PEOPLE, LAND, ENVIRONMENT — KEY FACTORS IN NEW ROAD DEVELOPMENT

by the Honourable Graham R. Lea, Minister of Highways

“Five decades ago,” said Moshe Safdie, the architect of Habitat '67, “the wealthy North American descending to the slums within his city disassociated himself—he did not feel responsible. Twenty years later, descending to the slums, he did not feel responsible but he did feel compassionate. Today, he has learned to share a moral responsibility—he cannot disassociate.”

By the same token, I would add, we cannot disassociate when we see the scars left on the land by careless human development. We cannot disassociate when we see community life perverted to suit the needs of industry. Urban British Columbians cannot disassociate when they see the mindless depletion of British Columbia's wilderness. Southern British Columbians cannot disassociate when they see the north lie helpless before an attack by short-sighted industrialization.

As a member of the Government, I believe one of my roles and one of the roles of the Government is to represent this sharing of responsibility. I believe we are commissioned by the people not to disassociate.

Highways is a “hardware” department of the Government. We have prosaic duties—laying asphalt, installing culverts, fording rivers, approving accesses to the highway, supervising subdivision. It is the nitty-gritty work that has to be done with little of the political romance of planning a guaranteed annual income, debating war or peace or, for that matter, defending the Federal egg marketing agency.

But in terms of the demands placed upon us by a community which is increasingly aware of the sensitivity of the environment and the responsibility of each person to his fellow man, there is no area of human activity that can be disassociated.

In the Department of Highways we welcome the change.

Our concern about the impact of highway development on the social and physical environment is reflected in the “People, Land, and Roads” seminar held recently in Prince George, and in many other ways. For example, this year the Department has allocated $120,000 to support the work of the Acheological Sites Advisory Board to investigate and reclaim artifacts from sites where we are about to work. Working with this Board and the Historic Sites Advisory Board, we will this year begin a programme to bring to the people knowledge of their own heritage, using displays in highway rest areas. We don't want these to be “Points of Interest” which glorify white colonialism or the exploitation of resources and workers; we hope the real story of the people will be told.

We are deeply concerned with the effect of highways on community life. Our first thrust must be in the area of safety. We have this year created the position of Highways Safety Engineer and now a major study is under way to re-evaluate highways in terms of safety. The day of the pretentious high-speed death trap will, we hope, soon be over in British Columbia. Also, later this month, I will receive a report from our Task Force on Avalanche and Snow Control who were commissioned last January to recommend a system of natural hazards identification. The incredible old practice of permitting settlement on the fans of avalanches and in earthquake areas will be stopped.

In the area of environmental protection, we have put an end to the wide-spread use of herbicides to control weeds along right-of-way. We are restraining the practice of indiscriminately clearing 100- and 66-foot rights-of-way on country roads. We have created a system where all preliminary plans, details of routes under consideration, and completed designs are submitted automatically by our Design and Surveys Branch to agencies such as the Fish and Wildlife Branch, the Parks Branch, the Environment and Land Use Committee, and the Pollution Control Board. We have called on other agencies, such as the Fish and Wildlife Branch, to do detailed studies of the environmental impact of proposed new routes, such as the Coquihalla Pass.

Community participation in the planning process is an integral part of the commitment of this Government and we are encouraging the public to communicate with us. Within the next two months we will conduct for the first time public hearings to ask citizens what they think should be done to improve the roads in their area while conserving the landscape.

As you know, the Department of Highways holds two important keys to land use—the control of access to highways and the supervision of subdivisions in unorganized areas. If you know anyone who has recently tried to establish a gas station on a highway or subdivide his farm, you will be well aware that we are exercising this control very stringently. We are demanding that developers prove to the satisfaction of our planners that their projects are consistent with sound land-use policy. This is one of the more sensitive areas of our duties; much pressure is put upon our staff to bend to commercial considerations. But I am proud to be able to report that our Planning Branch, which I consider one of the bulwarks against the misuse of land, is not bending to that pressure.

These are just a few of the efforts we are making to play our part in the conservation of this precious resource that is our land and the life it supports. There is still much to be done. Because of this increased emphasis, we are this year creating the new position of environmental officer whose full-time responsibility will be the

(Continued on page 3)
It has been suggested that the RR feature from time to time unusual road names with their origins. Kelowna has sent in these two, one of them Gaelic and the other made up of initials:

Guisachan Road—Gaelic, meaning "the place of firs." Lady Aberdeen, wife of an early Governor-General, lived in Kelowna and named her home Guisachan. The road by it was given the same name in 1920.

K.L.O. Road—This is the whole name. It was called that after an early company, the Kelowna Land and Orchard Co. The K.L.O. Road dates back to 1904.

(Continued from page 2)

environmental considerations we might tend to forget in our day-to-day duties as technicians and builders, as well as the initiation of new programmes.

Despite these accomplishments and our good intentions, there is still a bigger part that the Department of Highways must play in the effort to build better communities and to save the land. This bigger part is not going to come in the form of directives from Victoria or special programmes. It is going to come from the concerted and conscientious efforts of all the members of the Department working in all parts of the Province at all the many tasks we are asked to perform. We will begin this bigger part of the effort by recognizing the opportunities and occasions where this can be done.

GRAHAM R. LEA
Minister

THE ROAD RUNNER

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COVER PHOTO

Working 300 feet above the Trans-Canada Highway in the Fraser Canyon, Jeffrey Herold, Engineering Aide 2, Geotechnical and Materials Testing Branch, is one of several Department employees engaged in difficult rock-scaling project at Hells Gate.
PROMOTIONS

M. MOORE has been appointed Mechanic 3, Stewart. He was formerly Mechanic 1, Stewart.

A. R. WATSON has been appointed Road Foreman 3, Birch Island. He was formerly Road Foreman 1, Burns Lake.

G. ANDERSON has been appointed Road Foreman 2, Likely. He was formerly Road Foreman 1, Fort St. John.

W. R. ROWE has been appointed Engineering Assistant, Smithers. He was formerly Engineering Aide 2, Smithers.

E. J. ROBINSON has been appointed Mechanic Foreman 4, Prince George. He was formerly Mechanic 6, Terrace.

D. W. DAYKIN has been appointed Mechanic 3, Langford. He was formerly Mechanic 2, Sannich.

E. H. PETERSON has been appointed Road Foreman 2, Creston. He was formerly Road Foreman 1, Creston.

E. A. LAUE has been appointed Bridge Foreman 3, New Denver. He was formerly Bridge Foreman 2, New Denver.

J. W. GRAHAM has been appointed Bridge Foreman 1, New Westminster. He was formerly Bridgegeman 3, New Westminster.

SINGH TOOR has been appointed Mechanic 6, Terrace. He was formerly Mechanic Foreman 1, Port Clements.

A. D. WARD has been appointed Mechanic 3. He was formerly Mechanic 2, Prince George.

R. K. SMYTH has been appointed Mechanic 3, Terrace. He was formerly Mechanic 2, Terrace.

HENRY KLASSEN has been appointed Road Foreman 1, New Denver. He was formerly Machine Operator 6, Squamish.

10-7 CLUB

ARNOLD GLOVER, Bridgeman 4 in the Nanaimo District, retired August 30, 1974, after 23 years' service. Arnold served as a shipwright in the Navy in World War II. After his discharge he worked as foreman in house construction before going to work for the Department. His friends and fellow employees in the Department wish him well in his retirement.

DUNCAN McCUIAG, with the Design and Survey Branch in the Nelson Region since 1956, retired in August 1974. He will live at Silverton in the Siccan Valley. His hobbies are fishing and radio repair.

CHARLIE PIPE of the Salmon Arm District crew retired in September. Charlie has spent 18 years as a Truck Driver since joining the Department in 1956. Charlie can now devote more of his time to gardening, which is his main interest.

GEORGE L. GRAY, Nanaimo District, retired early this year after nine years' service on the brushing crew. The Department of Highways presented Louis with an engraved gold watch.

FRANK MCLARRY, Burns Lake District, retired April 30. Frank has been employed with the Department for 12 years.

BUD GEE of the Salmon Arm Highway District recently retired early after 26 years' service with the Department. Bud started his employment as a Truck Driver and over the years progressed to Sign Maintenance Man. Bud's interests include lapidary work and watch repair, which we know will keep him busy during his retirement.

ROY DYER, Road Foreman at Fort St. James in the Vanderhoof District, received a presentation from his fellow employees on the occasion of his move from the Department to B.C. Hydro.

The Kelowna office staff said farewell to two staff members on the same day. District Highways Manager R. M. McMillan made presentations to MISS MAUREEN SKELLY, Clerk 2, and MRS. AUDREY TARRANT, Clerk-Stenographer 2.

NEW FACES IN NEW PLACES

E. J. FRASER, Labourer at Mount Lernoray, was transferred to Regional Mixing Plant.

P. H. ECKSTEIN, Mechanic 2 of the Pouce Coupe Shop crew, was transferred as Mechanic Foreman to Bob Quinn Lake.

WALT DALBY, Mechanic 3 at Pouce Coupe, left the Department and joined the Insurance Corporation of British Columbia as Chief Appraiser in Dawson Creek area.

OBITUARIES

DON E. WOLFF, Machine Operator in the Alaska Highway area of the Pouce Coupe road crew, died July 4 after receiving major burns when his house was destroyed by fire. He is survived by his wife, Hazel, and son, Warren.

WILLIAM GRANT BUDDEN, son of Mr. and Mrs. W. A. Budden, Fernie, B.C., died suddenly on June 30, 1974. He worked for the Geotechnical and Materials Testing Branch in Nelson in 1972 and 1973. W. A. Budden is District Highway Manager in Fernie.
GETTING HOME . . . SAFELY
by Jack Lisman

Following the Minister's August 8 announcement of our all-out effort to reduce traffic accidents, public concern with this problem has run high, with a large volume of letters received by the Department and editorials and letters to the editor appearing in newspapers all over the Province.

This article by the Department's recently appointed Highway Safety Engineer outlines some of the avenues of approach to the problem.

Why do traffic accidents happen? What particular set of circumstances cause one vehicle to leave the road while others pass safely by? Is it the car, alcohol, speeding, carelessness, or just plain bad luck? What part, if any, does the roadway and its surroundings play in causing accidents?

Sometimes the answers are very obvious. A drunk driver leaves the road on a bend and crashes into a large tree on the far side of the ditch. He isn't wearing a seat-belt and the steering column literally spears him to death. He did all the things he was warned not to do and he died. But what about the driver who isn't drunk and who was driving at, say, just 5 m.p.h. over the speed limit and loses control on the same bend? What happened, and, more important, why did it happen here? Maybe some visual combination of curve and grade leads reasonable drivers to slow down just a little too late. Most of them make it O.K. but every so often one doesn't. What can we do about such a situation? How much "safety factor" is there in the bend or curve and how should this affect the posted speed limits? Is the location a known accident "black" spot—or is it a suspected "grey" spot?

There are so many questions—they can go on and on, but we do know many of the answers, and, put at their simplest terms, they are these.

Raise substandard roads to good standards; adjust speed limits to driver—not car—capabilities; and lessen the large consequences of driver error and car failures. By this last I mean reduce the hazard of roadside objects, road "furniture," large thick poles and trees, which can kill the driver who had the misfortune to leave the roadway because of a tire blow-out.

We must recognize the continuing reality of driver error and folly on the highway and try our best to get even the foolish driver and his passengers home, maybe badly shaken, but unhurt.

The main theme of their comments was a unanimous "thank you" to the many Departmental workers who gave them help and advice.

"We had fantastic co-operation," they all agreed. We dismissed out of hand the chauvinistic suggestion that this was because they were all girls and decided that it was because people are now more familiar with the programme and that this year Highway decals had been applied to the camper trucks.

Some more comments—"Everyone went out of their way to be helpful, even making sure we weren't left without gas when our schedule didn't coincide with the normal yard working hours. We had some trouble following the survey lines at first but someone took the time to go out with us and explain how they were laid out.

"We got some interesting reactions from work crews on the road. Usually friendly interest followed by a complete doubletake when we drove through and the Department decal became visible. We were tempted to tell everyone we were doing an efficiency study.

"Everyone wanted to take the credit for the remarks about 'long-haired, hippy nonsense' levelled at last year's survey team! We had no problems of that sort this summer but we do have to do a lot of explaining as to what archaeology is all about."

In a future issue we hope to include more explanation of the purpose and progress of the Archaeological Programme.

THANKS

We had planned to include in this issue an article on this year's Archaeological Survey Team. However, the students had only a very short time in Victoria at the end of the summer to get their reports organized, so the material could not be ready in time.

We did have an opportunity to talk with them and to gather an impression of how their summer went.

The main theme of their comments was a unanimous "thank you" to the many Departmental workers who gave them help and advice.

"We had fantastic co-operation," they all agreed. We dismissed out of hand the chauvinistic suggestion that this was because they were all girls and decided that it was because people are now more familiar with the programme and that this year Highway decals had been applied to the camper trucks.

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ABOUT PEOPLE . . .

JOHN LISMAN, P.Eng., was recently appointed Highway Safety Engineer. Mr. Lisman will be responsible for the development and administration of a comprehensive highway safety programme.

He was Transportation Engineer for the City of Vancouver and senior engineering member of the West End Planning Team.

Prior to moving to Vancouver he was employed by the Greater London Council's Department of Highways and Transportation, serving for some time with their Traffic Branch.

Mr. Lisman, who is 41, received his early education in Scotland, served with the RAF for two years, and received his degree in Civil Engineering from the Royal College of Science and Technology, now the University of Strathclyde.

FRED GEUDER, formerly a Weigh-scale Operator for the B.C. Forest Service, has won through competition the position of Yardman with the Department at Chetwynd.

Fred is married and has two daughters. His main hobbies are curling and baseball.

EUGENE (GEO) PARKER, Engineering Aide in the New Denver District, began with the Department in June 1973. Gene is single and his chief leisure interest is sailing.

He also enjoys hunting and fishing.

GEORGE SWANSON, Senior Road Maintenance Foreman in the New Denver District, Winlaw area, began with the Department in 1946. George is married and has five grandchildren. His hobbies are gardening, prospecting, and hunting.


J. H. (Jim) LAWRENCE, the recently appointed Personnel Officer in Region I, came from Calgary, where he worked for the Federal Departments of Agriculture and Public Works for seven years. He was responsible for the total personnel function of these Departments in Alberta. Jim studied civil engineering at the Universities of Manitoba and North Dakota for three years before graduating from UBC in psychology in 1964. He is married and has three children. His hobbies are hunting, riding, and curling.

A. R. (Tony) PUPPIN, Senior Road Foreman in the Fernie District, started with the Department at Fernie in 1947 as a Truck-driver. He won through competition, the position of Road Maintenance Foreman 2 in Fernie in 1969 and attained his present position in January 1974. Tony was born in Fernie. He is married with one child. His main interests are camping, hunting, and playing the accordion. He played with the "Fernie 4 A's" hockey team for many years.

RANDY WAGNER, Engineer Aide Grade 2 for the Salmon Arm survey crew, began his employment in July 1971. Randy is single and off the job he can generally be found canoeing, swimming, camping, or snow skiing. Randy is leaving the Department to further his education at BCIT in September.

MARY ANN TEMPLETON recently joined the Planning Branch in Victoria as Clerk - Stenographer. Mary Ann graduated from Camosun College and previously was a day-care supervisor with a school for retarded children. Single, her hobby is painting and photography is swimming.

ERNIE MAZZEI, Machine Operator in the Nanaimo District, started with the Department in 1973. He is married with three children. His hobbies are hunting, fishing, digging clams, and collecting oysters.

ROBIN B. DALZIEL was recently appointed to the Attorney-General's Department and assigned to Highways as Department Solicitor.

Born in Edmonton, Alta., Robin spent most of his earlier years in northern British Columbia and the Yukon Territory, where his father was employed as a bush-pilot.

He completed high school and two years of college in Victoria, and obtained a Bachelor of Science in Geology from UBC in 1961.

After practising geology for three years Mr. Dalziel returned to UBC to study law and was called to the Bar both in British Columbia and the Yukon Territories, where he practised law for four years before moving to Victoria where he continued in private practice until his present appointment.

Mr. Dalziel is married and has one son.

HERB YOUNG, Labourer on the survey crew in the Salmon Arm District, began his employment with the Department in 1969. Some of Herb's hobbies include bowling, curling, hockey, and horseback riding. Most of Herb's spare time has been taken up working on his new house.

CRAIG SCOTT, Radio Technician at Prince George, has been with the Department since June 1973. He is married and has two children. Leisure time is devoted to family activities and woodworking.

ALAN LATKIN, Mechanic in the New Denver District, began with the Department in December 1973. He is married with two daughters. Alan and his wife were born and grew up in New Denver. He enjoys water skiing, boating, fishing, trail-bike riding, and carpentry. He built his own home in Silverton.
RAY LAHNER, Mechanic in the New Denver garage, began with the Department in December 1973. Ray is an RCMP auxiliary and a licensed scuba diver. He is married with two children. Ray's hobbies are water sports, hunting, and golf.

W. D. COOPER, Technician in the New Denver District since September 1970, has previously worked in Revelstoke and 100 Mile House. He is married with three children. His hobbies are boating and fishing.

DON WILLIAMS of the Golden District is a Road Maintenance Foreman at Athalmer. He is married with three children. His hobbies are boating and fishing.

ALAN KINSEY, Road Maintenance Foreman at Athalmer in the Golden District, began with the Department at Golden in 1951. He is married with four children. He is active in the Lions Club and the Legion. His hobbies are boating, waterskiing, fishing, travelling, and movie photography.

LEN MORRISON, Truck-driver at Athalmer in the Golden District. Len is single and likes winter because of his interest in snowmobiling.

ELMER RAVEN, Grader Operator at Athalmer in the Golden District, began with the Department in October 1955. He is married and has two children. His favourite hobby is snowmobiling.

MRS. MARGO DEERING is a pretty addition to the Quesnel District office. She married recently and leads an active life on the ranch. She is also active in local service clubs.

JERRY MOREAU, member of the Prince George regional paving laboratory, Jerry and his wife, Sue, are keen tennis players and have recently taken up cross-country skiing and curling.

TOM MUNRO on the crew of the Prince George paving laboratory is a curling enthusiast. He is married and has two children.

MIKE JINKIN, a recent transfer from the paving laboratory in Kamloops to the one in Prince George. He is married and has one child. Mike is an active participant in local dragster competition.

SCOTT KOCH, a former native of Chase, was recently reclassified from an Engineering Aide 2 to an Engineering Aide 3. Scott started with the Department in 1971 at the regional paving laboratory in Kamloops and was then transferred to the laboratory in Burnaby for a year before coming back to Kamloops. Scott is presently the senior assistant in the paving laboratory. Scott is an avid hockey fan and an active participant in curling, golf, and skiing.

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DARRYL DEGU-GLIEMO is the newly appointed Service Man at the garage in the New Denver District. Fishing and cars occupy his spare time.
DEPARTMENT PARTICIPATES IN VANCOUVER ISLAND FALL FAIRS

Much of the work of the Department is in the “public eye” and sometimes subject to misunderstanding. The foreman of the Region 1 hydroseeding crew was once accused of spreading chemical herbicides on highway embankments when he and his crew were actually seeding grass by water pressure. What the complainants saw was the colour of the mulch which is part of the mixture sprayed on embankments to prevent erosion.

In an effort to correct such misapprehensions the Department entered displays at the Nanaimo and Duncan Fall Fairs in late August and early September. These displays were designed to tell the “hydro-seeding story.”

The following information was given to those people whose questions and comments indicated an interest in the hydroseeding programme.

Miles of new highway are constructed in British Columbia each year. Road construction involves reshaping of the landscape, and large cuts and fills are often made wherever grading takes place. The resulting slopes are unstable and easily eroded by natural forces unless efforts are made to arrest the action.

The establishment of vegetation on roadway embankments is of prime importance. Plants help to stabilize the soil and at the same time improve the appearance of the newly constructed highway. Since a fast plant cover is desirable, grasses are usually seeded because of their rapid germination and spreading qualities and their adaptability to a wide range of conditions.

Seeding is accomplished by a method known as “hydroseeding,” which simply means “seeding with water.” Quantities of grass seed, fertilizer, mulchy material, and water are mixed together in a large tank-mounted tank and forced out through a nozzle onto the slopes. In this way, large areas can be quickly and effectively seeded with each tank load. The hydroseeding method is particularly well suited to steep embankments where hand seeding is both dangerous and time consuming.

Seed mixtures used vary within the Province depending on the climate and soil conditions encountered. Ideal seeding times are in spring and early fall, but due to the vast territory to be covered each year, seeding goes on through all seasons wherever possible.

The Department entered displays at the Nanaimo and Duncan Fall Fairs in late August and early September. These displays were designed to tell the “hydro-seeding story.”

Colour photographs were taken of the various aspects of the hydroseeding operation when the crew was at work in the field. The cooperation of Region 1 Landscape Foreman Haro Stark, Foreman Wally Smith, and Machine Operators Bruce Paget and Michael DeMoss was appreciated. The best of these color shots were enlarged and with suitable captions formed part of the display. They showed the basic hydroseeding components, water, grass seed, fertilizer, and mulch, how these components are loaded on the truck in the field, and the hydroseeder in operation on a bare bank on which there are signs of erosion.

There was also a shot of an embankment which had been seeded two years previously and on which the grass and clover had formed a fairly solid ground cover.

Flats of the different varieties of grass seed and clover used in hydroseeding were also displayed together with an explanation of the percentage of each in the total mix, and the reasons for the combination. For example, Kentucky blue grass is used because it thrives in damp shady areas; red fescue, because it develops a good root system and is good for light soil; red top, because of its creeping effect and wide adaptability which includes drought resistance; white clover, because it grows readily in clayey soils and also develops a very strong root system.

Heads of grass and the seed was also shown so that the viewing public was able to see why the smaller volume percentage of red top was compensated for by the 10,000 seeds per gram in contrast with red fescue’s 1,000 seeds per gram.

All the captions for the exhibit were kindly made by Hilbrand Schuitena of Region 1 Design and Survey Branch. Help was also provided by Arne Semmen, Carpenter in the North Vancouver District, and the Burnaby electrical shop supplied wiring and lighting.

Al Pluedoe, left, and Gordon Whiston with the Department display at Duncan.
Al Planedin, Assistant to the Senior Landscape Supervisor Mike Pope, and Perry Fleming, Engineering Assistant in the Nanaimo District office, aided the Regional Public Information Officer A. J. Schindel, in manning these fairs, which were open from 10 a.m. to 11 p.m., including Saturday and Sunday. Gordon Whiston of the Duncan maintenance crew was also in attendance at the Duncan Fair.

The top photograph on this page is fairly representative of the interest which many of the fairgoers showed in the display. Of course, many of them wanted to know what grass seed would be good for "their lawns, but patient answers brought most of them back to the theme of the display, EROSION CONTROL—BY RE-ESTABLISHING ROADSIDE VEGETATION.

The following remarks are typical of their responses to the display which they freely inscribed in a guest book conveniently displayed:

"Makes B.C. look like B.C.,” “excellent idea,” “very good idea,” “intelligent display,” “excellent approach,” “beautiful,” “useful information,” “education exhibit,” “very good project,” “long overdue,” “very good—should be continued,” “very interesting and useful,” “an interesting exhibit,” “most informative,” “effective,” “sensible, right on,” “worth while,” “something being done for the future,” “very progressive,” “necessary,” “a must,” “please incorporate more flowers,” and “thanks for the information.”

It is hoped that many of the people in the Nanaimo and Duncan areas will have a better understanding and appreciation of this function of the Department.
Some scenes of flood damage after the downpour on July 15 and 16 in the Dawson Creek area. Road and bridge crews had handled big jobs of keeping traffic moving. Flood waters flowing across Eighth Street, arterial highway, in Dawson Creek. Two large multispan culverts were insufficient and the water came up over the 30-foot fill and washed across the highway deep enough to stop traffic.

Culverts that have held the water for years through spring run-offs and summer rains were washed out cutting roads like this, the Sweetwater Road, 2 miles off the Alaska Highway.

Some bridges were unable to cope with the water and several approaches were washed out like the Frederickson Bridge shown here.

The Peace River District bridge crew installing headwalls on Saskatchewan Creek on the Clayhurst Road. Top row, left to right, Euclid Tremblay, Bridge Foreman; Tom LaForge, Bridge foreman 3; Ted Cole, Bridge Labourer; Tony Bioganski, Bridgeeman 2; Ivan Nggaard Peterson, Bridgeeman 3; and Ernest Greening, Bridge Labourer. Bottom row, left to right, Tom Steward, Jack Baker, Brad Arndt, all summer employment students.
The pouring of the deck on the Homes River Bridge, McBride Highway District, is under the direct supervision of Project Supervisor Roy Beattner.

AMY ROSIN, one of the flag-girls employed under the "Experience 74" programme, McBride Highway District.

Coldmix being applied over 2½ miles of the Westside Road along Okanagan Lake, Kelowna Highway District.

Public Works staff, Yale District, 1939. Sign on building—British Columbia Police. No names were available with the picture. Can anyone identify any of the people in the picture?

Coulomb maintenance establishment, 1940. On the right J. A. Miller, Subforeman. Man on the left is unknown.

Old personnel trailer, left, Fernie Highway District, stripped and converted to field-survey trailer. New construction field office, right, is portable, built on skids, and insulated and completely wired.

Left to right, Earl Kline, Shop Foreman, Creston; and George Kent, District Highway Manager, Nelson, present Interprovincial and Trades Qualifications Certificates to Dean Ruck, Mechanic 1, Creston, who completed apprenticeship in heavy-duty mechanics.

SAFETY AWARDS, RALLIES, INFORMATION

A Silver Certificate Award of Merit was presented recently to the Kamloops District Survey Crew and Engineering Staff for working 72,026 consecutive man-hours without a time loss accident from September 1972 to December 1973. A. L. (Scotty) Freehbonn is shown presenting the award to Hubert Bragger, District Technician. In the back row, left to right, are Tim Ferrier, Bill Stanley, Ken McMillan, Doug Hegyi, A. J. Durante, O. D. Walden, and Mike Woodcock. Missing from picture are Wally Pidskalny and Bob Davoren.

Neville Hope, District Highways Manager, Merritt, front right, congratulates "Boots" Reynolds and his Coalmont crew for being awarded the Gold Safety certificate. Left to right, background, are A1 McDermid, Charlie Blank, Walt Smart, and Fern Aguilhon.


McBride District safety trophy is a semi-annual award this time won by the road and mechanical crew at Tete Jaune. Some of the members were on hand to receive the trophy, left to right, Scotty Neill, Mechanical Foreman; Dale Nolt; Dan Doyle, District Highways Manager; Debby Bellisle; A. Jacobson; Lloyd Crate, Road Foreman; Victor Olson; and George Rondeau.

Golden and Athalmer mechanical crews were presented with the A. R. Irving Region 3 Memorial Trophy for garage safety which they share with Fernie this year. Left to right, standing, Harvey Thermonet, Mechanic Foreman, Athalmer. A. Latosky, Mechanic Foreman, Golden; F. Dubois; N. Shuller (squating): N. Crossman; F. Russell; T. Kelly; T. Sime; S. Howe; and K. Stevenson.

Scott Patch, Bridgeman on the Kamloops bridge crew, was clearing driftwood off the Clearwater Station Bridge when he lost his footing and fell into the North Thompson River. The new floatcoat life-jacket he was wearing at the time brought him quickly to the surface where he was successfully rescued.
PATROLMEN GO TO SCHOOL

Recently, four members of Department of Highways Patrol, Patrolmen Dave Howard, Bill Laluk, Vic Taylor, and George Cooper attended a two-day Auto Extrication School at the North Vancouver District Fire Hall. The course, conducted by O. B. Streep of the Emergency Squad Training Institute, Normal, Ill., U.S.A., enabled members to gain valuable experience in the practical use of various kinds of equipment available for the extrication of persons trapped in wrecked vehicles. Mr. Streep demonstrated stabilization of overturned cars, opening jammed doors, cutting through car bodies with an air-gun, and moving steering columns from trapped persons. After the demonstration students were put to work on simulated accidents complete with wrecked cars and victims. Each team had to decide on the quickest and safest method to open the vehicle and remove the victims on a back board.

Left to right, Patrolmen Dave Howard, George Cooper, and Bill Laluk remove victim, Vic Taylor, from under collapsed vehicle using a Porta-Power spreader.

"EXTRACURRICULAR" ACTIVITIES

MRS. LESLIE VISENTIN, Clerk-Stenographer 2, Kelowna, in the past two months has taken up skydiving. Picture shows her wearing parachutes and helmet.

A. E. (AL) RHODES, Comptroller of Expenditure for the Department at Victoria, has a pretty fair eye with a shotgun as well as a balance sheet. Al recently downed 112 straight clay birds in a practice shoot at the Victoria Gun Club range. He is now one of the few to hit more than 100 birds in a row.

Patrolman George Cooper peels back sheet metal from car door before using Porta-Power spreader to free the door.

The fourth annual Kamloops Fishing Derby took place at Tunkwa and Leighton Lakes on June 1 and 2 for Highways Department staff members, wives, and families. Cliff Sitt, Mechanic in the Kamloops shop, took first place with a fish weighing in at 3 lbs. 5 oz. Ron Recchi, Machine Operator, left, presents the trophy to Cliff.

Left to right, Patrolmen Dave Howard, George Cooper, and Vic Taylor use Porta-Power spreader to open jammed door.
MRS. VEDA POWELL, long-service Headquarters employee, has been appointed Clerk 6 in the Comptroller of Expenditures' office. Veda commenced work with the Provincial Government in 1949 in the Hospital Insurance Department transferring in 1954 to the Highways Traffic Branch as a Clerk 3. In 1972 Veda was promoted to a Clerk 4 position in the Headquarters Accounts Payable Section and effective May 1974 replaced J. A. (Bill) Ingram handling the purchasing and rental duties.

GORDON ROBERTSON has been appointed Road Foreman 3, Burnaby. He was formerly Bridgeghan 2, Victoria.

W. G. GRIEVE has been appointed Bridgeghan 3, Chilliwack. He was formerly Bridgeghan 2, Chilliwack.

M. P. FRIBERG, has been appointed Centreline Marking Foreman, New Westminster. He was formerly Machine Operator 6, New Westminster.

P. H. ECKSTEIN has been appointed Mechanic Foreman 1, Fort St. John. He was formerly Mechanic 2, Pouce Coupe.

E. A. MAZUR has been appointed Engineering Assistant, Victoria. He was formerly Engineering Aide 3, New Westminster.

E. C. PETER has been appointed Engineering Assistant, Victoria. He was formerly Engineering Aide 3, New Westminster.

J. M. BLUMENAUER has been appointed Engineering Aide 5, Construction Branch. He was formerly Engineering Aide 2, McBride.

B. S. JASSAL has been appointed Engineering Assistant, Construction Branch. He was formerly Engineering Aide 3, Port Alberni and Beaver Cove.

I. A. CHRISTENSEN has been appointed Mechanic 3, Fort St. John. He was formerly Mechanic 2, Grand Forks.

ROBERT PAPPIN has been appointed Road Foreman 2, North Vancouver. He was formerly Road Foreman 1, North Vancouver.

E. A. PEARSON has been appointed Road Maintenance Foreman 2 position at Bob Quinn Lake. He was formerly Machine Operator 6 at Allison Pass.

W. R. SCHMEIZEL has been appointed Assistant Mechanical Foreman, Terrace. He was formerly Mechanic 3, Prince George.

GEORGE JACK has been appointed Road Foreman 4, Prince George. He was formerly Road Foreman 3, Prince George.

JAMES F. BELL has been appointed Road Foreman 4, Prince George. He was formerly Road Foreman 3, Stewart.

J. BRIECKZKE has been appointed Machine Operator 6, Quadra Island. He was formerly Machine Operator 4, Terrace.

J. G. WEIGHILL has been appointed Grader Operator 2, Cortes Island. He was formerly Machine Operator 4, Prince George.

W. G. (BILL) CAMERON was the successful applicant for the Machine Operator 3 position on the Pouce Coupe road crew.

R. R. KETTNER, of the Alaska highway area of the Pouce Coupe District road crew, was the successful applicant for the Machine Operator 3 position for that area.

B. B. AVERILL, Pouce Coupe District road crew, was the successful applicant for a Machine Operator 3 position.

W. CRAMER, Mechanic 2, was the successful applicant for the Mechanic 3 position for the Pouce Coupe shop crew.
The editorial staff of the RR plans to introduce some new features in future editions. But this is your magazine and we would like some indication as to the sort of material you would like to see included.

**PLEASE TAKE A FEW MINUTES TO INDICATE YOUR INTERESTS. THE PAGE CAN BE DETACHED AND GIVEN TO YOUR SUPERVISOR TO BE FORWARDED TO HEADQUARTERS.**

Which of the existing features of the RR do you find most interesting?

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Which of the following would you like to see included in future (check as many as you wish)?

- [ ] More articles featuring the work of various branches of the Department.
- [ ] Cartoons.
- [ ] Information on the plans and policies of the Department.
- [ ] Items about highways in other provinces or other countries.
- [ ] Letters to the editor.

Comments or suggestions,

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(Additional remarks may be made on back of this page.)