As early as 1958, development of a single-operator winter unit was considered imperative. Such a unit, fully controllable from the cab, had to be capable of sanding and ploughing as well as retaining its original function as a dump truck. By 1960, Langford was in production of hydraulic systems, underbody ploughs and tailgate sanders.

The basic hydraulic system has been improved during the intervening years but it still uses the same components. Improvements in design and function have developed the underbody plough and present demand is for a plough for each new unit. Changes have also been made through the years to the tailgate sander, which now is widely used in salt delivery. However, the original design was sound and, the quality and durability of the sanders proven. The original sanders produced in 1960 are still performing from Langford to 100 Mile House. Over 700 sanders have been produced as well as hundreds of underbody ploughs and hydraulic systems.

Langford fabrication shop has been the chief manufacturing centre over the years. The hydraulic systems, underbody ploughs, and front-plough mounts for all new units are fabricated and, except for the tandem trucks, are shipped out for installation. Each tandem unit has a front-plough mount, an underbody plough, and a hydraulic system tailor made and installed in the fabrication shop. This is practical because of the many modifications necessary.

In addition to the plough mounts, underbody ploughs, hydraulic systems, and tailgate sanders the shop produces no-post guardrail forms, drill rigs, pavement evaluation drills, sand bodies, window proportioners, flat decks, trailers, gravel bins, water tanks, pile points, dust cyclones, dust fans, and shear pins and bushings.

An important function of the fabrication shop is the overhaul of returned parts and the supply of sanders, ploughs, and hydraulic parts to units in the field, as well as technical advice. Development of better, more dependable and safer units is a continuing process. The many years of technical experience, the knowledge, craftsmanship, and creative ability of shop personnel make any problem a welcome challenge. The shop operates under the supervision of L. E. Croft, the Shop Foreman is Art Cook.
MINISTER'S MESSAGE

Someone pointed out recently that the Road Runner is in its 14th year. It was late in 1963 that Volume 1, Number 1, saw the light of day. Since that time 51 issues have been published, nearly 300,000 individual copies. There have been a lot of changes in the Ministry and in the Province during these years. For one thing we have many more miles of highways to look after and there are more than twice as many motor vehicles using them. Techniques and equipment have improved and so have working conditions. But our role is the same as it was then, the same as it has always been—to provide good facilities and services to the public.

We believe certain changes in the administrative structure and senior management of the Ministry will help us do this even better. We know the staff will continue its record of dedicated public service—for another 51 issues.

ALEX. V. FRASER
Minister

Asphalt tanks were lifted by borrowed Trojan log loader onto concrete pillars built by O. Steinwoldt and M. Senerchia, Cranbrook District road crew, and welding by F. Benthien shop crew.

THE ROAD RUNNER

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Published Quarterly by the British Columbia Ministry of Highways and Public Works Victoria, British Columbia Ray Baines, Executive Editor

Associate Field Editors

W. S. Boughey Victoria Herb Gutteridge Regional Electrical Crew
Eric Eastick Centrel ine Marking, Clo vertdale


COVER PHOTO

One of a series of early photographs of motor travel in eastern British Columbia about 50 years ago, this shot of Mount Cathedral in Yoho Park was taken about 1927 by one of the passengers (we assume) in this trusty Studebaker (we believe). Licence plate reads Alberta, 1926 (we think). Note freight train partly hidden by the trees on the hillside in the background.
The Ministry's first metric engineer, ART ROWBOTHAM, is retiring on May 1, 1977. Art joined the Department of Highways Bridge Design Branch in 1956. He transferred to the paving Branch in 1969 where he remained until 1975 and then he was appointed metric engineer under the Director of Design and Surveys, E. E. Readshaw. Art received his early schooling on James Island, graduating from UBC in Mechanical Engineering in 1951. He worked in Ontario until he moved back to the Coast in 1956 and started with the Department. Art's hobbies are fishing from his motorboat and shooting at the rifle range. He is currently enjoying pre-retirement leave.

JOE AVENDER, District Technician, Vernon, retired recently after 24 years of service with Highways in Vernon. Beginning in 1952, as Stockman he subsequently worked as Labourer, Truck Driver, Instrument Man, and District Technician for the last 12 years. Retirement plans include travel and more time for his hobbies. Joe is married with two children and five grandchildren.

ERIC KOSKI, Truck Driver, Vernon, retired after 11 years of service with Highways. Eric was a member of the Silver Star road crew doing most of the sanding during the winter months. Retirement plans include travel, fishing, and more frequent visits with his three children.

EARL PORTER, Machine Operator at Princeton in the Penticton District, retired with 21 years of service. He was secretary of the Princeton Branch of the BCGEU. Earl and his wife, Margaret, will continue to live in Princeton. They have two children and two grandchildren. Earl's hobbies are carpentry and community affairs.

IKE PLECASH, Mechanic at Princeton in the Penticton District, recently retired after 25 years of service. Ike has been active in community affairs, chairman of the Princeton Ratepayers Association for 11 years, chairman of the village commission, and subsequently he was the mayor. Ike and his wife, Beryl, will continue to live in Princeton. They have one son and two grandchildren. Ike is a member of the pioneer "Allison" family, who were among the first European settlers in Princeton.

DICK LOWE, Machine Operator at Princeton in the Penticton District, has retired after 25 years of service. Dick and his wife, Ena, will continue to live in Princeton. They have four children and 10 grandchildren. His hobbies are fishing and travelling.

BRUCE MCDIARMID, Machine Operator at Princeton in the Penticton District, has retired after 24 years of service. He also worked for four years with Forestry and four years with Parks. Bruce and his wife, Barbara, have been active in the Boy Scout and Girl Guide movement in Princeton for many years. He also served as president of the Yale District Credit Union for 14 years. Bruce is a member of the pioneer "Allison" family, who were among the first European settlers in Princeton. His hobbies are rockhounding, riding, carpentry, and travelling.

JOHN DIGEORGIO, Machine Operator 3, Fernie District, retired after 17 years with Highways. John plans to remain in Fernie where he can enjoy his hobbies of hunting and fishing.

FRANK ENGLISH, Stockman, Merritt District, retired in February 1977. Frank has been off work for health reasons.

HOWARD McLEOD, Regional Driver Trainer, Burnaby, recently retired after 22 years of service with Highways. Howard began Government service in 1954 as operator of the Headquarters tractor-trailer unit operating out of Cloverdale. His travels, as far east as Fernie, as far north as Atlin, gave him a detailed knowledge of the British Columbia highway system. He was well known for his ready wit and smile, and his willingness to travel regardless of time, weather, or road conditions. He suffered an unfortunate accident in 1964 on the Hope–Princeton Highway when his truck was run off the road by a passing truck. Howard was the first Driver Trainer in Region 1 and in this position he organized one of the initial training programs in the Ministry. Howard is a charter member of the Langley Farm Museum and continues his hobbies, antique and coin collecting, together with his interest in travelling. Howard and his wife, Jean, will continue living in Langley. They have three sons and one grandchild.

ALEX CALDWELL, who was Region 1 Safety Officer from 1965 until 1971, retired in December 1976. He was honoured at a combined Christmas and retirement party in December 1976. Prior to his time in Government service, he was Safety Director for the Peace Power Construction for two years, Safety Supervisor with Dutson and Williams, Calgary, for three years, Safety Director at the Waskesiu Dam in Northwest Pakistan under the Canada Columbo Plan for two years, and Safety Director for Doton for five years. Alex was in the Armed Forces in World War II and served in Britain and Europe. He is married and has a son and five grandchildren. Retirement is in North Vancouver. His hobbies are gardening and painting.

WIN PILLING, Mechanic Welder at Princeton, Penticton District, retired with 25 years of service. Win was active in the BCGEU and was secretary of the Ratepayers Association for several years, and a member of the village commission for four years. Win will continue to live in Princeton. His hobbies are fishing, carpentry, photography, and landscape painting, mainly in pastels.
Retirements End
Long Careers

TOM TAMMS, District Office Manager, Courtenay, was honored at a retirement banquet and dance on January 7, 1977, after 47 years of service with the Ministry. Born in Staff, England, in 1912, Tom began employment with the Provincial Government on a monthly basis in May 1930, and on a continuous basis in April 1931 as a Junior Clerk. He was transferred from the general office to the Golden District office in May of 1942. From August 1942 to March 1946 he was in the armed forces. After discharge he was reinstated as Clerk 2 in the Courtenay District at the rate of pay then was $1,680 per year. He was promoted to Senior Clerk in 1956. Clerk 5 in 1972. In December 1970 he went to Victoria and received a gold watch for 40 years of continuous service. He is married and has two children and three grandchildren.

AMOS (CASSY) CASAGRANDE, the Road Foreman at Duncan in the Nanaimo District, recently retired with 33 years of service and was honored at a party in Nanaimo. Cassy began his Highway career at Rossland in 1943 as a Truck Driver, later he was promoted to Construction Foreman working in the Castlegar and Trail areas. He was then appointed Road Foreman at Rossland until his transfer to North Vancouver in the same capacity. The period of time spent in North Vancouver included supervision of road construction on Bowen Island, Bella Coola, Ocean Falls, Port McNeill, and Beaver Cove. In 1964 Cassy was appointed Road Foreman at Duncan, holding that position until his retirement except for a short time as Construction Foreman on a four-lane widening project in the Cassidy-Ladysmith area. His friends in the Nanaimo area wish him a happy retirement.

VICTOR C. BOOTH has retired after spending 40 years of service with the Ministry in the Vancouver area. He began with the Department on August 1, 1938, as a Gardener Foreman for the Patullo Bridge. Vic stayed with gardening and was responsible for landscaping and gardening for First and Second Narrows Bridges, Oak Street Bridge, Patullo Bridge, Port Mann Bridge, Massey Tunnel, and Knight Street Bridge, besides looking after mowing, planting, weeding, and watering gardens. Vic was also District Relief Foreman and winter shift Foreman for the former Bridge Districts and Vancouver District. He travelled to several other districts and regions to assist in the design of facilities such as the Overlander Bridge in Kamloops, Upper Levels section of Highway 1, Second Narrows Bridge to Capilano Road, the seeding of medians of Highways 1 and 99. He also assisted in the landscaping of Horseshoe Bay and Swartz Bay Terminals for the Dock Design District. Vic’s career was continuous in the New Westminster Highways District except for 2½ years of war service. He is shown receiving his meritorious scroll from District Highways Manager A. Walliser. He will be living at his present address at 101, 1320 King Albert Avenue, Coquitlam, and will continue as Timer for the Hy-ack Anvil Regiment.

JIM MCLARTY, Machine Operator at Chetwynd in the Dawson Creek Highway District, retired in January 1977. Jim is the only one left of the original crew which started in Chetwynd when the maintenance depot opened. He began in 1959 as a Labourer, then went to Truck Operator. He was also the Steam Generator Operator who looked after the frozen culverts in the Chetwynd-Pine Pass area. Jim was a pleasant, reliable employee and will be missed by his fellow-workers. The entire Chetwynd crew, as well as representatives from adjoining areas, attended a farewell party to wish Jim a long and happy retirement. Jim received a presentation from his fellow-workers.

ALEX BRAYDEN, Road Foreman 4, Nanaimo, retired after 30 years with the Ministry. Alex began his Highway career at Salmon Arm first as a Labourer and then a Truck Driver for 15 years. He was then promoted to Road Foreman 2 at Ucluelet. He was Construction Foreman for the rebuilding of the Tolmie-Ucluelet Highway when he became expert on rock work due to the rocky terrain of the area. In 1967 he won the Road Foreman 4 position at Nanaimo, where he remained until his retirement except for two years as Construction Foreman on the Port Alberni Road. Alex plans extensive travelling and some fishing during retirement. He is active in the Masonic Lodge and is a Past Master of the Lodge.

ANDREW BALOGH retired in November from the Geophysical and Materials Testing Branch. Andrew joined the Branch after coming to Canada from Hungary in 1956. He joined the Branch as a Draughtsman, worked as a Laboratory Assistant in the soils and concrete laboratory, and was later involved with the geophysical section. Andrew has retired with his wife, Margaret, to their home in Mill Bay where he intends pursuing his interests in classical music and wine-making. All his friends at the Branch wish him well.

DORIS WHEATLEY, Clerk-Stenographer 3, retired January 31, 1977, after 20 years of service. She started with New Westminster Highways District as a Clerk-Stenographer and worked in the regional office for a short time when Region 1 office was in New Westminster. She hopes to travel and keep active in her church. A retirement dinner was held and she was presented with a photographic almanac of her life with the Ministry.
The three successful candidates for the Executive Director Positions in Victoria are M. G. ELSTON, Engineering; R. G. WHITE, Construction; T. R. JOHNSON, Maintenance. Mr. Elston's career began with Highways in Kamloops in 1957, then transferred to North Vancouver as a Regional Highway Engineer in 1963, and served as Senior Planning Engineer in 1969. He has a B.Sc. degree in civil engineering from the University of London, Eng. Mr. White was employed by B.C. Forests for 12 years before he joined Highways as District Engineer in Nelson in 1963. In 1969 he was promoted to Regional Highway Engineer in Nelson and in 1970 he transferred to Kamloops in the same capacity. His B.Sc. degree in civil engineering is from UBC. He completed the three-year Executive Development Program in Public Administration in 1968. Mr. Johnson had summer employment with Paving Branch in 1957-1962 before he became Engineer in that Branch in 1963. He transferred to the Traffic Branch in 1964 and was promoted to Services Engineer in 1971. He possesses an honours degree in engineering from UBC and a B.C. Secondary Teacher's Certificate.

FRANK RIZZARDO recently won through competition, the position of Technician 1 with the Design and Surveys in Victoria. He began working in the Design Office in North Vancouver in 1973 after receiving his diploma in civil and structural technology from BCIT. Frank and his wife, Almerina, are looking forward to their new home in Sidney.

HANS RAABE recently won the position of Stockman in Merritt Highways District. Hans was previously at Stewart.

DAVE MARTENS, Foreman 1 at Winlaw, New Denver District, recently won through competition the position of Foreman 2 at Fernie. Dave was formerly with the regional crusher crew before joining the Windlaw maintenance crew nine years ago. He is married and has three daughters. Dave is a talented musician and his wife, Bonnie, and daughters are fine vocalists.

Other recent promotions include M.M. ELD, Labourer, Kamloops, to Foreman 2 (Road), Texas Island; SVEN CORSSEN, Engineering Aide 2, Burnaby, to Engineering Aide 3, Burnaby; A. T. GODDYN, Engineering Aide 2, Burnaby, to Engineering Aide 3, Burnaby; DOUGLAS ERICKSON, Foreman 1, Galliano, to Foreman 2 (Road), Courtenay; T. M. REYNOLDS, Engineering Aide 3, Prince George (Geotechnical and Materials), to Engineering Assistant, Prince George (Geotechnical and Materials); STEPHEN LEE, Engineering Aide 1, Victoria (Geotechnical and Materials), to Engineering Assistant, Prince George (Geotechnical and Materials); MICHAEL BARIENKOFF, Engineering Aide 2, Nelson, to Engineering Aide 3, Nelson.

ARMANDO PORCO, Engineering Aide 2, Nelson, to Engineering Aide 3, Nelson; P. F. MAKORTOFF, Engineering Aide 2, Nelson, to Engineering Aide 3, Kamloops; M. G. MACARTHUR, Machine Operator 3, Richmond, to Foreman 2 (Road), Courtenay; R. A. PASTOR, Engineering Aide 3, Prince George, to Engineering Assistant, Prince George; R. K. COX, Engineering Aide 3, Dawson Creek, to Engineering Assistant, Dawson Creek; G. A. MERKEL, Foreman 3 (Road), Parksville, to Foreman 4 (Road); NAINAIKO, WILLIAM PELECH, Foreman 2 (Road), Salmo, to Foreman 3 (Road), Fruitvale; J. M. KISHIMURA, Foreman 1 (Road), Mayne Island; M. G. MACARTHUR, Machine Operator 3, Surrey, to Foreman 1 (Road), Langford; R. J. PIMLOTT, Engineering Aide 2, North Vancouver, to Engineering Aide 3, North Vancouver.

D. W. ROOT, Mechanic 2, Vernon, to Mechanic 3, Honeymoon Creek; H. A. HOLM, Machine Operator 4, Stewart, to Foreman 3 (Road), Stewart; E. H. HENKE, Mechanic 4, Nanaimo, to Mechanic Foreman 2, Quesnel; J. J. SHAWATZKY, Machine Operator 7, Adlin, to Foreman 2 (Road), Dease Lake; A. M. DUCLOS, Mechanic 2, Quesnel, to Mechanic 3, Quesnel; S. M. WHEELDON, Mechanic 2, Prince George, to Engineer Aide 3, Design and Surveys; KENNETH SUTTON, Engineering Aide 3, Construction Branch, to Engineering Assistant, Construction Branch; B. F. MACKEY, Engineering Aide 3, Construction Branch, to Engineering Assistant, Construction Branch; C. A. POOP, Bridge 2, Golden, to Bridge 3, Nelson.

T. W. BONE, Mechanic 2, Prince George, to Mechanic 3, Prince George; J. C. ARMSTRONG, Mechanic 2, Snithers, to Machine Operator 3, Prince George; RICHARD WEICHEL, Engineering Aide 2, Prince George, to Engineer Aide 3, Prince George; W. M. PAINTER, Engineering Aide 2, Prince George, to Engineer Aide 3, Prince George; G. C. RAABIS, Mechanic 3, Fort St. John, to Mechanic 4, McBride; L. V. MORROW, Foreman 2 (Road), Grand Forks, to Foreman 3 (Road), Merritt; V. SCHIMNOWSKY, Foreman 1, Burnaby, to Engineering Assistant, Burnaby; C. D. HILBORN, Engineering Aide 2, Victoria, to Engineer Aide 3, Geotechnical and Materials; J. R. DONKERSLEY, Mechanic 2, Chetwynd, to Mechanic 4, Dawson Creek; FERN AGUILLO, Labourer, Coal- management, to Machine Operator, Coal- management; MRS. LAURIE LEWIS, Clerk 3, Merritt, to Office Manager Trainee, Merritt; G. MILLER, Bridge 2, Merritt, to Machine Operator 3, Merritt.

OBITUARIES

CEC HUNTER, Road Foreman 3, Merritt District, died on October 29, 1976. Cec had been with Highways since 1939 and is survived by his fellow crewmen.

PAUL A. TONDEVOLD died in the Bellingham hospital on January 8, 1977; he was 72. "Pat," who began with Highways as a Construction Superintendent in the Lower Mainland, was District Official in Fort St. John from 1962 to 1970. He is survived by his wife, Kay.

10-7 CLUB (Cont'd)

ART MCDONALD, New Denver Highways, has retired after 23 years with Highways. Art retired as a Grader Operator. Art spent his whole service career at New Denver. His friends wish him all the best for his retirement.
Survey crews handle many different jobs but their main purpose is to determine the best location for proposed highways, whether they are new ones to be built or existing roads to be upgraded. Many of these projects are carried out with the use of aerial photography and mapping.

A job begins with a preliminary survey line to correlate all existing features, both natural and man made, as well as all information pertaining to drainage and legal property boundaries. These data are plotted on the plan. At this point a projection can be made by the Project Supervisor or the design team. The projected "L" line is run in the field and level and cross-section measurements taken.

After this has been done, final grades can be determined and calculations for property acquisition made. The accuracy of the elevations and cross-sections is important as these are used to estimate quantity costs.

Shown on the page are members of a mobile survey crew located on Vancouver Island, generally consisting of 10 to 15 men; a project supervisor, two or three field parties, and two or three draughtsmen.

Region 1 Sign Maintenance Men Meet in Victoria

The first meeting of the sign maintenance men in Region 1 convened in Victoria, January 19 and 20, 1977. The first day of discussions was aimed at procuring standardization in sign maintenance and ordering procedure. Metric conversion in September 1977 will involve the changing of a tremendous number of signs. The group visited the Sign Shop in Langford where Supervisor Arnie Davies, among many other interesting processes, demonstrated the proper way to apply metric overlays to existing signs and stock. A new sign manual is in production. Symbols taken from the Canadian Manual will be included in this book. The meeting was adjudged successful in achieving the objective, “solving mutual problems” and more meetings are being planned.

Left to right, front row: John Lubbers, New Westminster; Harry Brunet, Alberni; Jim Paton, Saanich; Bill Hookoff, Chilliwack; George Spurr, Chilliwack; Harold Walker, Courtenay; second row, Clarence Giguere, North Vancouver; David Buckley, North Vancouver; R. D. Page, Regional Traffic Superintendent; R. W. Gittins, Assistant Regional Engineer; John Harvey, New Westminster; Cec Hollands, Gibsons; back row, Horby Grewal, Nanaimo; Gordon Measure, Nanaimo; Larry Patterson, Traffic Branch, Headquarters; Arnie Davies, Sign Shop Supervisor; Lloyd Hicks, Gibsons; Darce Byers, Regional Maintenance Methods Engineer.

Left to right, T. W. Work, Rodman; W. J. MacDonald, Transitman; G. E. McNair, Levelman, and G. A. Dick, Chairman.

Left to right, J. L. Mawle, Project Supervisor; K. E. Mackenzie, Chairman, and D. K. Smart, Chairman. Missing from photo, B. Bleicle, Transitman.

Left to right, Draughtsmen R. D. Mueller, C. G. Walton, and R. H. Bulley.
PEEK INTO THE PAST . . .

Three different crossing facilities on the Halfway River in the Peace River area over a period of 45 years. Top, at one time in 1932 a vehicle was simply floated across the 300-foot stretch of water by means of a rough raft. The man was George Wolfendale, an Anglican minister, who travelled from Fort St. John to Hudson Hope to hold services. Bottom, more recent methods of crossing this Halfway River. The 200-foot triple-double Bailey bridge was erected in 1965 after an accident demolished one 200-foot section of the old truss. This allowed single-lane traffic only until the new bridge was completed this year at a cost of $1.5 million for the 440-foot girder span. The bridge is located on the Hudson Hope–Chetwynd Highway.
The good old days in the load limit department, wide tire division.

The following notice was placed in The British Columbia Gazette, August 9, 1890, by the Lands and Works Department:

"Public Notice is hereby given that after the first day of October next it will be unlawful for any waggon or vehicle carrying a load of more than two thousand pounds weight avoirdupois to be drawn or driven on any of the public highways of Victoria District as defined in the Constitution Act, unless the tires of such waggon or vehicle shall be at least four (4) inches in width.

W. S. Gore, Surveyor-General"

These two photos on the right were included in a report from the local Alberni Public Works Foreman in April 1923 about road from Alberni to Sproat Lake on Vancouver Island. Accompanying memo said "no expenditures on these roads during the present year (1923) except for snow plow work and one day patching on the Secondary Highway in the City of Alberni—approx. $15.00".

From B.C. Forest Service files, this picture was taken in 1914. It shows a reaction ferry on the Skeena River. Because clouds black out the mountains, identification is difficult. Can anyone recognize the location?
ABOUT PEOPLE . . .

ALLAN RICHARDS, Lowbed Operator in the Fort St. John District has been with Highways since 1961 and gets to see a lot of country while hauling equipment to and fro. His hobbies include ski-dooing, hunting, and fishing with his wife and children.

ALBERT (AB) RATTRAY, Foreman in the Fort St. John District, is in charge of new construction projects. He devotes a lot of time to directing and coaching minor ball and hockey and has three sons involved in these sports. He has been with Highways since 1971.

VERN SCHWALM, Truck Driver in Fort St. John since 1972, is also a part-time grain farmer and therefore does not have spare time for hobbies. His six children are able to lend a hand in that department so crops do get sown and harvested in due time.

DEAN ANDERSON, Engineering Aide in the Nanaimo District office, works on subdivision and inspection. Dean has moved from the Wellington area to a new subdivision south of Nanaimo, where he is constructing a new home. Dean has been with Highways for 13 years and enjoys fishing, softball, and being a Cub leader.

JOE BRODERICK, newly appointed Foreman 3, Savona, Kamloops Highway District. In 21 years of service, Joe has worked in Kamloops, Barriere, Birch Island, Williams Lake, and 100 Mile House as Construction Foreman. Joe is an avid hunter and fisherman and is active in most outdoor sports.

CLARENCE BECKER, Machine Operator 3, in the Fort St. John District, has been employed by Highways since 1964 and has so far eluded the Road Runner camera. Clarence enjoys ski-dooing and hunting with his family. He thinks a trucker's life is A-O-K.

ROSEMARIE KNISSE successfully applied for the Clerk-Typist 1 position in the Kamloops District office. Rosie enjoys golf and tennis and her vacations in Europe offer her a chance to practise her German. Rosemarie aspires to be a lawyer.

CORNELIUS (CORNIE) NICKEL, Sign Maintenance Man in Fort St. John, is a happy mood; no doubt contemplating his eventual move to the south, away from the land of ice and snow. He started with Highways in 1967 and serves as a winter Shift Foreman.

ARTHUR (ART) SHELKIE is a Mechanic in the Fort St. John shop and has been employed by Highways since 1956. A long-time resident of the Peace River area he helped build the Alaska Highway in the early forties. Many ailing vehicles have received new life at the hands of this accomplished mechanic during his long career. He has recently undergone heart surgery and is now well enough to work in the shop and enjoys a little fishing when time permits.

WILNA (WILLIE) SMITH is new in the Fort St. John shop office working with Maintenance Management. She is married and has three children, and when time permits, loves to work on macramé, curl, and play golf.

DEAN DAVIS, Office Manager for Dease Lake and Fort St. John Highways Districts, is learning the art of self-defence in regular Kung Fu classes (to keep staff in line?). Married with two sons, he is also active in hockey, baseball, and curling. Dean has been with Highways since 1969.

ARNOLD TALBOT, Bridge Project Supervisor working in the Peace River area on several bridge projects, has been employed by Highways for 25 years. His constant moving around the Province has enabled him to see a lot of British Columbia. He is married with one child and enjoys curling and golfing.

ARNELLE THOMPSON was the successful applicant for the Clerk-Stenographer 2 position in the Kamloops District office. Born in Warsaw, Poland, Nellie and her family moved to Edmonton, Alta., before the Second World War. She has lived in Vernon, Oliver, and Grand Forks. Nellie enjoys handwork and badminton and is very active in the Gideons' Ladies Auxiliary and church work. She is a mother of three.

ARTHUR (ART) HUHN, Mechanic in Fort St. John shop since 1972, spends a lot of his spare time outdoors with his five children as he enjoys most outdoor sports.

JOSEPH (JOE) BRODERICK, newly appointed Foreman 3, Savona, Kamloops Highway District. In 21 years of service, Joe has worked in Kamloops, Barriere, Birch Island, Williams Lake, and 100 Mile House as Construction Foreman. Joe is an avid hunter and fisherman and is active in most outdoor sports.

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The text continues with additional profiles of people working for Highways in various districts, including Allan Richards, Albert Rattray, Vern Schwalm, Dean Anderson, Joe Broderick, Clarence Becker, Rosemarie Knissee, and others, each with their own unique hobbies and personal stories related to their work with Highways.
IRVIN ZIEGERMAN, Mechanic at Fort St. John shop since 1971, enjoys most outdoor sports with his wife and three children.

JIM KOZLOWSKI, Machine Operator in the Terrace District, started with the Department in July 1973. Jim is single and enjoys such hobbies as woodworking, playing guitar, and fishing.

RON MATERI, Truck Operator and Chief Grader Operator in the Terrace District, started with the Department in Terrace in November 1974. Prior to that he was the hydro-seeder working out of Nelson. Ron is married and enjoys fishing, fly-fishing, and hunting.

JACK OAKLEY, Assistant Stockman in the Fort St. John shop since 1963, is an avid curler in his spare time. He and his wife train their own show horses for competition throughout the region.

RUSSEL A. DEAN, Personnel Officer with Highways since 1972 has transferred to the Ministry of Human Resources as Director of Personnel. He had previously been a Classification Officer with the Public Service Commission. During his time with Highways, Russ was very active with problems of the ferry personnel and represented the Ministry in dealing with the employees. His outgoing manner and cheerfulness will be missed by his associates.

SAKAYE HASHIMOTO, Yardman with the New Denver Highways District, has been with the Department since February 1974. His hobby is fishing. He recently went on an extended vacation to New Zealand with his wife and young daughter.

BEVERLEY ISAKSON, Clerk-Typist 1, Kamloops District office, is an enthusiastic in skiing, swimming, and skating. Bev enjoys art sketching and hairdressing as her hobbies. She also enjoys travel and would like to become an airline attendant.

PATRICIA RAE, Clerk-Typist 1, Kamloops District office, has lived in Halifax, Montreal, Winnipeg, Saskatoon, Vancouver, Victoria, and Kamloops. Pat recently made a trip across Canada by motor-cycle. She enjoys skiing and biking and wants to become a world traveller.

NORMAN BECKER, Truck Driver in Fort St. John since 1971, enjoys skidooring and most outdoor sports with his family which includes three daughters and a son. Norman is one of two Becker brothers who work for Highways.

JOHN CLARK, Maintenance Technician in Fort St. John, is married with one daughter. He enjoys travelling as well as planning for his new house. He has been with the Department since 1967, transferring from Prince George in 1973.

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PATRICIA RAE, Clerk-Typist 1, Kamloops District office, has lived in Halifax, Montreal, Winnipeg, Saskatoon, Vancouver, Victoria, and Kamloops. Pat recently made a trip across Canada by motor-cycle. She enjoys skiing and biking and wants to become a world traveller.

NORMAN BECKER, Truck Driver in Fort St. John since 1971, enjoys skidooring and most outdoor sports with his family which includes three daughters and a son. Norman is one of two Becker brothers who work for Highways.

JOHN CLARK, Maintenance Technician in Fort St. John, is married with one daughter. He enjoys travelling as well as planning for his new house. He has been with the Department since 1967, transferring from Prince George in 1973.

IRVIN ZIEGERMAN, Mechanic at Fort St. John shop since 1971, enjoys most outdoor sports with his wife and three children.

JIM KOZLOWSKI, Machine Operator in the Terrace District, started with the Department in July 1973. Jim is single and enjoys such hobbies as woodworking, playing guitar, and fishing.

RON MATERI, Truck Operator and Chief Grader Operator in the Terrace District, started with the Department in Terrace in November 1974. Prior to that he was the hydro-seeder working out of Nelson. Ron is married and enjoys fishing, fly-fishing, and hunting.

JACK OAKLEY, Assistant Stockman in the Fort St. John shop since 1963, is an avid curler in his spare time. He and his wife train their own show horses for competition throughout the region.

RUSSEL A. DEAN, Personnel Officer with Highways since 1972 has transferred to the Ministry of Human Resources as Director of Personnel. He had previously been a Classification Officer with the Public Service Commission. During his time with Highways, Russ was very active with problems of the ferry personnel and represented the Ministry in dealing with the employees. His outgoing manner and cheerfulness will be missed by his associates.

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The New Denver District shop crew. Left to right, front row, Bill Vaughan, Sakaye Hashimoto, Alan Latkin, George Skarr, Al Schuman. Standing, left to right, John Johnson, Bill Ogilvie, Roger Hugg, Russ Broughton, Jim Speeede, Kurt Peters, Jim McDonough, Bill Wilson, Mac Flynn, and Nelson Einstein (behind Flynn).
The Kamloops District bridge crew constructed two 90-foot pipe arches 9 feet high and 12 feet wide at Spahats Creek as part of the Clearwater Valley Project. The combined weight of the pipes was 39,500 pounds and 3,190 pounds of bolts were required to assemble 108 panels.

From the left, Gordon Morehouse, Machine Operator; Gordon Schneider, Labourer; and Evelyn Yecum, Labourer, busy installing a culvert on the Alaska Highway in the Dawson Creek Highway District.

An 8 foot multiplate culvert being installed in Cedar Creek by the Winlaw road crew and the Nelson bridge crew.


Major road widening between New Denver and Kaslo, Highway 31A. Left to right: Stan St. Thomas, Jim Botham, Rolly Spencer, New Denver Highways District.

Cape Horn poses many unusual problems for the Winlaw road crew, Nelson District. The above photo shows fallen rock being cleared away with an under-body plough.
Salt and sand hoppers were built by Cranbrook Highways District and set up in Abbey Pit, 15 miles east of Cranbrook. Bulk salt is metered at the rate of 60 pounds to the cubic yard of sand. Salt and sand are carried along conveyor belt and loaded in truck. Carrying out operation is Frank Santoro, Plant Operator, W. Hyde, Machine Operator 5, and A. Sartor, Machine Operator 3, Cranbrook road crew.

Trailers and foreman's offices and assembly room for roads and bridge crews, Cranbrook District. The landscaping done by E. Faulquez, E. Pendry, M. Senerchia, and G. Kitch, Cranbrook road crew.

Archie Campbell, Mechanic Foreman, left, and Jim Stirling, Machine Operator 7, Merritt area, posing in front of the new Champion grader which Jim operates.

Lawrence Haugen, Relief Foreman, Lytton area for Project 3626, four-laning Fraser Canyon section of Trans-Canada Highway, giving directions on where the trucks were to dump.

Winlaw Highways yard recently received a facelift, including blacktop in the main yard, as seen in a bird's-eye-view from the top of a winter sandpile.

Part of the Mount Lemorary area crew, Dawson Creek Highway District, patching pavement on the Hart Highway. Carl Douglas, front, started with Highways in 1973. Presently he is a Machine Operator and the Mount Lemorary first aid person. Rupert Greff started with Highways in 1973 and now operates a grader during the winter shifts and is a member of the patching crew during the summer.
TRAINING AND SAFETY

Aerial Photography Seminar

Several Highways employees attended Aerial Photography I course seminars in Victoria and Vancouver recently. Jim Caldwell, instructor at BCIT, conducted the courses, which are designed to introduce the students to the basic principles of aerial photography, photo interpretation techniques, correlation between aerial photos and maps, engineering applications, and materials investigation.

On completion of this course, participants are awarded one credit toward their certificate in the Highway Technology Training Program.

First Aid Course

Many employees know about the eight-hour first aid courses sponsored by the Ministry, first through St. John Ambulance and more recently the Workers’ Compensation Board “Survival First Aid.” The course emphasizes the items essential to maintain the life of the non-breathing worker, the bleeding worker, the unconscious but bleeding worker, the crushed chest victim.

The training received may never have to be used, but if so, the acquired skills may save a life. Already Highways employees have saved more than one life with what they have learned.

First aid training does not stop there, the Ministry sponsors some people from appropriate locations on a much more intensive program of Industrial First Aid. Recently a number of employees in Region 3 attended a course in Nelson through the co-operative efforts of RON MACK, Regional Safety Officer.

At the same time, DAVE GRANT, Regional Safety Officer, Kamloops, aided by HAL DENVIES, Regional Safety Officer, Burnaby, gathered 16 employees at the Allison Pass Camp for three weeks under the instruction of Art Cook of Cariboo College, Kamloops. Students, instructors, and organizers are all to be commended for their fine efforts.

The Public Service Commission reports that Government employees are receiving special awards for teaching Defensive Driving Courses. Instructors receive bronze plaques for teaching four courses, silver plaques for teaching 20 courses. Leading all award recipients is ED ROZANDER, Regional Driver Trainer in Kamloops, who has taught 97 courses since 1969.

Robert Robinson, Merritt District Office Manager, presenting a Silver Award of Merit to Pat Condon, Safety Representative for the Merritt and District survey crew. A total of 72,544 hours was involved, January 1968 to January 30, 1976. Left to right: Brian Nichols, District Technician; Robert Robinson, District Office Manager; Neil Gill, Engineering Aide; Rock McCowen, Engineering Aide; Archie Fink, Engineering Aide; Al Taylor, Engineering Assistant; Arnie Kraus, Maintenance Management Technician; and Pat Condon, Engineering Aide.

Lake Southwick and his maintenance crew at Hudson Hope were recently presented with Good Housekeeping Award for Region 4 (1976). Visitors say never a thing is out of place. The “neat” people who keep it that way are, left to right, Lake Southwick, Foreman; John Arndel, Jim Beattie, John Luchinski, Eric Jackson, and Monty Pennington.
The Nell’ Denver District held its second annual mixed six-ender bonspiel in Kaslo. Winners of the A event were, left to right, Lillian Flynn, third; Mac Flynn, skip; Kathy Agrignon, lead; and Terry Bohall, second. Winners of the B event were Russ Broughton, skip; Eric Bergren, lead; Bev Bergren, third; and Henry Klassen, second. Event winners were Bob Unrau, skip; Charmaine Unrau, third; Ingrid Hartung, lead; and Percy Hartung, second.

**Transfers**

DON HUTTON was presented with a farewell gift from the District staff at Fort St. John at a recent gathering. He was District Technician in Fort St. John from 1973 to 1976 and won through competition the position of District Highways Manager at Burns Lake. Married with two children, he was actively engaged in minor hockey and also enjoyed golfing, curling, and other outdoor sports. When time permitted he improved his craft of finishing carpentry.

SUKH JOHAL, Engineering Aide 3, is transferring to the Geotechnical and Materials Testing Branch in Burnaby as an Engineering Aide 3. He started with Highways in Quesnel as Engineering Aide 2 and was then promoted to Engineering Aide 3 and transferred to Nanaimo in 1967.

WILLIAM (SLIM) NEWMAN, Bridge- man 3 in Burns Lake, is transferring to Dawson Creek. He has been in Burns Lake since 1972.
Shown crossing the Kootenay River is the Glade cable ferry which has been in use since the Ministry assumed responsibility for its operation during 1955. The first ferry at this site was a private reaction scow being owned and operated by the Doukhobor Community of Glade. Their ferry operated until 1944 when the West Kootenay Power and Light Company's Brilliant Dam raised the river level making it impossible to use a reaction ferry. For a time a rowboat was used to transport residents across the stilled river waters. Later a private barge and power boat was employed. In 1967 the ferry scow was widened increasing the vehicle capacity from three cars to the present five.

—Photo by F. A. Clapp