Extensive modification work has started on the Lions Gate Bridge. Phase I will take four months to complete.

Each of the three traffic lanes will be widened from its present 9 feet 8 inches to 11 feet 8 inches. The sidewalks for pedestrians and cyclists will be widened from their present 4 feet to 4 feet 9 inches. For added safety, they will be separated from the traffic by a steel guard-rail.

Phase I of this work covers the North Viaduct, the 2,200-foot ramp that runs down from the bridge to the old toll plaza. This stretch comprises almost half the length of the bridge and is over land. It was chosen for the first work because it is heavily worn. Only Phase I is being undertaken this year.

Whole sections of the viaduct deck will be removed and replaced with new sections during the six and one-half hours from 11.30 p.m. to 6 a.m., five nights a week. These new sections are 47 feet wide and vary in length from 25 feet to 43 feet 6 inches. They weigh up to 60 tons.

The deck sections are fabricated in the False Creek yards of the general contractor. They are shipped on scows to a site just east of the bridge, where they are pre-assembled. At this point, the road surfaces of the assembled sections are paved with 1 1/2 inches of epoxy asphalt, a material which has been developed to provide a tougher, longer-lasting surface in critical areas. After paving, the deck sections are moved underneath the bridge and placed with a 300-ton-capacity crane with 300 feet of boom.

New for old. As each old section of deck is removed it is replaced by one of the new, wider sections. Artist's conception, top: real thing, above.

Left to right, Chief Engineer Jim Dennison, Senior Bridge Engineer Bill Bowman, and Regional Traffic Superintendent Don Page examine the first new deck section in place, July 13. Note the difference in width between the new deck and the old deck.
Minister's Message

On June 14, a serious accident occurred near the Cranberry River north of Kitwanga and Kitwancool.

Through the quick thinking and courageous actions of members of a Department Location crew, four of the accident victims were rescued from the icy river and revived.

I am very proud to be associated with the men who took part in the rescue. I wish to express my personal thanks publicly to Dennis Barrette, Jim Bertram, Francis Bosley, Giorgio Caon, Harold Devries, Adrian Norfolk, Terry Gale, K. Grougaard, Peter Hobson, Randy Kennedy, Terry Naylor, Dan Nordquist, Hans Penner, J. A. Turner, Herb Walker, Harry Wright, and Ken Hawkins.

(Story appears on safety page)

Night-time shot of first new deck section being lowered into position.

Dennis Pretty, Construction Branch, Kimberley, Region 3, and his wife Cathy have asked that they be permitted to express through the Road Runner their appreciation to all union locals and crews for their financial help during the recent loss of a mobile home by fire.

THE ROAD RUNNER

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COVER PHOTO

Cast aside like an old shoe, section of the Lions Gate Bridge complete with lamp standards, railings, and speed limit sign, lies beside the North Viaduct. After 40 years, old deck is being replaced in sections by new, wider surface.
AVALANCHE SURVEY UNDER WAY

The Department's Design and Survey Branch is involved in a five-year study in the Boston Bar Creek area to determine the possible threat to the proposed Coquihalla Highway. Boston Bar Creek is situated in the Coast Mountains approximately 20 miles east of Hope.

The highway would follow a narrow valley for 10.5 miles, rising to a summit elevation of 4100 feet. The sides of the valley rise to rock headwalls at the 6000-foot mark and an average snow-pack of around 13 feet builds up along these walls. Combined with the topographical features, this pack represents over 100 active avalanche sites. The avalanche study program is now in its third year, with the information being used to evaluate design and plan maintenance procedures.

The program was started with Russ Heughan and is now continued by Peter Dahl and Jim Taylor, working under the direction of J. H. Blackey, of Design and Surveys Branch. A helicopter is used for access to the test-sites and readings are taken twice a month during the winter season.

These meteorological sites were set up with the help of H. Hunter, Chief of the Hydrology Division, and Dave Thompson, both of the Water Environmental Service, using instruments supplied by the Federal Atmospheric Environmental Service. The information obtained is used by the two branches of the Provincial Government and the Meteorological Branch of the Federal Government.

The meteorological site located at 4400 feet consists of a hygrothermograph, left, a Fischer Porter rainfall gauge, right, and a F-recorder, rear, activated by a 10-foot-diameter snow pillow lying under 12 feet of snow.

Peter Dahl levels snow around base of another hygrothermograph situated at the pass summit. This instrument is mounted on a 10-foot steel tower and Peter is standing on top of that much snow.

Boston Bar Creek valley. Note narrow valley bottom and frequent avalanche sites.

Massey Tunnel has been a few shades lighter inside in recent weeks because of the Department's new mobile washer. The interior of the tunnel became very dingy from exhaust fumes and wheel splatter, with a consequent reduction in visibility, but the new machine has helped to eliminate this problem.

The washer was designed by Glen Higgins, Services Branch, Victoria, and manufactured in the Richmond yard by Dick Lyford, Mechanic 2, under the direction of Mechanic Foreman F. Schonwald. The unit is built on an old-centreline truck chassis, uses warm water with detergent and a warm rinse agitated by a 8 by 4-foot car-wash brush rotating at 350 r.p.m. A four-cylinder Wisconsin engine powers a hydraulic pump. Hydraulics control all the broom actions revolving, lateral, and vertical movements. The broom can be used on the left or right side of the roadway by a 180° rotation. The same hydraulic pump supplies power to a hydraulic motor for the kerosene-fired water-heater and pressure pump. The truck speed has been cut by a second transmission. One pass 8 feet high can be made in 30 minutes.
ON THE JOB ...

Left, the Barrier Town Bridge which was destroyed, right, by the Kamloops Bridge crew. It will be replaced by a prestressed-concrete stringer structure.

Traffic on the Island Highway north of Nanaimo came to an abrupt halt recently when the operator of a large crane truck tried to drive under a pedestrian overpass at Jingle Pot Road at 50 miles an hour with the crane still up. The overpass, a Bailey bridge section, was torn out and crashed onto the roadway. Fortunately no one was on the overpass nor were any cars damaged.

Simple but effective hydraulic lift was developed for the Bob Quinn Lake crew by Lawrence Harding, left below, and William Algara, of the Fort St. John shop. Photos show sequence from floor to dump position. Crews had difficulty lifting garbage barrels into the truck. Lift works off tail-gate sander drive.

E. Sangala, Shop Foreman, Fernie District, left, and J. Reed, Shop Foreman, Cranbrook District, admire a 100-ton dump box from an electra haul unit used at Sparwood to transport coal.

Road shoulder flushing operation, Thrums area.
Nelson District.

Former Road Foreman FRANCIS C. "FRANK" SAUCIER has died at Kelowna. He was well known in the Kelowna area and served the Department for 30 years, the last 16 as Foreman before his retirement in 1959.
LARRY DEBOER recently won through competition Engineer 5 position with Geotechnical and Materials Branch based in Victoria. He now supervises all geotechnical design projects. He previously spent 13 years as Regional Materials Engineer in Kamloops before coming to Victoria, where he headed the terrain evaluation group.

GAYLORD A. MERKEL, Foreman 2 at Madeira Park in the Gibsons District, has been promoted to Foreman 3 and transferred to Port Alberni. He began with the Department in 1957 at Parksville and was transferred to Madeira Park in 1970. Married, he has three children. Hobbies and interests include fishing, golf, woodworking, member of Lion’s Club, vice-president of the Legion, coaching, hockey, soccer, and baseball.

GORDON DOWNING, Bridge Foreman 1, Vanderhoof, has won through competition the position of Bridge Foreman 2, Nanaimo District. Gordon has been with the Department since 1964. He began as a painter on Region 1 paint crew, transferred as Bridgegan 3 on major bridges, served with Dock District, was Foreman 1 on bridges in North Vancouver Highways District, then to Vanderhoof as Bridge Foreman before coming to Nanaimo. He is married with three children.

WAYNE JAMES, Foreman 1 at Vernon, has won through competition the position of Foreman 2 at Edgewood, effective April 1. Wayne started with the Highways in April 1967 and his hobbies are fishing, hunting, and camping.

Other recent promotions include J. P. BLACK, Machine Operator 6, Bridge Lake, to Foreman 2; N. J. MCGIVERN, Truck Driver, Squamish, to Machine Operator 7, Kamloops; B. G. HOREL, Engineering Aide 2, Sayward, to Engineering Aide 3; D. W. SMITH, Engineering Aide 2, Beaver Cove, to Engineering Aide 3, Northern Vancouver Island; C. J. LUCAS, Engineering Aide 2, Sayward, to Engineering Aide 3, Endako; D. B. HYDE, Engineering Aide 2, Surrey, to Engineering Aide 3, Kitwanga; J. K. E. SUTTON, Engineering Aide 3, Terrace, to Engineering Assistant, Burnaby; L. MACO, Engineering Aide 3, Burnaby, to Engineering Assistant; R. B. ANDERSON, Mechanic 2, Prince George, to Painter; T. A. DENT, Machine Operator 7, Alexis Creek, to Foreman, Lumby; P. S. MURPHY, Engineering Aide 2, McBride, to Engineering Aide 3; B. GREEN, Engineering Aide 2, Prince George, to Engineering Aide 3; K. D. TOMPKINS, Engineering Aide 2, Coquitlam, to Engineering Aide 3, North Vancouver; D. L. ALLWOOD, Engineering Aide 2, Haney, to Engineering Aide 3, Chilliwack; M. J. LEELAND, Mechanic 2, Pouce Coupe, to Mechanic 3; W. J. WILSON, Mechanic 3, New Denver, to Mechanic 4, Chetwynd; D. P. STEAD, Engineering Aide 3, Coquitlam, to Engineering Assistant; J. N. MURTHIE, Engineering Aide 3, Hope, to Engineering Assistant, Nanaimo; R. M. NEWTON, Engineering Aide 3, Lower Mainland, to Engineering Assistant; R. C. DOODS, Engineering Aide 3, Gibsons, to Engineering Assistant; J. M. BUMENAUER, Engineering Aide 3, Saanich, to Engineering Assistant; M. R. NEWTON, Engineering Aide 3, Saanich, to Engineering Assistant; K. RIENKS, Mechanic 2, Revelstoke, to Mechanic 3; H. C. HYATT, Foreman 3, Kaslo, to Foreman 4, Nelson; H. D. MILLER, Mechanic 2, Prince George, to Mechanic 3, Salt Spring Island; E. J. FALARDEAU, Machine Operator 6, Kamloops, to Mechanic 3, Alexis Creek; H. E. MALM, Machine Operator 7, Fort St. John, to Foreman 2, New Denver; R. N. T. WILEY, Engineering Aide 1, Gibsons, to Engineering Aide 3; V. A. BOWLEY, Engineering Aide 2, Terrace, to Engineering Aide 3, North Vancouver; C. J. MCELD, Engineering Aide 2, Half Moon Bay, to Engineering Aide 3, Lower Mainland; J. B. BERTRAM, Engineering Aide 2, Kitwanga, to Engineering Aide 3, Duncan; J. S. BUHLOCK, Engineering Aide 2, Castlegar, to Engineering Aide 3; P. J. SWETLESHOFF, Engineering Aide 2, Castlegar, to Engineering Aide 3, Salmo; W. A. MONTGOMERY, Engineering Aide 2, Terrace, to Engineering Aide 3; D. D. RANTA, Engineering Aide 2, Delta, to Engineering Assistant; V. J. W. KING, Engineering Aide 3, Hope, to Engineering Assistant; J. R. SCMATZ, Engineering Aide 2, Kelowna, to Engineering Assistant; L. G. CLAXTON, Bridge 2, Swartz Bay, to Bridge 3; R. HYDAMAKA, Bridge 3, Prince George, to Bridge 4; C. R. FOISY, Machine Operator 7, Vernon, to Foreman 1; D. R. WHITE, Bridge 3, Sooke, to Foreman 1, Saanich; N. C. BECKLEY, Foreman 2, Revelstoke, to Foreman 4, Langford; D. B. VASHO, Outside Appointment, Richmond, to Engineering Aide 3, New Westminster; V. G. PETERS, Machine Operator 4, Parkinson, to Foreman 1; R. S. PARKER, Engineering Aide 2, Kamloops, to Engineering Aide 3, R. G. NEWFELD, Engineering Aide 2, Chilliwack, to Engineering Aide 3, Kamloops; J. STEVENS, Squamish, to Foreman 1, Lillooet; E. R. NYGAARD, Machine Operator 3, South Slocan, to Machine Operator 4, Nelson; R. L. TICE, Machine Operator 5, Nelson, to Auger Drill Foreman; B. V. RICKLEY, Engineering Aide 1, Terrace, to Engineering Aide 3; R. A. PASTOR, Engineering Aide 2, Prince George, to Engineering Aide 3; J. W. MILL, Engineering Aide 2, Terrace, to Engineering Aide 3, Prince George; B. R. DOENCKAERT, Engineering Aide 2, South Hazelton, to Engineering Aide 3, Prince George.
10-7 CLUB

After 27 years' service with the Department, J. F. “Jim” Davis, Clerk in the Kelowna office, has retired. R. M. McMillan, District Highways Manager, presented Jim with a gift from his fellow employees. Jim was Timekeeper in the Kelowna office for the last 16 years.

John Szmaci-Arz, Yardman at the Rossland Yard, retired in May 1975. John’s personality and consideration for others will be missed by his fellow workers, who presented him with farewell gifts.

Bill Ritchie, of the Cassidy Crew, Nanaimo District, recently retired after 28 years’ service. Bill served as Labourer, Truck Driver, Loader Operator, Concrete Finisher, and Acting Foreman while on the Cassidy crew. A farewell party was held in his honour, where he was presented with gifts and a sum of money in appreciation of his service with the Department.

Russ Gallo­way, Road Foreman, Cassidy, Nanaimo District, has retired after 29 years’ service with the Department. Russ was Construction Foreman on road-building jobs in Bamfield, Tofino, and various reconstruction jobs on the outer Islands. Parties were held and presentations made by his many friends in the Department from Cassidy and Nanaimo.

Ted Cleverly, Road Foreman 1, Parksville, has retired after 19 years’ service with the Department. Ted began as a Truck Driver with the Department before becoming Assistant Foreman in the area. Presentations were made by his crew members in Parksville, by the office staff and his Department friends in Nanaimo.

Pete Klein, Mer­ritt District, who retired this past winter, sitting on the new HD 11 on which he never had to operate. Pete was presented with an easy chair and cash by his fellow workers.

Feelings of nostalgia and relief were uppermost when the largest heavy-equipment auction sale ever held for the Department of Highways at Cloverdale was completed on May 10. Crushers, graders, loaders, pick-ups, panel trucks, and snow blowers were included. About 100 people were at the sale, the bidding was lively, and good prices were obtained for all the items. One panel propelled by five mechanics (from the rear) was sold at a good price because it was yellow. Feelings of nostalgia were mixed with gratitude when the 1949 crushers went. Several crusher fore­men and mechanics were grateful that they don’t have to wrestle with them any more. Four crushers, 12 graders, three loaders, and 20 trucks of various sizes made it to the auction block. Fine weather, good company, and fair prices made it a pleasant outing.
The old Pitt River Bridge under construction, January 1915. Note bare countryside in the background. The photos, found in an old Headquarters file, were stamped "Armstrong, Morrison and Co., contractors, Vancouver, B.C."
This photograph from the late 40’s shows men and equipment on Highway 5 between Princeton and Merritt. Left to right, 1, Doug Kirkpatrick, Foreman; 2, Louis Hansen, Labourer; 3 and 4, unknown; 5, Miller Kirkpatrick, Shovel Operator; 6, Jack Battaro, Mechanic; 7, Fred Emerson; 8, Ed Bauder, Grader Operator.

Making one of its last trips before the opening of the new Nelson Bridge across the west arm of Kootenay Lake in 1957, cable ferry pulls away from the east shore heading toward Nelson. This type of ferry moved by winching itself along a main cable stretched from shore to shore. There are still four of these running: Castlegar, Glade, Harrop, and Arrow Park. Westside approach to the nearly completed bridge is on the left.

Familiar junction for Vancouver Island travellers over the years, this is 1925 view of Royston looking south. Road to Cumberland is on the right. Sign on roof of buildings on the left is “Royston Garage” and gas pump is to the left of Model T coupé.
SAFE-DRIVING TRUCK “ROADEOS” (MERRITT)

The winners at the recent truck roadshow in Merritt, rear, left to right, Rusty Kennett, third place, crew cab; Clyde Sam, sixth place, 4-ton; Robbie Robinson, second place, crew cab; Lennie Stirling, second place, 4-ton. Front, Sam Reid, third, crew cab, Bridge Foreman; Laurie Lewis, sixth, crew cab, Clerk 3; Ernie Scott, first, crew cab, Senior Road Foreman; Fred Armstrong, first, 4-ton, Foreman 1; Wills Graham, fourth, 4-ton; Brian Nickena, fifth, crew cab, District Technician. Missing from photo, J. McKay, of Lytton, who placed third in the 4-ton.

Robbie Robinson, District Office Manager, would like to have taken his bike through the course, but would have lost points as he couldn’t comply with the sign in the background. However, he managed to come second in the crew cab classification.

Walt Smart, Relief Foreman; Charlie Blank; and Fernand Aguillon having their lunch break during the recent truck roadshow at Merritt.

Dave Janz and Ed Heppner trying to tell the judge, Neville Hope, District Highways Manager, how to get through the course during the truck roadshow at Merritt.

Ken Taylor, Mechanic; Tom Reas, Truck Driver, and Ernie Stirling, Truck Driver, taking it easy while awaiting their turns on the 4-tons at the Merritt roadshow.

Archie Campbell, Mechanic Foreman, and his wife Jean who acted as record keeper for the truck roadshow at Merritt.

Fred Johnson, Road Foreman 2 from Logan Lake, acting as a judge in the truck roadshow held in Merritt on May 9 this year.
The event took place on May 27, 1975, at Williams with 145 employees from Williams Lake, Likely, Horsefly, Alexis Creek, Bella Coola, Anahim Lake, and 100 Mile House depots. Also attending were the local bridge, survey, and mechanical crews from the surrounding areas.

Points were allotted for each event according to the degree of difficulty, total points obtainable being 350. KEN BRANDON, of the Likely depot, received top marks in the 4-ton class, and AL LANGLOIS, of the Williams Lake depot, came in second. DOUG KIRK, of Williams Lake, received top marks in the crew cab class. The winners were presented with trophies and prizes for their efforts.

Region 2 officials acted as judges as well as local supervisors. They were Ed Rozander, Trev Evans, J. E. Steven, Bill Telford, Cliff Dodge, Larry Churchill, and H. Popoff. The District hopes to make the rodeo an annual event to promote better driving skills by all.

On the left is trophy for first place in 4-ton competition, on the right, first in the crew cabs, and the larger trophy for total average points, which went to Williams Lake.

At the right-hand turn, J. E. Steven, Williams Lake District Highway Manager, and Larry Churchill, Mechanical Foreman, take five waiting for the next contestant.

In the crew cab class even the inches could mean points gained or lost.

Oops! Slips and bumps are made in the offset alley by most contestants.
SAFETY AWARDS, RALLIES, INFORMATION

A safety-oriented St. John Emergency First Aid Course is being presented in Region 1 from May to August this year by First Aid Instructor MISS LINDA BROWN. The course involves theory and practical training in artificial respiration, treatment of fractures and wounds, treatment of poison victims, and other first aid emergencies. The classes are scheduled during the work shift and are limited to 12 persons per course. Upon successful completion the candidate receives a St. John Ambulance Certificate in safety-oriented first aid.

Gary Vath, Painter, applying a makeshift splint formed from a newspaper to immobilize fracture of the lower arm. "Patient" is Glenn Peterson, Painter. Triangular bandages are used to secure splint above and below the fracture.

J. E. "JACK" KORNING has recently joined the Training and Safety Branch as Headquarters Safety Officer. He was with B.C. Ferries from 1969-75 after a lengthy career with the British and Canadian merchant marines and with the Royal Canadian Navy, where he attained the rank of captain.

The 100 Mile Maintenance Crew, including survey crew and garage, has participated in the Blood Donor Campaign held in 100 Mile House over the past two years and, due to crew efforts and morale, were the co-winners of the B.C. Blood Donors Competition Shield sponsored by the Canadian Legion. One other organization was also successful and the plaque was shared with our Department.

Helmut Tepper, Regional Paint Foreman, is receiving first aid for a "fractured upper arm" from first aiders Ray Mercer, Painter, left, and Ron Pankratz, Painter. This method of immobilization uses the body as a splint as the arm is secured to the chest wall above and below the fracture with triangular bandages.

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Patrolman Rescues Drivers From Water-filled Ditches

While patrolling Highway 99 in the evening of May 27, 1975, PATROLMAN JIM JOHNSTON came upon a vehicle that had overturned and come to rest upside down in a water-filled ditch at the New Westminster on-ramp. Three onlookers informed Patrolman Johnston that there was someone in the car. He immediately jumped into the ditch and rescued the driver, who was the sole occupant of the car.

A similar incident occurred in March 1974, when Patrolman Johnston jumped into an icy, water-filled ditch at Blundell Overpass to check a car that had overturned due to icy conditions.

Patrolman Johnston worked at Swartz Bay and Departure Bay before transferring to the Mainland in 1967. He was born and educated in Saskatchewan, moved to British Columbia in 1955, and became a member of the British Columbia Department of Highways Patrol in 1962.

P. J. Bronser, Regional Design and Survey Engineer, Nelson, receiving the Region 3 branch safety trophy from P. B. McCarthy, Senior Maintenance Engineer, Victoria, at Rossland District Safety Banquet, May 30 this year.

N. R. Zapf, Director of Construction, presents the Region 3 Annual Safety Award to Joe Jensen, who accepted the award on behalf of the Rossland Highways District.
DEPARTMENT PERSONNEL SAVE FOUR LIVES IN DRAMATIC RESCUE

A group of Highways personnel took part in a dramatic rescue operation on the Cranberry River north of Kitwanga, June 14.

The men, mostly from Location Branch crews, rescued and revived four of eight people in a submerged car which went into the river at 7 p.m. A fifth person was rescued by the driver of a camper at the scene.

Three young people, a brother and sister aged 17 and 18, and another boy aged 16 died.

The whole crew only a week before had taken a St. John Ambulance multimed course being given by Earl Sanborn to outpost crews this summer.

The car, with eight persons from Kitwano, was heading north on the Cancel logging-road and met a camper truck just south of a small bridge over a branch of the Cranberry River near the location crew's Cranberry camp. The car swerved but did not quite make it all the way onto the bridge, tipped and sank into the river, and ended upside down in the water about 40 feet downstream. The driver of the camper spotted a woman floating down the river and rescued her from a log jam. The driver's wife alerted the Location Branch crew 100 yards away.

The 16 Department men converged on the scene in a couple of minutes with ropes, ambulance, and first aid supplies. Dennis Barrette saw a woman floating down the river and he ran and swam after her and recovered her. He was able to bring her to shore just before he reached the fast main water of the river. There were no signs of breathing and she was subsequently revived by members of the crew.

Francis Bosley, the camp's first aid man, jumped in the river and gave mouth-to-mouth resuscitation to the people as they were pulled from the nearly submerged car. He used the car as a support. Harry Wright gave resuscitation to a small boy until he was revived. The other men assisted by pulling victims to shore with ropes and giving first aid. The three people in the front seat could not be revived and they possibly had severe injuries on impact. Herb Walker, the supervisor, gave mouth-to-mouth resuscitation for a long time to one of the victims, but to no avail. The survivors were given first aid and oxygen from the crew's first aid supply.

Police were called by B.C. Tel radio-telephone and the Department ambulance had contact with Kamloops trunk alerting the hospital at Hazelton, who sent an ambulance out to meet the Department ambulance.

MULTI-MEDIA SURVIVAL COURSE

Some weeks ago, a Department-wide training program was begun to equip some 1,800 field crew personnel with the knowledge needed to resuscitate or keep alive a seriously injured person until qualified help can arrive.

The basic requirement for industrial first aid attendants remains the same, but time and experience have shown that many injured people have died in the past because of the time it has taken for a qualified person to reach the injured. On so many occasions a simple and basic knowledge of survival techniques by someone on the spot could have changed the course of events.

The course is called the St. John Ambulance Multi Media Course and it qualifies a person in safety-oriented first aid. It takes one day, and gets its name from the "Media" used to get the instruction across.

An alternative will later be available through the Workers' Compensation Board, a day-long course also teaching the basics of life-saving. The types of injuries people are taught to cope with, in a survival basis only, are respiratory emergencies and artificial respiration, wounds and bleeding, and shock.

Some Department people have already had the opportunity to put their newfound knowledge into practice with great success, and this life-saving ability will be yours through all walks of life, including your homes, your vacation, and not just at work.
ABOUT PEOPLE...

Headquarters, Design and Surveys Branch recently welcomed a new staff member DON McNAB to the Functional Study Section. Don is educated in Toronto, and graduated from the University of Waterloo in 1966. Two years with a transportation consultant and several with Ontario's Metropolitan Transportation Commission gained for Don considerable experience in feasibility studies and planning. He is married with two children and his hobbies are sport cars and sailing. He is currently finishing a "Northerner 28" sailboat he bought in kit form.

BART DUTEAU, Engineering Assistant in the Gibsons District, began with the Department in Prince George in 1959 with the Design and Survey Branch. He transferred to Gibsons in 1971 after working in the Kootenays, Mica Creek, and Crawford Bay. He is married with three children. He is a member of the Kinsmen, a leader in the Cubs organization, and a recently appointed Field Editor for the RR.

MIKE F. BUTLER, Engineer Assistant in Courtenay District on Vancouver Island, began with the Department in April 1952. He started with the survey crew, but for the past several years has handled subdivision. His side duties have included a lengthy stint as part-time secretary and part-time president of the Safety Committee and nine years as contributing editor to the RR. Mike is married with two daughters and devotes the majority of his leisure time to the local theatre groups, where he handles the lighting and the supervision of props.

EDNA BROWN is Timekeeper for the Kamloops Regional crews. From Pamberton, B.C., where her parents homesteaded after making the trek from Iowa by wagon train in 1910, Edna is married and has four boys. Her hobbies include gardening and reading and she hopes to travel abroad in the future.

LACEY CASORSO has been the Kamloops District Voucher Clerk for a year now. When the opportunity arises, Lacey is an active gymnast and volleyball player. Other hobbies include skiing, tennis, fishing, and camping. She plans to build a log cabin and do some travelling overseas.

J. W. NELSON has accepted a position as Special Programs Engineer in Victoria. This position involves overall planning development, and co-ordination of pre-construction and construction phases of the Department's operations under the direction of the Chief Highway Engineer. Mr. Nelson's former position of Regional Highway Engineer at Nelson will be posted for competition in due course.

PENNY BURNOCK, McBride Voucher Clerk, Kamloops District, was an active stock car driver in the "Powder Puff" division of Schidan Raceways in Kamloops. Penny soon expects to become a married stenographer.

LAURAIN MELOD, Kamloops Timekeeper, is actively involved with the Kamloops Boys and Girls Club as a supervisor. Lauraine was a former key-punch operator in Vancouver before her move to Kamloops. She intends to travel and meet as many people as possible.

TERRY COULTER, previously a design engineer with a private consultant, now leads the design group with Geotechnical and Materials Testing, which is primarily engaged in slope stability, foundations, etc. His outside interests include field hockey and tennis.

G. M. "Mickey" Mortimore started with the Department in January this year as a Labourer working on the Isle Pierre ferry in the Prince George Highway District.

John McKay, right, Head Ferryman on the Lytton ferry since December, 1953, Merritt Highway District. With him is Willoughby "Spud" Dunstan, an auxiliary employee as a Ferryman since May this year.

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GEORGE BOYCE, Penticton District Mechanical Foreman, spends his spare time catching 10-pounders in Okanagan Lake.
An example of the vandalism and menace from the idiot fringe the Department is sometimes faced with. Riddled by a high-powered rifle in the hands of a fool, this toilet building is located just north of Alexandra Bridge on Highway 1. It is one of two rest areas being constructed at this time. The completed sites will contain flush toilets, sani-station, adequate parking areas, and picnic tables. The toilets, built by the Vernon District, are made of reinforced concrete 2½ inches thick, at a cost of $400 each.

Paul Mathura, Road Maintenance Foreman, 100 Mile House Highways District, was married to Elizabeth Moodie in the 100 Mile House United Church recently. Paul has been with the 100 Mile crew since 1948. Elizabeth arrived recently from Paul's former country, Trinidad.

**25-YEAR SERVICE AWARD**

**ARTHUR CALLAGHAN** recently received his 25-year certificate, having started with Department of Highways in McBride in May 1949. He has worked out of local highways yard since that time. The framed certificate was presented to Art by District Highways Manager Dan Doyle.

The service time of these three Cranbrook District road crew employees represents 69 years with the Department. Left to right, Ross Bennett, Karl Hermann, and Alceo Sartor, who all started in the spring of 1932. Each man has held various machine operator positions.

New additions to the Kelowna District staff are Mrs. Betty Cameron, Clerk, whose interests are sewing, cooking, and her family, and Don Wyber, Mechanic 5, who enjoys the sunshine in the Okanagan, partly because his hobby is photography. Not shown is Stewart Pike, Clerk-Timekeeper, transferred from his home town of Victoria. He likes tennis and skiing, both snow and water varieties.

Jim Onions, left, commenced as a Grader Operator in 1957 at Prince George. He has been Road Foreman 3 at Port Clements since 1962. Right, Peter Baker, employed since 1963 with the Department and now District Technician at Prince Rupert.

Penticton District garage crew, left to right, Bernie Bathgate, Body Man, who played hockey with the Penticton V's in his prime; Ed Tröhle, Mechanic, soon to retire; and Rolly McLure, Mechanic, who is also a qualified electrician.
EXTRACURRICULAR ACTIVITIES

The Fourth Annual Kamloops Regional Bonspiel was again a great success, with 32 teams competing for prizes and trophies. Kamloops District started things off with a chuckle when they arrived wearing hard hats on which were mounted battery-operated flashing warning lights.

Winners of the A event, representing the Region, are Ric Meidinger, Skip; Pete Paukalo, 3rd; Brian Kelly, 2nd; and Dan Doyle, Lead. The runner-up in this event was a rink from the Penticton District.

Representing the Construction Branch, Valemount, and trophy winners of the B event are John McInerney, Skip; Lyle Larson, 3rd; Morgan Shereheta, 2nd; and Ed Buckle, Lead. The Merritt District rink was the runner-up.

The C event trophy winners was a rink from the Salmon Arm District, the Falkland crew, composed of Cam Wilson, Skip; Rob Ford, 3rd; Alan Tokinger, 2nd; and Darwin Churchill, Lead. A rink from the Williams Lake District was the runner-up.

A Department team at Nelson scored an eight-end this past season in the Nelson Curling Club. Left to right, Harold Skands, Lead; Bob Chadwick, 2nd; John Gloya, 3rd, and Terry West, Skip.

What's a nice yawl like you doing in a place like this? Actually, it's not a yawl, it's a 26-foot Thunderbird and the reason for running this delightful picture of it in a Highways Department magazine is because it belongs to Gordy Nickells, right, Headquarters Design and Survey Branch, Administrative Technician. His crewman is Maurice Auger, Computer Programmer in the same branch. Gordy is not the only Headquarters employee who takes advantage of Victoria's stiff sea breezes for leisure-time sailing. There are 20 who own boats, ranging from the 13-foot Hobie Cat of Ross Coates, Bridge Branch, to a 38-foot ketch owned by Tony Locke, Geotechnical and Materials Testing Branch. Six others crew for the boat owners. Glen Higgins, Service Branch, has a Thunderbird named "Freeway." Sailors from the Vancouver area, or the fresh-water variety from other parts of the Province who might like to swap yarns, can find out more about Victoria's growing list by contacting Gordy Nickells.

Department of Highways softball team from North Vancouver District, Design and Survey and Construction Branches, is currently tied for first place in the North Vancouver Civic Softball League with a record of seven wins and three losses.

Back row, left to right: Ross Manderscheid, District; Keith Kawamoto, Construction; Tom Zallen, Pat Doosden, District; Bill Reid, Gary Shelhorn, Design and Survey; front row: Bob Corder, District; Bob Pippin, District; Leigh Martell, Coach, Design and Survey; Pat Grant, Construction; Mike Gantreau, Construction. Absent from picture, Mike Mason, Design and Survey.