cut, nose bleed, and wrenched shoulder. A metal object pierced his hard hat, but the injury could have been fatal if he had not been wearing it.

**Fifteen safety rallies were held in various centres of Region 2 between April 24 and May 4, 1972. The one in Kamloops on April 28 was attended by about 200 members of Kamloops District crews from Savona, Kamloops, and Barriere, as well as regional crews working out of Kamloops. Speakers were J. H. Smythe, Superintendent of Equipment, from Headquarters; R. G. White, Regional Highway Engineer; D. C. MacVicar, Regional Maintenance Engineer; A. W. G. Smith, Regional Location Superintendent; J. D. Sutherland, Regional Office Manager; Ken Jackson, Civil Service Safety Officer; Joe Mondok, Workmen’s Compensation Board; E. Rozander, Regional Driver Trainer. The talks were on various aspects of safety such as safety requirements, personal attitude and behaviour, hazards of working with different types of equipment, communication, and driver safety.**

**A silver safety award was presented recently to the MV Texada Queen crew. Left to right, G. Blair, J. Coome, Capt. W. I. Hawkins, Ted Blanchard (Ferry Superintendent), R. Toal, D. Gagne, and P. Verger.**
“EXTRACURRICULAR” ACTIVITIES

Response was enthusiastic and the competition keen at the first annual Region 2 curling bonspiel held in Salmon Arm on March 25, 1972, with 24 rinks entered. Entries were from Kamloops Region, Kamloops District, Penticton, Merritt, Williams Lake, Lillooet, McBride, and Salmon Arm.

Individual trophies were presented to each member of the winning and runner-up rinks in both “A” and “B” events. The winning rink from McBride, skipped by Maurice Bagg, captured the “Big Trophy.” Others in his rink were Ian Anderson, Alf McWillis, and R. Brandt.

Second in the “A” event was Salmon Arm, first in the “B” event, Falkland, and second in the “B” event, Merritt.

The “B” event was won by the Falkland team, one of Salmon Arm’s outside crews; left to right, Errol Hicks, Rob Ford, George Bailey, and Skip Eric Howard.

Runner-up for the “B” event was the Merritt team; left to right, F. Johnson, Skip W. Caryk, J. Chenoweth, and G. Drake.

The second annual mixed bonspiel for district and regional staff and wives in Kamloops was held on February 26. Winner was a rink skipped by Chris Dever, Engineering Aide, Regional Paving Laboratory. Left to right are Dick Martin, lead, Kamloops Garage; Joyce Strohmaier, second, and Rickie Bossert, third, wives of Department employees, and Chris Devers.

O. HEINZ KOETZ, Okanagan Lake Bridge Tender, Kelowna Highway District, has won a seat on the Central Okanagan Regional District Board in his first bid for public office. He will serve as a Director until December 31.

In the annual bonspiel of the professional engineers of the Province of British Columbia, “A” event was won by a rink on which B. A. L’Hirondelle, North Vancouver District Engineer, curled third and D. W. Randell, District Engineer, was lead.

In the annual bonspiel that competed with McBride in the last draw and lost a squeaker to take second in the “A” event; left to right, Cliff Brown, Herb Young, Skip Steve Sviatko, and Ken Cummings.

One of the teams from Salmon Arm that competed with McBride in the last draw and lost a squeaker to take second in the “A” event, left to right, Cliff Brown, Herb Young, Skip Steve Sviatko, and Ken Cummings.

The 100 Mile House Road and Mechanical crew won this Royal Canadian Legion shield for 100 per cent participation in the recent blood donor clinic.

Held in Burns Lake, the annual Region 4 bonspiel was an overwhelming success. Teams from as far north as Fort St. John drove 600 miles to participate. “A” event winners, above left, were from Terrace; left to right, Charlie Lassard, Gordon Hanaa, Ross Boulthy, and Barney Lunz.

The ladies made up three-quarters of the “B” event winners team from Vanderhoof; above centre, left to right, Natalie Reinke, Edith Silver, Skip George Harper, and Ann Belshaw. The “C” event winners, above right, come almost 550 miles from Pouce Coupe; left to right, Stan Davies, Skip Walt Dalby, Rene Jones, and Walt Haddow.
ON THE JOB...

Installing curbing on Project 2295, Saanich District, are, front, left to right, Jim Barr, Labourer; Cesare Nardi, Bridge- man 1; Fred Weber, Bridge- man 1, and, at the rear, Don Patterson, Bridge La- bourer. All are from Langford main- nance crew.

A. G. (Gordie) Douglas, Mechanical Foreman 3, Vernon Highway District, stands beside new shop half-ton presented to Gordie wrapped and beribboned, as a joke, by the shop crew.

This is what the MV Texada Queen skipper sees from his bridge when the vessel docks at the Blubber Bay ferry landing, Texada Island.

The new hydro-seeding unit for Regions 2 and 4 is seen in Kamloops with the crew; left to right, Larry Forquhar, Machine Operator 3 and driver of the unit; Gordon Drake, Machine Operator 3; and Martin Eld, Foreman.

A pedestrian-equestrian overpass across Stanley Park causeway at Vancouver has been constructed to provide access for both people and horses, the latter usually the bottom half of the Vancouver mounted police. Abutments and footings were built by the Second Narrows Bridge Maintenance crew, the steelwork by con- tract, and the design by Department's Bridge Branch. The overpass is divided, one side for walkers and the other for riders, to prevent small boys from kicking the horses.

H. A. Holm, Mechanical Operator, Prince Rupert District, in the Stewart area. He was at sea for 19 years as a tugboat skipper before joining the Department in 1969. He and his family spend a great deal of time during the summer months at their cabin at Mezadlin Lake on the Stewart-Watson Lake Highway.

Frank Peterson, about to climb into the cab at Stewart. Frank has been a Grader Operator in the area for a number of years. He is very interested in community and social activities and has recently completed a term on the Village Council in Stewart.
Steep slopes and difficult bluffs don't deter the Region 3 Location Branch crews. Pictured at work in March on the Slocan Bluffs project are, left to right, Bob Goffinet, Clarence Bowness, Bryan Achten, and Jerry Irving.

Oliver T. King, District Office Manager, Kamloops, left, at the McBride shop to consult with Stockman Ian Anderson and Mechanic Foreman A. C. (Scotty) Neill. Scotty assumed duties in McBride on February 1, 1972, after two and one-half years as Assistant Mechanic Foreman in Lillooet.

John Krastel, Road Maintenance Foreman 1, Gabriola Island, stands on the trunk of a fir tree that had blown over during heavy windstorm. The picture shows damage to Department equipment shed and oil tank. If the tree had fallen toward the centre of the building, damage would have been much more severe.

Keith Langhorn, Machinist, at work in the Nelson District garage. Keith is Pipe Major of the local Nelson Kiltie Pipe Band. He has been with the Department since 1939 and is married with three children.

On Project 2341, reconstruction of Highway 101 between Sechelt and Pender Harbour, left, Cecil Chamberlin, Assistant Foreman; and Gaylord Merkel, Foreman in Charge. Cecil has worked for the Department for the past 10 years as Truck-driver at Gibsons; and Gaylord, Maintenance Foreman at Madeira Park.

Les York, Road Foreman 4, Vernon Highway District, showing privy manufactured in No. 3 Yard under his guidance. Facilities will be located at Department's new roadside rest stops at various locations through the highway system.

Ray Gould, Machine Operator, Cassidy, Nanaimo District, beside a large fir tree that toppled during a severe windstorm. The tree fell in a rest-stop area and demolished two concrete picnic tables and crushed the roof of a restroom.
Kootenay Pass Camp

When the Salmo-Creston Highway was opened in 1963, a winter camp was established at the south fork on the west side, the bottom of the summit. Due to heavy snowfall, this location proved unsatisfactory and the camp was moved to the summit opposite Bridal Lake at an elevation of 5,800 feet.

Dinner-time at the Kootenay Pass Camp; left to right, front row, Larry Mallow, Cook; Chester Phelps, Operator; second row, Vic Barton, Operator; Bill Mayers, Operator; third row, Ken Houliard, Operator; Pete Robinson, Road Maintenance Foreman; fourth row, Hugh Hollins, Road Maintenance Foreman; Vic Johnson, Operator; back row, Earl Speaker, Operator, and Bill Bourdon, Labourer.

This was replaced by a permanent complex consisting of living-quarters and a four-bay equipment shed to house and repair snow-removal equipment. The living-quarters, which has accommodation for 18 employees, has modern kitchen facilities, double bedrooms, foreman’s office, laundry rooms, washrooms, reading-room, and lounge room which is equipped with radio, television, lounging-chairs, and a pool table. Communications are cared for by Departmental radio and radio telephone. The camp is usually equipped with a diesel-truck plough, an HD20 International tractor, 4-ton trucks, light deliveries, and an ambulance.

The average yearly snowfall of 600 inches was exceeded in 1970/71 by 225 inches. The crews usually move in about the 1st of November and work shifts to provide 24-hour-a-day coverage until some time in April. Due to snowslides, short road closures do occur, when extra equipment from Creston and Nelson is called in as the need arises.

Convalescents

LLOYD PAINE, District Technician, Smithers District, had been hospitalized and is now at home convalescing after major surgery. Fellow-employees wish him a speedy recovery.

10-7 CLUB (Cont.)

Five employees of the Nelson District retired recently and were honoured by their fellow-employees at a dinner and dance. They are, left to right, Cecil Willford, Rock Driller and Ferryman in Creston for past six years; Otto Simon, with the Department in Creston 14 years, the past two as Road Foreman; Herb Wainbridge, Truck-driver in the Boswell-Crawford Bay area since 1950; Vic Vincent, with the Department in Creston since the early ’30s, originally Labourer, Truck-driver, Utility Man, and Foreman for the past 42 years; and Clyde Chadwick, 15 years with the Department, mostly as Ferryman on the West Creston Ferry.