OPERATION "TRUCKSTOP"

For some young drivers in British Columbia, Operation "Truckstop" on the lower mainland is the greatest thing since "mag" wheels, especially since some of their bosses are inclined to neglect their rigs.

Ask any mechanical inspector with the Motor Vehicle Branch road-check program, and you'll hear the same story, "Check out the rig because the old man won't have it repaired." Such a check could save the driver's life because once the truck is rejected, the owner-operator is forced to have it fixed within a specified period before reporting back to an inspection station.

"It could also work another way," says Bruce Wilson, Head of Richmond Inspection Station, "the driver knows if he is stopped he will get charged anyway. . . . stopping and asking for an inspection makes him feel good. . . . you wonder sometimes what the driver's motive is or what he is trying to prove, but at least he is coming in for a check.

Operation "Truckstop" is the brainchild of the Minister of Transportation and Highways, Alex Fraser, who was himself a trucker early in his career. In the fall of last year, the Minister became concerned at the number of accidents caused by faulty air brakes, insecure loading and highway behaviour, and decided it was time to do something about it.

As part of the overall program, letters were written to major trucking associations and unions seeking their co-operation, pamphlets and posters were prepared and distributed and five articles were written for inclusion in the B.C. Motor Transport Association newsletter. To carry out the roadchecks, the Ministry obtained R.C.M.P. co-operation and selected inspectors from the Motor Vehicle Branch, who, together with the R.C.M.P. and Ministry portable weigh scale operators formed inspection teams at the various weigh scale stations on the lower mainland.

"It's a big task, but the beauty of it is that the majority of truckers welcome the roadchecks," says Gerry Brown, Director of the Motor Vehicle Inspection Division.

Gerry and his staff keep account of all defects and send out statistical reports each week to trucking associations, unions and anyone else who is interested. These reports provide such data as the number of vehicles inspected for that particular week, the number taken out of service, the number with major defects, the number requiring brake repair or adjustment and the number of drivers holding the wrong class of licence for equipment operated as well as drivers lacking knowledge to adjust air brakes.

What are inspectors finding?

During a one-day tour of some of the roadchecks, the Abbotsford Scale on Highway 1 was checking mostly front end and brake problems. The worst vehicle had no brakes and the driver was using gears and the "jake" brake to stop.

"Out of 150 drivers checked, only one became belligerent," reported mechanic Ernie Burdaniuk, "but when I explained it was for his own good as well as the good of others on the highway, he calmed down. Also, I told him he was supposed to complete a pre-trip inspection of his vehicle prior to operating the vehicle."

Despite the fact that penalties are stiff in the state of Washington, the brakes on Washington vehicles are often poor, according to Ernie. "They can't come back across the line until they fix them," he pointed out.

During another roadcheck at the Port Mann East Weigh Scale, a home-made gravel spreader built on a truck chassis was found with defective tires, an insecure trailer hitch, no lights, no brakes and no licence plates.

"All the driver had to do was hit a good size pothole which would break the small bolt holding the chain to the trailer hitch and the spreader would have separated from the cab," said Bruce.

Director Gerry Brown feels the program is certain to have an effect on preventing accidents because defective trucks are being stopped and are subsequently being repaired and despite the fact that his mechanics can only spot check, the word gets around.

In the meantime, the Ministry is currently working on regulations governing load security, the Royal Canadian Mounted Police are being pressed for greater enforcement of the laws as a result of public complaints about the trucker and there are plans currently under way to expand the roadside checking program into other parts of the province on a more frequent basis.
MINISTER'S MESSAGE

Recent findings and statistics on highway safety have been disturbing, to say the least. As Minister responsible for the Motor Vehicle Branch I have been greatly concerned by two main developments — the rise in the number of injuries and fatalities through the past year and the shocking results of our roadside inspection campaign of trucks and trailers. The injuries and fatalities were up 15% and 13% respectively over 1978 and the inspection showed over 80% of trucks with safety defects and deficiencies. These two unfortunate situations may not be directly related but they are symptomatic of a deterioration of our attitudes and of our sense of responsibility about highway safety. As owners of thousands of pieces of motorized equipment and employers of almost as many drivers and machine operators, we in the Ministry have to be concerned by these facts. While our record is generally good because of excellent training and top maintenance, we must strive to make it even better. Both on and off the job, and to set a good example for the motoring public and the trucking industry.

ALEX. V. FRASER
Minister

A. E. Rhodes, Assistant Deputy Minister, Administration, with S. Rawlings, right, of the Main Roads Department, State of Queensland, Australia, during an official visit to Headquarters in Victoria. Mr. Rawlings visited Victoria as part of a study tour of Canada, U.S.A. and Great Britain involving computerized management accounting systems and institutes of public administration.

COVER PHOTO

Section of the Island Highway north of Nanaimo at its junction with St. George on the left and Princess Royal on the right. View is looking north. Right of highway are two large shopping centres and top left is industrial park. At least two more shopping centres are under construction north of this. Ministry has four-laned five kilometres from Norwell Drive to Hammond Bay Road and has another 14 kilometres of reconstruction and four-laning underway from Lantzville to Craig’s Crossing to handle huge increases in area traffic. (Allen Aerial Photos Ltd.)
W A. (BILL) BOWMAN, Director of Bridge Engineering, was the guest of honour at a large gathering in Victoria on March 14th on the occasion of his retirement from the Ministry. Bill joined the Ministry in June 1949, as a design engineer, working up to his present position to which he was appointed on April 16, 1970. A veteran of World War 2, he served overseas with the Royal Canadian Engineers as a commissioned officer and received his discharge in 1945. He worked for the C. D. Howe Consulting Engineering firm from 1945 to 1949 before joining the then Department of Public Works. Bill's wife May and their four children, Bruce, Elizabeth Carrie, Bob and Joan, attended the retirement gathering where this popular and respected Ministry employee was honoured. Len Johnson, master of ceremonies, introduced Bill's family to the many friends attending, and read many telegrams and messages of congratulations on his retirement. Bill was presented with a Meritorious Scroll from the Provincial Government by Deputy Minister R. G. Harvey.

Bill is past chairman of the Canadian Standards Association Technical Committee on Highway Bridges. He is a past chairman of the Association of Professional Engineers of B.C., Vancouver Island Branch, and a past member of the Provincial Council of the above noted Association. Bill is a member of the Engineering Institute of Canada, and past chairman of the Vancouver Island Branch.

GEORGE HUMMEL was honoured at a retirement party held for him by his fellow workers at the Coquitlam yard. He was presented with a watch. George served with the armed forces during the war. George began with Highways in 1966 and continued with the Coquitlam crew until his retirement. In retirement George plans to spend more time on his property located in Port Coquitlam. Next year he plans to travel.

OSCAR BROEN, employed with Vanderhoof Highways District for the last ten years as a Machine Operator 3, retired December 1979. Presentation was made by Warren Horsnell, District Highways Manager. His plans for retirement include moving to the Clearwater area and building a new home. He also plans to do hunting and fishing.

R. G. MULCASTER, Regional Bridge and Maintenance Engineer will be retiring after 28 years of service in the Ministry. Randy is a graduate of the University of Saskatchewan and had worked in the four western provinces as well as spending four and a half years in the Army, serving in Italy and N.W. Europe. While working with Highways, Randy has been in Victoria, Kamloops, Golden, Nelson, Prince George and Courtenay. He was the District Highways Manager in Courtenay for 13 years and was appointed Regional Bridge and Maintenance Engineer for Region 6 in 1978. His retirement plans include spending more time in Courtenay and enjoying golf and fishing in the summer and skiing during the winter months. A retirement dinner was held for Randy and his wife on May 9, 1980.

JOHN PENNER, Machine Operator 4, Edgewood, retired March 31, 1980 after 28 years with Highways in the New Denver District. John began in Burns Lake as a Labourer and soon became a truck driver and grader operator. In the past few years he also worked as a Relief Foreman. He plans to spend his time fishing, hunting and hobby farming in Edgewood. A large group of friends and co-workers gathered at a banquet and fun night to honour John. They presented him and his wife Margaret a gift for their home.

WILLIAM D. COCKS, Bridge tender 1, Smithers District, retired in February, 1979. Bill put in about 17 years on highways crews in both Burns Lake and Smithers. He began in 1948 as a Labourer and moved up to Machine Operator. He worked for the maintenance crew for a couple of years before joining the Burns Lake Bridge Crew. Between 1963 and 1977, he worked part-time for the bridge crew. In the fall of 1977 Bill joined the Smithers District bridge crew as part of the permanent staff. Bill and his wife plan to continue to work the farm on which he was born.

AUBREY M. TUTTLE, Control Tower Operator at the George Massey Tunnel, New Westminster District, retired recently after 24 years of service with Highways. He began in Cloverdale in 1957 as a Machine Operator and transferred to the George Massey Tunnel when it opened in 1959. Regular radio users in the Lower Mainland, who have made use of the repeater button, have probably unknowingly talked with Aubrey. He plans on devoting more time to fishing and gardening in his retirement.

JOHN BOYKO, Machine Operator 3, Kamloops District, retired from Highways on March 31, 1980. John had been with the Ministry for 6½ years and worked out of the Savona Yard. His fellow workers presented him with a hunting knife, a pair of binoculars and a beautiful silver tray. A model replica of the 4-ton truck John drove was also presented to him. John is married and will be enjoying fishing, hunting, and horseback riding in the future.

GEORGE MARTINSEN, Vernon District recently retired after 20 years service. He first started as a mechanic with the Highways at Kamloops in 1951. In 1956 George took off for four years to go into business for himself at Burns Lake. He returned to government service at Williams Lake in 1968 as a mechanic then transferred to Vernon in 1967 where he remained. His hobbies are home radio VE7BHT and shop work. He plans to stay in Vernon and make occasional tours.

FRANK HILL, Machine Operator 4, New Denver Highways District, retired March 31, 1980. Frank started with Highways in Winlaw as a Labourer in 1971. In 1974 he was appointed Machine Operator in New Denver. He also worked as a relief winter shift foreman while in New Denver and until recently was the shop steward for the New Denver road crew. Frank will most likely be found spending his time prospecting in the spring and fall, golfing in the summer, and curling in the winter.
VIC DREW, Director of Property Services, was honoured on the occasion of his retirement at a dinner held in Victoria attended by many of his past and present friends and co-workers. T. R. Johnson, Assistant Deputy Minister, Operations, presented a Meritorious Service Scroll on behalf of the Provincial Government and A. C. Brown, Assistant Director of Property Services, presented gifts from the Ministry staff and friends including a set of luggage, portable TV set and camera flash attachment. A. E. Rhodes, Assistant Deputy Minister, Administration, read many letters and telegrams of congratulations.

Vic was also honoured at a luncheon held in Burnaby attended by Property Negotiators from throughout the Province who presented him with electric tools and accessories. Vic joined the Ministry in 1947 at Saanich District and after working in Courtenay and Headquarters offices he transferred to New Westminster in 1953 as the first Regional Right-of-Way Agent for the area. In 1971 Vic returned to Victoria as Assistant Chief Property Negotiator and was appointed Director of Property Services in 1976. Vic plans to spend more time on woodworking, fishing, travelling.

JOE PATTERSON, Senior Captain, M.V. Galena ended 29 years of service with the Ministry when he retired on November 19, 1979. Joe started with the Ministry as a Purser on the Agassiz-Rosedale Ferry. He was promoted to Mate in 1953, Shift Captain on the M.V. Landau in 1957 and Senior Ferry Captain in 1963. Joe is interested in golf, hunting and fishing. On retirement he intends to lead an active social life and, if time permits, he also intends to travel. Joe and his wife, Cleo, were honoured at a banquet and social evening on October 21st at Revelstoke attended by 60 of his friends and co-workers.

JAMES NELSON JAMIESON retired January 29, 1980 after 16 years as Yardman in District Stores in Cloverdale. Jim has become very well known to many employees from all parts of the Province when taking delivery of Headquartes equipment and materials. Jim and his wife will spend their life of retirement at their home in Langley.

ROY JONES, Machine Operator 3, Nakusp, retired May 31, 1980 after working for 19 years in the New Denver Highways District. Roy hopes to spend his time travelling and in helping his son operate his automotive wholesale store in Nakusp. At a farewell party on April 12th, Roy was presented with a wallet to supplement his planned trip to Reno.

FRANK REGAN, Deputy Superintendent of the Motor Vehicle Branch was the guest of honor at a large gathering held in Victoria. March 11, on the occasion of his retirement from the Ministry. A veteran of World War II, Frank served as a pilot with the RAF in Malta, Sicily, Italy, Belgium, Holland and England. He was shot down four times and crash landed seven times. Upon discharge after the war he held the rank of Flight Lieutenant. A native son, Frank joined the old B.C. Police in May, 1943 and served in Vernon and Golden. In 1950, after the RCMP took over the B.C. Police, Frank served in Kamloops, North Vancouver, Vernon for the second time, and Nelson. He retired in 1966 with the rank of Staff Sergeant and in June, 1966 he joined the former Department of Commercial Transport as Director of Operations for the Weigh Scale Branch. In June, 1973 he was appointed to his present position of Deputy Superintendent of Motor Vehicles. Frank is married with three children in Edmonton, a daughter in Sooke and another in Victoria. There are also two grandchildren. Superintendent R. G. Whitlock presented Frank with a card containing the names of employees and friends on the mainland who were unable to attend. Al Rhodes, Assistant Deputy Minister, Administration, presented a meritorious scroll and Fraser MacLean, Assistant Deputy Minister, Transportation, several gifts on behalf of the staff. All three spoke highly of Frank's service in the Ministry. The banquet was attended by 90 persons including representatives from ICBC, Ministry of Motor Industry, RCMP, Highways Department, B.C. System Corporation, Provincial Emergency Program, and both former and present Motor Vehicle Branch staff. Frank has no firm plans other than to travel around visiting friends in the interior, Western Canada and the Maritimes.

A Christmas party was held at the Whalley Legion on December 14, 1979 to celebrate DENNIS S. PEETS retirement. As Senior Control Tower Operator at George Massey Tunnel since 1964, Dennis has probably talked with more Highway employees than anyone else in the Province. Prior to moving over to Highways, Dennis worked with Toll Highways and Bridges Authority in the Fraser Valley, in particular, Agassiz-Rosedale Bridge. Dennis and his wife Shirley plan a trip to Hawaii when possible. In retirement, Dennis plans to continue his two favourite hobbies, painting and gardening.

TRANSFERS

JOHN BALLA transferred to Vanderhoof Highways District last October as a Mechanic 2. John was previously employed by Pentichon Highways District. He is married and has one daughter and enjoys hunting, fishing, rockhounding and many other outdoor activities in his spare time.

CARL E. COLLIER transferred from Allison Pass to Kimberley December 1, 1979 as Foreman 3. Carl started employment in 1967 with Crusher Q-29 and spent eight years working in various districts until transferring to Allison Pass in 1975. He has held the positions of Machine Operator, Relief Foreman and Foreman A. Carl is married, with three children. He and his family enjoy camping, fishing, hunting, and skiing in the "Bavarian City" of the Kootenays.

CONVALESCENT

DONALD E. THOMAS, Smithers District Signman has recently gone on long term disability plan after he suffered a heart attack in June, 1979. Prior to becoming Sign Maintenance Man, Don served as temporary Relief Foreman as well as working as a Machine Operator. He began with the Highways in 1966. All Don's fellow workers wish him the best in the future.
KEITH BESPFLEUG, P. Eng., District Highways Manager, Fort St. John recently transferred from Region I, where he was the Regional Geotechnical and Materials Engineer. Keith earned his Bachelor of Science at the University of Alberta and his M.A. Sc., from the University of Toronto. He is kept busy in his new position but finds time to communicate well with all the employees. Keith and his wife Nancy are avid curlers and have done well this past season winning the Highways Bonspiel against a local highways rink team. They have two children. Other activities are softball, golfing and camping.

JOHN MacDONALD, Mechanic 4 with the Nanaimo District, is presently employed as an assistant shop foreman for the Nanaimo garage. John began with the Ministry in 1975 in Courtenay. He was born and raised in Jasper, Alberta. Prior to joining the Ministry, John worked as a Mechanic for B.C. Hydro in Victoria. He is married with one child. His hobbies include photography, hockey, water and snow skiing. John recently spent a week skiing at Crystal Mountain in Washington.

DICK JONES began in the Cranbrook Highways District as a rod and chain man in 1972. In 1973, through competition, Dick won the position of Yardman in Cranbrook, and again, through competition, in 1974, was promoted to Machine Operator Grade 3. After winning a competition as Road Foreman 1 in Cranbrook, Dick transferred, through competition, as a Road Foreman 1 to Lillooet District. Dick enjoys curling and most outdoor sports.

DAVE MERCER has been employed as a Flight Operations Officer with the Air Services Branch since May 1975. Born in Edmonton, Dave moved to Victoria in 1949. He is married with three children and presently resides in Central Saanich. He enjoys photography and is a camper and enjoys taking his family camping and fishing around the Island.

HOWARD GANNER began with Highways in 1948 at Longley Prairie, B.C., New Westminster Highways District. He went to Lillooet in 1951 after being on loan to the Lillooet District during construction of the Cayoosh Creek Bridge. He was offered the position of Bridge Foreman 1, Lillooet and in 1953, was reclassified to Bridge Foreman 2. During his career, Howard supervised the King Truss framing and erection of such bridges as the Birkenhead Bridge, Yalakom Bridge, Pioneer Bridge and Baker Bridge in the Lillooet District, and was involved in the building of the Big Bar reaction ferry. By 1965, he had worked on every bridge listed in the Lillooet District bridge register including suspension bridges, Howe trusses, King trusses, pole truss, steel beam and concrete, glulam and concrete, abutment and pier framing. In 1966, he was reclassified to Bridge Foreman Grade 3. He and his family are active community members of Lillooet and may be found collecting stamps or copper tooling.

DON LADERGE, Bridgeman 3, with the Nanaimo District, is the second in charge of the bridge crew and therefore fills in for the bridge foreman in his absence. Don began with the ministry in 1967 as a bridge labourer. Prior to joining the ministry, Don worked as a logger with MacMillan Bloedel logging operations in the Nanaimo area. Born and raised in Nanaimo, he is married with four children. His interests include fishing, hunting and dancing.

PATROLMAN CLAUDIA LALONDE has been with the Highway patrol for two years. Prior to this he was with the Montreal Police department for 14 years and left the job as a Sergeant of Detectives. Claudia was the fire-arms training officer and took training at McGill University for three years in criminology. He is presently the secretary treasurer of the Patrol Benevolent Fund and doing a fine job. He lives in Surrey with his wife and children. His sports are golf and hockey, his hobby, home movies.

CAROL CRANTON is Supervisor of the driver safety and improvement section of the Motor Vehicle Branch. She came to the Branch in 1958 and has worked in filing, accident statistics section, typing searches for insurance companies, certifying driving records and finally driver improvement. She has taken various supervisory courses. Born in Amherst, Nova Scotia, Carol came to Victoria in 1948 where she later graduated from Victoria High School. She enjoys canoeing, camping and gardening.

DIETER WEDEMEYER is a Mechanic 2 for the Dawson Creek Highways District. He has been with the Ministry seven years and has worked in places like Bob Quin Lake, Goodhope Lake and Fort St. John. Dieter is a sail plane enthusiast and also enjoys photography. When Dieter is not flying a sail plane or taking pictures he can be seen shining his new Chevy pick-up. He is also a volunteer fire fighter for the Village of Pouce Coupe.

DON DOREE, Machine Operator 3 with the Nanaimo District, is presently employed as a truck driver and relief grader operator with the Duncan road crew. Don began with the Ministry in 1970 as a truck driver on the Duncan road crew. He was born and raised in Saskatchewan. Prior to joining the Ministry, Don worked for the Saskatchewan government as a grader operator. He is married with four children. He spends his spare time gardening and landscaping around his home.

DAVE KEIR joined the Dawson Creek Highways District in April 1978 as an apprentice mechanic. Previously he worked in Fort St. John. He enjoys fishing and hunting in this area in his spare time. Dave has taken several courses to improve his mechanical skills. Since this picture was taken he has been married and transferred to Princeton as a Mechanic 2. Dave's friends in Dawson Creek wish him and his wife the best in the future.
Dave Smith, Stockman 4 with the Nanaimo Highways District is responsible for all the materials for both Nanaimo District and Region 6. He is presently filling in as Regional Stockman. He began with the Ministry in 1971 as a yardman in Quesnel. In that same year, Dave was transferred to Williams Lake and promoted to Stockman 3. In 1974, he transferred to the Nanaimo District as a Stockman 4. He was born and raised in Quesnel and spent two years travelling around the world prior to joining the Ministry. Dave is married with two children. He spends his spare time working around his home and is involved in coaching little league softball. His hobbies include softball, camping and hiking.

Bob Penning recently transferred to the Kelowna District as a Labourer. Bob comes to Kelowna after 29 years on the Region 2 crusher which has been ceased operation. As the crusher operator, Bob travelled to all areas of the province. Although working with the Kelowna District, Bob continues to live in the Coldstream Area of Vernon, commuting daily. Bob's free time is now taken up with his favourite sport, fishing. He has just recently returned to his job on the sign crew after a short stint in the hospital for surgery.

Brian Ferguson, Weighmaster in charge of the Duncan weighscale was a member of the Victoria City Police from 1945 to 1966 and prior to joining the Weight Scale Branch in 1974 owned a marina in Cowichan Bay. Brian is married with three children and two grandchildren. In his spare time he enjoys hunting and fishing.

Dirk Nyland, Geotechnical Field Engineer, Engineer 2, for Kamloops Region started with geophysical section of Geotechnical Branch then to Engineer in Training Program for two years in Victoria. He transferred to Kamloops to work on a silt study and is currently doing geotechnical work for the Coquihalla project. Dirk earned a B.A.Sc., from University of British Columbia in 1973 and has been with Highways for seven years. He is married, has one daughter and enjoys camping, hiking and photography.

K. R. Huhn, better known as "Mickey" has seen many changes in the area of Fort St. John, knowing here when he was eleven years old and has taken all his schooling here. After working in the Construction field, Mickey joined the Ministry in 1974 on the District survey crew and for the past year has been looking after subdivisions and permits. Mickey and Diane have three children, two boys, and one girl. While he is interested in all sports, his favourites are canoeing, jogging, and water skiing.

Rick Harrison, Engineer-in-Training, Fort St. John has been transferred to the District of Quesnel. Rick began with Highways in 1978 after graduating from UBC in Civil Engineering. Rick will be missed in the Fort St. John area. He is an enthusiastic highways hockey player, curler, baseball player, skier and sailor. His fellow employees wish him well in his new position.

Leo Einarson, Weighmaster, Parksville, worked in his uncle’s trucking and building firm before coming to work with the Weigh Scale Branch in January, 1973. Before moving to Parksville, he spent one and a half years in Tete Jaune Cache where he trained at the border scale. Leo is married with three children and likes bowling, fishing and carpentry.

Bill Hall is a Stockman for the Dawson Creek Highways District. He has worked in the Pouce Coupe shop since August, 1975. Bill is married and has a small farm in the Kilkerran area. His hobbies are hockey with the Highway’s team, snowmobiling with his new machine, softball is also a specialty with Bill as he plays on the slow pitch league.

Lana Burns, Supervisor of Revenue Records, joined the Motor Vehicle Branch five years ago before which she worked for the Bank of Montreal for two years in Vancouver. Lana supervises the audit staff whose function is to scrutinize all permits and receipts from the 112 field offices issuing motor vehicle licences and permits. She is married and in her off hours enjoys gardening and sailing.

Bob Cowie, Driver Examiner, Campbell River, operated a service station before joining the Motor Vehicle Branch in November, 1974. Born in Kelvington, Saskatchewan, Bob has resided in Campbell River for four years and enjoys the people and community very much. He is married with two children and in his off hours likes to fish, work with Cubs and play softball.

Ruth Norberg, Clerk Steno 3, Regional Materials Testing Branch, Kamloops, joined Highways in 1978 after a number of years with other Ministries. Ruth is a collector of antique furniture, especially Chinese, porcelain figurines and turn-of-the-century cut glass, Torquay pottery and Gos-Fairings. She has travelled through Britain on four separate occasions in recent years and also through much of southeast Asia. She has been in such fascinating places as Hong Kong, Singapore, Jakarta, Kuala Lumpur and Bankok. Ruth also travelled far into the interior of Burma where at one time her bus was intercepted by insurgents. One of the highlights of her travels was observing the life styles inside the People’s Republic of China. Ruth is married and has one married daughter.
ABOUT PEOPLE

ART HUHN, Mechanic's Helper has been with Fort St. John District since 1972. Art was previously employed with an explosives firm and put in many years hauling explosives up the Hudson Hope Road. He has lived in the area for some time during which he has seen many changes. Art and his wife Mavis have three daughters and one son. Art's other activities include snowmobiling, curling, fishing, and camping.

WAYNE MAUGHAN, Bridgeman 2 with the Nanaimo District works on both the maintenance and construction of bridges. Wayne started with the Ministry in June, 1976 with the Nanaimo bridge crew. Prior to joining the Ministry, he worked as a boiler maker in the Nanaimo area. Born and raised in the Nanaimo area, Wayne is married with three children. His main interests include fishing, hunting, water and snow-skiing.

PAT LEVERIDGE, Clerk 1, Timekeeper. Williams Lake District has been with the Ministry for 2 1/2 years, starting as a voucher clerk and winning her present position through competition in November, 1979. Pat feels confident she can soon master her new job and start enjoying the challenge. She is married and has four children. She and her family have been in the Williams Lake area for over 15 years. Pat enjoys sewing, golf, and cross-country skiing from their lakeside cabin.

ARLENE SCOTT, Office Assistant 1, Vanderhoof Highways District, joined the staff in July, 1979. Her duties are assisting with maintenance management and subdivisions and permits. She enjoys cross-country skiing, fishing, tennis and other outdoor activities. Arlene originally comes from the Prince George area and moved to Vanderhoof with her family several years ago. She wants to continue in the government service and possibly extend her education in the computer programming field.

KEN LONG, Driver Examiner, Courtenay, joined the Motor Vehicle Branch in 1958 in Victoria. In October, 1970 he was transferred to Courtenay. Ken is married with three girls and enjoys golfing, fishing, and snow-skiing. He hopes to retire in the fall of 1981 and then its off to Europe to travel for awhile.

JOHN EDGAR, Clerk 3 Regional Operations, Kamloops, has been with Highways for 25 years. John started in 1955 in Kamloops as a gravel checker, then timekeeper, Radio Operator, Clerk 2 and moved to Golden as Office Manager from 1962-70. He returned to Kamloops District as Clerk 3 and then moved over to Regional Office. John has been a partial paraplegic since birth and was permanently confined to a wheel chair in December, 1977. He is an amateur radio operator and enjoys reading. He and his wife are very helpful in various Highways social functions within the Kamloops District. They have three children, one boy and twin girls.

JOY D. MANN, Office Assistant 2, is back again with her old colleagues in the Saanich District office after two and a half years. Joy started with the Ministry in 1973 after moving to Victoria with her parents from Trail. She was transferred from the Insurance and Claims Office to Saanich District in 1974 and stayed until 1977 when she left to have a baby. Her daughter Andieca is 2 1/2 now and Joy has come back to work on a part-time basis. Joy and her husband are ardent golfers and like to spend their weekends on the course.

SHEILA PILKINGTON, Office Assistant 2 started with the Motor Vehicle Branch in September, 1974 in the driver certification program. She was transferred to the support services staff in September, 1976. Born in Victoria, Sheila is married with two children and her hobbies include swimming, skating, sewing, knitting, needlepoint, and she has just spent her holiday money on a hot tub.

BOB SUNDERLAND, Engineering Aide 3, began with Design and Surveys, Kamloops in September, 1978 and then with Geotechnical and Materials Testing in October, 1979. Bob spent two years at Okanagan College taking sciences and two years at BCTE in civil and structural engineering. He has worked for the government liquor store, Okanagan-Similkameen Regional District, and has done surveying, drafting and worked on a suppression crew for the Ministry of Forestry. Bob is from Penticton and enjoys photography, motorcycles, fishing and cross-country skiing.

JIM O'BRIEN, Engineer 2, Kamloops Region, is from Vancouver where he was an Engineering Aide 2. He has been with Highways for one year but worked for various consulting companies in Vancouver for two years after graduation from University of British Columbia. Jim obtained a Bachelor of Applied Science in 1974 and acquired Professional Registration in 1976. From 1976-1978 he travelled around the world working in New Zealand, Papua-New Guinea and Iran. Jim enjoys most sports, including scuba diving and camping.

DOROTHY BURGESS, Office Assistant 2, Courtenay Highways District, began working in accounts payable as an auxiliary in December, 1978. She previously worked four years as a secretary for a school board in Winnipeg. Dorothy enjoys swimming, tennis, and cross-country skiing. She helps out at the SPCA on weekends.

COLLEEN PEARSON, Office Assistant 2, Courtenay Highways District, began working in payroll and subdivisions in March, 1979 as an auxiliary. She worked previously at the Court House in the voter registration office. Colleen enjoys oil painting, skating and most sports, as well as wheeling her Trans-Alert around town.
WALLY BANKS, Radio Technician, services the Fort Nelson, Fort St. John and Dawson Creek Highways Districts. Wally spent 14 years in the Royal Canadian Navy as a radio technician. He began with highways in 1977 in Terrace, then to Cloverdale and Fort St. John. He moved to Pouce Coupe in 1977. He and his family live in Pouce Coupe where he is a member of Branch 34 Royal Canadian Legion. He hopes to do considerable hunting while in the Pouce Coupe area.

BRYAN JAMES, Engineering Aide 3 carries out drafting duties and laboratory work for Geotechnical and Materials Testing Branch in Kamloops. Bryan has been with Testing Branch for two years, one year as auxiliary and as an Engineering Aide 3 since March of last year. He is single and has completed the general drafting course at Cariboo College. Bryan plays hockey with the Kamloops Cowboys, enjoys racquetball and any outdoor sports, especially water skiing.

MARILOU CURRIER, Clerk 3 with the Motor Vehicle Inspection Division, Victoria, joined the Branch in 1969 at the Victoria inspection station. She moved to the Prince George issuing office in 1971 and the following year in March returned to motor vehicle records, general office. She transferred to inspection in August, 1979. Marilou is married and enjoys camping and auto racing. In fact, she has even raced in a demolition derby.

Fort St. John Highways District welcomes SANDRA KOKORUDZ from Nanaimo District. Sandra who worked as Clerk-typist for Regional Highways Engineer and Regional Mechanical Superintendent for two years has now joined the office staff as Stenographer. Sandra is married and her husband Allan works as a Heavy Duty Mechanic for a local firm. Her other activities include crocheting, pottery, and gardening.

JOHN ALLSOP, Engineering Aide, Penticton District started with the Highways Ministry in May, 1971 after two years with the Attorney General's Department. John has worked in the drafting office in Penticton for the past eight years. A sports fan, he is particularly interested in soccer and also in coaching minor soccer locally. Other hobbies include gardening, stamp collecting, and camping. John is married with three children.

BETTY SPALTON, Engineering Aide, Courtenay Highways District, was transferred from Quesnel in October, 1979, where she worked processing subdivisions. She now works with the engineering staff in Courtenay. Betty is an active skier and can be found on the slopes most weekends. She also enjoys tennis, hiking, and gardening. Betty worked for a legal surveyor for many years before starting with Highways.

VIRGINIA KATAN was Secretary for the Motor Carrier Inspector in Kamloops before moving to the Victoria Motor Carrier office three years ago. Born in Manchester, England, Virginia came to Canada in 1965. Before working for the Motor Carrier Branch, she was a receptionist/typist with an accounting firm in Kamloops and before that with Volkov of Canada in Toronto. Virginia's outside activities include reading and ballroom dancing.

DENISE JONES is Auxiliary Office Assistant 2 for the Airport Development Assistance Program, Transport Policy Analysis Branch. Denise came to Canada from Portsmouth, England in 1956. She worked as a switchboard Teletype Operator for 2½ years and prior to joining Transport Policy in July, 1979 was an Adviser for two years with Victoria Press. Denise is married with two children and in her off hours enjoys knitting, watching sports and taking care of her Lhaso Apso and a mutt.

JANET WALLIS, Officer Assistant 2, worked as a typist receptionist in a doctor's office before joining the office of the Assistant Deputy Minister, Transportation. Janet was born in Comox and one of her long term ambitions is to visit Europe. Janet is very fond of horses and hopes to acquire acreage in the Victoria area so she can indulge this wish. She also enjoys softball and reading.

JUDY WINNIG, Office Assistant 1, Courtenay Highways District was recently transferred from the ferries branch to maintenance branch of Highways. With ferries Judy was a cashier for five years and now she is a secretary in payroll. The two jobs are quite different and Judy has enjoyed the new challenge. Judy's interests include hiking, swimming and fishing.

L. C. PARK, Larry is an Engineering Aide 2 with Design and Surveys Branch located in Courtenay. Larry started with the Branch as a summer student in 1975 and became a regular in November, 1977. Larry's interests are fishing, hockey and softball. He intends to make a career with the Ministry of Transportation and Highways.

JEAN HAUBRICK, Clerk 3, Timekeeper in the Smithers District, is originally from Saskatchewan where she worked as an office clerk in a creamery. Jean moved to Smithers in 1968 and worked in a bank. In 1976 Jean started with the Highways. She enjoys reading, gardening and curling.

R. J. IRITCHIE) BUCHANAN, Machine Operator 3, Bridge Lake Road Crew, has a long career with the Ministry. Ritchie started as a labourer in 1962 with the Bridge Lake crew and has worked there for the past 18 years. Ritchie is married with four children, three boys and a girl, and lives on his ranch in the North Bridge Lake area. Ritchie has a very interesting pastime of raising endangered species of birds and pheasant.
PROMOTIONS

LEONARD C. JOHNSON is the ministry’s new Director of Bridge Engineering, a position he assumed following the retirement of Bill Bowtham. Prior to his graduating year at UBC, Len spent a summer with the Highway Branch of the old Public Works Department and, after graduation, returned to the same branch as an Engineer-in-training. Now in his 35th year with the branch, he has worked in various engineering capacities on design for 25 years and has spent the last 10 years as Bridge Construction Engineer. Len is married and has a son and a daughter at home and a married daughter in Edmonton.

HEINZ SCHWARZ, Assistant Director of Financial Services, Transportation, was guest of honour recently at a luncheon held in Victoria on the occasion of his promotion to Finance Director, Ministry of Labour. Heinz joined Transportation in 1978 and quickly became a popular and respected staff executive. Highlight of the occasion was the presentation of a quartz alarm clock and two walkie talkies for his camper, presented by Fraser MacLean, Assistant Deputy Minister. Mr. MacLean noted in his remarks that “It was a rare occasion when a young man gets an opportunity to go into Labour but I’m sure he will produce great things.” About 30 co-workers and friends attended the luncheon.

PETER LOFTHOUSE has been appointed Planning Officer with the Transportation Policy Analysis Branch. Peter has just completed his Master’s program in transport planning from the Cranfield Institute of Technology in Bedfordshire, England. He brings a wide experience to the job having spent five years with an aviation consulting firm in Montreal and six years in Yellowknife with the Department of Economic Development, Government of the Northwest Territories, where, among other things, he assisted in the development of community airports. He also has a private pilot’s licence. In his new role, Peter will assist with the airport development program as well as help develop policies and plans for B.C. transport in general. He is married and enjoys transportation as a hobby as well as a profession. He also enjoys canoeing, walking and watching professional sports.

AUBREY BLISHEN won through competition the position of Office Manager Trainee, Terrace District, starting May 1974. He transferred from Motor Vehicle Branch in North Vancouver. His hobbies include skiing, tennis, and volleyball. Aubrey is single and he enjoys living in the North and is looking forward to the fishing season.

B. T. NIELSEN, P. Eng., has won through competition the position of Technician 3, Senior Project Supervisor with the Construction Branch. This follows shortly after his acquisition of professional engineer’s status with the Association of Professional Engineers of British Columbia. Bill has come up through the ranks, having over 20 years’ experience with the Highways Ministry.

RON SOLLID, Road Foreman A, Bella Coola, won this position through competition in July 1979. Ron is a lifetime resident of Bella Coola who began with Highways in 1965. Since then he has worked on all types of maintenance and equipment. During the last couple of years he has held the position of Temporary Road Foreman I, and has looked after day labour projects in the Bella Coola area. Ron is married with two children and is a very active member of the community. When time permits, Ron’s recreation consists of downhill skiing and fishing.

D. M. STARKE moved to Courtenay with the Region 6 Design and Survey Branch from Dawson Creek, having won a position as an Engineering Assistant on a mobile crew in the drafting office. His career with Design and Survey Branch started in Prince George in 1973. Don’s interests are camping and fishing. He is married with a daughter and has recently bought a house in Courtenay. He is looking forward to a career with the Ministry.

ALFRED ZBINDEN recently won the competition as Smithers District Construction Foreman. Originally from Switzerland, Alf has been with the Ministry of Highways since 1961 when he held a Machine Operator position. In addition to operating equipment, including cats and graders, Alf filled many temporary foreman positions including shift supervisor, temporary road foreman and temporary construction foreman. Smithers provides Alf with the ideal surroundings for his hobbies which include fishing and skiing, the latter in both downhill and cross-country.

TED JONES has been appointed Office Manager for the Personnel, Training and Safety Office in Victoria. He joined the Government in 1969 and has worked for the Government Employee Relations Bureau, Public Service Commission and Superannuation Branch prior to joining the Ministry. Ted is married with two daughters and is well occupied landscaping his new home. In addition he enjoys canoeing, camping and skiing.

BILL STANLEY has won through competition District Highways Manager position in Terrace District. He started with Construction Branch in 1965 as a summer student, transferred to Kamloops District in 1974 then to Quesnel in 1977. He is married with two girls. His hobbies include hockey and softball.

RON SOLLID, Road Foreman A, Bella Coola, won this position through competition in July 1979. Ron is a lifetime resident of Bella Coola who began with Highways in 1965. Since then he has worked on all types of maintenance and equipment. During the last couple of years he has held the position of Temporary Road Foreman I, and has looked after day labour projects in the Bella Coola area. Ron is married with two children and is a very active member of the community. When time permits, Ron’s recreation consists of downhill skiing and fishing.
ABE PAULS has recently won through competition Mechanic Foreman position in the Duncan Garage. Abe began with the Ministry in 1962 at Pouce Coupe. After stops at Chetwynd, Prince George, McBride and Kelowna, he was transferred to Nanaimo in 1974. He then moved to the Duncan Garage in 1976 as a Mechanic 2. Abe's hobbies include travelling, fishing and sailing. Presently he spends all his spare time sailing around the Gulf Islands and in Georgia Strait.

R. G. SICOTTE recently moved from Castlegar upon winning a Transitman crew with Design and Survey Branch in Nanaimo. Bob's career with the Branch began in 1965 in Region 3. He left the Branch in 1974 to start his own business in telecommunications and rejoined the Branch in 1977. Bob's interests are fishing, electronics and photography. He is married with three children and is happily settled into a new house in Comox.

MAYNARD LEE LAND, Mechanic 3, Dawson Creek District, was honoured at a farewell party given to mark his recent promotion to Smithers as a Mechanic 4. He has worked for the Ministry since April, 1972. Maynard is married with three children and he is very interested in speed skating. This will be a new experience for him as he has lived in the Peace River country all his life.

R. RANDY FOWLER and MICHAEL D. MARONEY, formerly Engineering Aides 3 with Construction Branch at Terrace under J. E. Wood, Project Supervisor, have been appointed to Engineering Assistant positions on the same crew. Randy has been with Construction Branch since January 1977, and this is his third promotion in as many years. Following high school graduation, he attended Halliday School of Mines in Ontario for three years. He worked in that field for several years before joining the Ministry. Mike started with the branch in March, 1973 as an Engineering Aide 2. He was promoted to Engineering Aide 3 in 1977.

S. D. BRYDGES and J. J. ROSS were recently confirmed in their new Engineering Aide 3 positions with Construction Branch at Parksville. Steve Brydges commenced his employment with Construction Branch at Nanaimo in 1975. After 20 months as an auxiliary, he won a regular position as an Engineering Aide 2 in February 1977 at Salmo. He had completed Math I on the Highways Technology Training Program and is currently enrolled in Survey I course. John Ross commenced his highways employment as an auxiliary labourer in Saanich District in 1973. In September 1974 he won a regular Engineering Aide 2 position with Construction Branch at Nanaimo, moving with the crew to Parksville in 1976. John has been involved with the Highway Technology Training Program for several years. He has completed three courses and is now enrolled in the Concrete Technology Course.

JOHN CAVANAGH has won through competition the position Engineering Aide 3, Terrace District. He began with Highways following graduation from BCIT in 1978. He is married and has two children and his hobbies include curling and volleyball. As he just bought a house he is also quickly becoming a carpenter.

JOHN M. MCNEE has recently won through competition an Engineering Assistant position on E. E. Cummings Construction Branch crew at Kamloops. John was born and reared in Valmout but finished his formal education in Clinton, Ontario. He began his career with Construction Branch as an Engineering Aide 2 in 1971 in Valmout. In June 1976 he won an Engineering Aide 3 position on the same crew. John is married and likes to spend his off-hours fishing and curling in season.

PAT DODDS has just been promoted to Clerk 3 in the prorate and reciprocity section, Motor Vehicle Branch. Pat has been with the Branch since July 1972, most of the time in prorate. She was born in Victoria, is married, and she and her husband teach square dancing for a hobby. They also enjoy ceramics, gardening and travelling, a trip to the east coast is planned.

HENRY KLASSEN was successful in the competition for Road Foreman 3, Clinton Foreman Area, 100 Mile House District. Henry began with Highways in 1964 as a labourer on the Squamish survey crew. In 1968 he was promoted to Machine Operator 3 and Machine Operator 7 in 1971. In 1974 he transferred to Lardeau as Road Foreman 1 and to Clinton in 1976 as Road Foreman 1. Henry is married with two children, his spare time interests are hunting, golfing and collecting antique bottles.

EXTRACURRICULAR ACTIVITIES

As part of the winter carnival early this year, a fun snowshoe contest was held in Burns Lake. Here are two Ministry team members ready for action. Kay Bailey, Office Assistant 1 and Gloria Hunter, Stockperson.

TREVOR PRICE, Office Courier. Administration was pleasantly surprised recently while doing his rounds in the general administration area. He was greeted with a chorus of happy birthday complete with a chocolate birthday cake with lit candles, marking his 24th birthday. Trevor started with the Ministry in January 1977.
TRANSPORT INSPECTOR IS MENTOR, ADVISOR AND ENFORCER IN MATTERS OF MECHANICAL SAFETY

When Gerry Murdy arrives at one of the 65 logging camps on his Vancouver Island “beat”, he is the voice, the authority of the Ministry in matters of mechanical integrity and his skills make his visits welcome.

During a recent tour of the Woss Lake area, about 180 km from Courtenay, the respect Gerry has won among company officials and maintenance personnel and his rapport with loggers, truckers and mechanics was very much in evidence.

He was able to advise on a wheel-bearing problem at MacMillan Bloedel’s maintenance shop, Menzies Bay Division. At the Canadian Forest Product’s “Camp A” load centre where log loads were removed from logging trucks and placed on trains, he checked drivers of logging trucks to ensure they had proper air brake certification on their licence. At Canfor’s Nimpkish maintenance shop, he checked the air brake system on a locomotive. On the way back to Woss Camp, he inspected guard rails, pilings and approaches to a wooden bridge for deterioration.

At Beaver Cove, where logs are dumped and towed to Vancouver mills, the foreman was anxious to hear his opinion on a problem that drivers were having with the wheel bearings and spindles in the front wheels of the mechanical log stackers. Gerry felt the problems started after the big loads came when the companies recently approved larger truck loads. Gerry felt that the initial lift of these larger loads might now be too much for the stackers. He later discussed the overloading situation with officials at Woss Camp who in turn would report the situation to their superiors. Besides discussing a problem, Gerry writes a report and submits it to the Chief Inspecting Engineer who in turn contacts the company.

In addition to the inspections mentioned, Gerry has authority under regulations pursuant to the Industrial Transportation Act to inspect tractor trailers, cranes and other specialized mobile equipment. If any are found unsafe, he can order them out of service. Industrial roads also fall under his jurisdiction and have to be checked for proper pullout areas, road surfaces and adequacy of signs.

Another role is the inspection of equipment involved in accidents which occur on industrial roads. If an accident is serious, this often means going to court to testify on the condition of the vehicle.

If he doesn’t have to fly into one of the isolated camps, Gerry’s transportation is a three-quarter-ton Dodge truck with one-ton heavy duty suspension for logging roads. He carries his own tool kit in case of an emergency and besides the regular 35 gallon gas tank, he has a 15 gallon reserve tank. There is also a radio telephone for checking with headquarters.

When winter sets in and logging slows down over the long winter months, Gerry’s work is far from over as he concentrates on the inspection of ski-lifts at Mount Washington and Forbidden Plateau in the Courtenay area, Mount Arrowsmith near Port Alberni and Green Mountain in Nanaimo. All chairlifts, ropes and T-bars have to be checked for safety. In between, he inspects industrial railways in the area.

When not inspecting, he teaches refresher courses on air brakes in the various camps. The courses last three nights, three hours each night. The lectures and film cover theory and practical applications and are well attended and accepted by the industry. In addition to the drivers, mechanics occasionally show up for the refresher course. He tries to visit all 65 camps at least twice a year.

A graduate in mechanics from Calgary Technical, Gerry spent 24 years in the trucking industry, seven of them driving with a freight line in Vancouver. At one time he owned three trucks as a lease operator for big companies.

He has a good working relationship with the companies as well as the manufacturers. As soon as there is an accident or trouble, the companies call him for assistance. They know Gerry has the knowledge and his expertise is recognized throughout the industries which he serves.
Avalanche Program — Lillooet District

Every year there are numerous avalanches in which people are involved and others catch vehicles, damage buildings, power lines, telephone lines and other structures. The aim of the Ministry is to collect statistics about the extent of these involvements with avalanches so that the public can be informed about the problem.

Wayne Jamieson, Avalanche Technician and Greg Smith, Assistant Avalanche Technician were hired during November 1979 at the Lillooet Highway District to study avalanche conditions in the Lillooet area, primarily on the Duffey Lake Road leading to Pemberton and Highway 40 leading to Goldbridge and Bralorne. Wayne Jamieson comes to the Ministry with experience in avalanche control. Previously he worked in the Nelson area as a heli-ski guide and also worked at the Whitewater ski area, where he "ski-tested" for snow stability and at times brought down avalanches with explosives.

On the Duffey Lake Road there are more than 100 areas where avalanches have occurred or may occur. The pictures show an avalanche deposit on Duffey Lake Road approximately 51 kilometres from Lillooet. One picture shows the path from near the top of the mountain and the other shows the deposit on the road. This was a slab avalanche starting at the top of the path with the total deposit measuring 150 metres long by 100 metres wide by nine metres deep.

Wayne Jamieson is shown cutting a snow pit. This snow pit was cut following the avalanche at the top of "Blowdown Ridge" at altitude of 2,120 metres. In the pit tests are done to determine snow density, temperature, depth, crystal size and other characteristics.

New Terminals for MVB Driver Licence Division in Victoria

A total of 40 on-line computer terminals will be installed shortly in the Driver Licence Division of the Motor Vehicle Branch in an effort to speed up present search procedures.

Under the old system, a manual file and alphabetical card were created for each driver requiring a specific type of action and the data was then keypunched into an IBM computer and the file and card were manually stored. Three years ago Division personnel found, however, that storage space was becoming a problem and considerable time and effort had to be spent maintaining 300,000 alphabetical index cards, plus the fact that retrieval of data from the computer was sometimes slow.

A study was begun by Division personnel and B.C. Systems Corporation and it was decided to develop a new computerized system which could provide more complete information such as driver medical, examination, statutory requirements and various types of suspension action. As a result of implementing recommendations from the study, clerks in driver records, driver examination and driver safety and improvement sections will now be able to enter and access status information on all drivers by using on-line terminals linked to a Honeywell Data Base Computer.

Division Director Art Price said it will be called the "Status Information System" and that its uses are almost endless.

In order to travel in the Duffey Lake road area, which in the past has been closed due to avalanches for up to three or four months of the year, the Lillooet District avalanche crew has been specially equipped with a Bombardier tracked vehicle.
Effective January 1, 1980, the City of Nanaimo, through amalgamation, took over a large part of the roads and bridges previously maintained by the Nanaimo foreman area in the Nanaimo District. The rest of the roads and bridges were split between the Cassidy and Parksville foreman areas. The Nanaimo crew was dismantled, with members going to Cassidy and Parksville and some members transferred to other parts of the province. Pictured above are some members of the crew, left to right, back row: John Goshel, Labourer; Robbie Wilson, Machine Operator; Bob Hetzler, Road Foreman; Roy Johnston, Machine Operator; Bert Lechler, Machine Operator; John Remillard, Machine Operator. Front row: Bob Bonnie, Labourer; Gaylord Merkel, Foreman "A"; Jack Serjeant, Machine Operator; Art Holbrook, Office Assistant. Missing from photo are G. Windle, K. Ross, R. Harris, A. Kachmaruski, R. Roberts, G. Haworth and A. Walker.

April 1st was the date for the Cobble Hill area (previously part of Saanich District) to be transferred to the jurisdiction of Nanaimo District. Alex McKay, Foreman and his crew gathered in the sunshine after lunch on the steps of the assembly room of the Cobble Hill Maintenance Yard to mark the occasion. Left to right, top row: Terry Stenberg, Henry Fricke, Steve Crothers, Lloyd Williams, Graham Houston; middle row: Ross Kritec, John Charlton, Alex McKay, and bottom row: Melvin Clarke, Bruce Freeman, John Boxem.

The Vanderhoof Highways District Office and Engineering staff moved to their new premises, located in the Burrard Building, May 1979, previously they were located in the Provincial Building, Vanderhoof. The new office contains 3,090 square feet of space. The floor plan has been designed with an open area concept, including general office, maintenance management and engineering sections in addition to private offices for District Highways Manager and District Office Manager and combination conference and staff room and storage room facilities. The office is fully air-conditioned for staff comfort. Left to right, Anne Kermode, Steno; Terry Brewster, Timekeeper; Pat Dickson, Office Assistant; in background, Keven McLoud, Engineering Aide 2 and Oddie Nardstokke, Acting District Co-ordinator.

Paul Corriveau, Road Foreman at Princeton, Penticton District, has been making use of one of the scheduling boards that have come into use in conjunction with the maintenance management system in the past few years. Paul has been Road Foreman at Princeton since coming from Hudson Hope in 1969 where he was also Road Foreman for several years. Paul originally joined the Ministry in 1957 and worked in various capacities including grader operator until his promotion to Foreman.

OBITUARIES

FREDERICK J. PALLISTER, Machine Operator, age 63 died on April 25, 1980 in Vernon Jubilee Hospital. He is survived by wife, Isabel, and two sons.

GORDON KNIGHT, aged 49 died in Penticton on February 19, 1980. A member of the Penticton District road crew, Gordon had recently transferred from Princeton. He began with Highways in 1963. Gordon will be missed by both his fellow workers and his family.
Victoria Holds Easter Monday Golf Tournament

The Highways headquarters staff of the Ministry held a very successful golf tournament at Gorge Vale Golf Course, Victoria, on Easter Monday, April 7, with over forty persons participating. All scoring was under the Callaway System.

The winner of the trophy for low net was Brian Hawkins of Bridge Branch. The ladies low net was won by Lucy Lupier of Contract Documents. The prize for the longest drive, about 250 yards, went to Gregg Singler of Planning Branch, but jealous rivals claim he was aided by a strong wind and a lucky bounce off a sprinkler head. Dave Grant, Training and Safety Branch, also hit some long drives but was penalized by the rule that the ball must land on the golf course.

The award for the most honest golfer went to Judy Binks of Contract Documents with a gross score of 189. Judy admits she may have overlooked a few shots along the way but sometimes it is difficult to keep score without a calculator.

On March 31, 1980 at 8 p.m. near Hummingbird Creek on Highway 97A south of Sicamous, a huge rock threatened traffic when it dislodged and blocked one lane of traffic. It was reported early enough to the Salmon Arm District crew to prevent any danger. This rock had to be blasted before it could be removed.

Photo courtesy of Eagle Valley News, Sicamous, B.C.

25-YEAR SERVICE AWARDS

On April 12, GILBERT CROMMETT, was presented with a Meritorious Service Award for his 27 years of service to the Ministry. Gilbert received the award presented by the New Denver District Highway Manager, Brian Hunter. He retired last May from his Machine Operator job position in the Nakusp area.

WILF PATTEN, Senior Road Foreman, Vanderhoof Highways District, received his 25-year service award at Government House, Victoria in November 1979. He started in June 1954 as a Labourer for Vanderhoof Highways District.

JOHN MORRIS, Kamloops District Bridge Foreman, received a 25-year Service Award. The award was presented to John at a District Management Meeting in February by Steve Sviatko, District Highways Manager for Kamloops.

WILLIAM C. McLEOD recently received his 25-year Service Award. Bill has been operating a grader and highway equipment for the entire 25 years. He has lived in Pouce Coupe for 40 years. Before that he served in the Armed Forces for five years and is a member of Branch 34, Royal Canadian Legion. Bill is married and has 10 children, most of them living in the District. He is an avid fisherman and hunter.

On one of two Citation jets which recently underwent modifications to widen their doors from 58.4 centimetres to 94.4 centimetres for easier loading of air ambulance patients.

On March 31, 1980 near Hummingbird Creek on Highway 97A south of Sicamous, a huge rock threatened traffic when it dislodged and blocked one lane of traffic. It was reported early enough to the Salmon Arm District crew to prevent any danger. This rock had to be blasted before it could be removed.

Photo courtesy of Eagle Valley News, Sicamous, B.C.

This large rock landed on the travelled portion of the Trans Canada Highway at Albert Canyon, 33.6 km east of Revelstoke. The only damage was to the highway. Beside the rock is Howard Main, Senior Road Foreman.

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State of the art snow removal in 1947. Prior to 1948, Highway 16 between Terrace and Prince Rupert remained closed during the winter months but bridges were cleared because of weight of snow and crews used the railway for access to bridges for the purpose. Bridge in picture crossed the Exstew River about 35 km west of Terrace.

Old highway equipment gets repainted and put into a "retired equipment museum" at the Sooke maintenance yard, under the care of Elmer (Smokey) Stolth, Road Foreman. He is shown at the controls of a self-feeding gravel loader used on roads in this Saanich District from the 1920's to the 1950's. The scarifier was used to break up roads before grading. It dates from the 1930's or earlier and probably was horse-drawn at one time. Smokey is planning to make explanatory signs for the exhibits so that the public can learn something about the history of roadbuilding (pictures courtesy of "The Mirror" of Sooke).

Motorists who today demand nothing less than four-laning and 100 km/h alignments in any kind of topography would have encountered this only 30 years ago on Highway 97A, a major arterial highway along Mara Lake. It is still no freeway but it is now much improved.
The Fort Fraser reaction ferry being poled across the Nechako to the landing on the south side of the river. The photograph was taken in the summer of 1938. Users had to have patience at that time, since on a calm day it could take the ferryman as long as 40 minutes to get the ferry across the river. On a windy day it took him considerably longer. The Fort Fraser ferry ceased operation in 1952 after Alean's Kenney Dam lowered the level of the Nechako so there was not sufficient water to operate.

The first ferry was installed at this site in 1920 and was one of three crossings that were located on the Nechako River near Fort Fraser. The earliest one was near the mouth of the Nechako River at the point where the Yukon Telegraph Trail crossed to the Hudson's Bay Company's Fort Fraser. The ferry began service in 1898.

The other two were south of Fort Fraser townsite, one located a short distance downstream from the Canadian National Railway bridge while the ferry shown here was situated south of the CNR Station grounds. At one time both ferries provided a link in the main highway to the west.

Everyone who recently travelled the Trans Canada Highway or the Cariboo Highway will find it hard to believe that this was what Cache Creek looked like in 1953. The Trans Canada from the west runs from top left to bottom right and the Cariboo branches off to the right.
FIRST AID

The Ministry, which has always taken a keen interest and active part in assuring employee safety, has come up with a recently developed First Aid policy designed for today's activities on the job but with valuable side benefits off the job.

Objectives and administrative details of the policy are outlined in a circular letter to all executives and supervisory personnel, and it is the contents of this letter which the Roadrunner and Carrier feels should be published to assure that all employees know and understand this important program.

The newly outlined policy seeks to provide adequate life-saving and first aid treatment and procedures for the benefit of those who may suffer injury on the job.

Therefore, the Ministry seeks to upgrade and intensify first aid training for employees, even beyond the already-high level of training resulting from the untiring efforts of the Training and Safety division and a considerable amount of interest among many employees.

One objective which has become increasingly important since the change in Regional jurisdictions is the policy which seeks to comply with Industrial First Aid Regulations as issued by the Workers' Compensation Board in September, 1979 and subsequent amendments from time to time.

The updated and upgraded policies and objectives were formulated by the Ministry as a responsible employer to meet and exceed minimum Workers' Compensation Board requirements. Intense and detailed discussions were held before the finished policy and objectives were in final form.

The revamped program has undoubtedly created a renewed approach to first aid and worker safety.

For example, there now is a "Hazard Rating" policy which will determine first aid requirements for the Ministry in specific areas. This "Hazard Rating" is divided into three classifications - "A", "B", and "C".

"A" Hazard classification deals with road construction crews, bridge and dock crews, etc., where first aid facilities under the WCB Industrial First Aid Regulations are most specific. First aid attendants, equipment and facilities must be provided on the job in accordance with these regulations.

"B" Hazard classification deals with a different category of employee work of a less hazardous nature.

"C" Hazard classification deals with clerical and administrative staff.

These classifications have been utilized for the past two years but are now developed into a cohesive and effective system. They have helped to determine the Ministry requirements for first aid attendants. The formula itself was revised by the WCB specifically for our maintenance crew operations.

The results, aside from their implications in creating safe work conditions, also give opportunity to employees who enjoy first aid work.

Employees have been, and will continue to be, trained at government expense with emphasis on encouraging them to obtain their Industrial First Aid certificates.

A firm policy on transportation for injured workers is included in the package, as well as inclusion of a supply of first aid kits in Ministry vehicles, at work sites and at other strategic locations. The new program will emphasize training in survival first aid or survival oriented first aid.

The training has already resulted in saving lives of fellow employees and the travelling public, and has been used to treat family members of workers and the travelling public.

Of course it is hoped that all this training will never have to be used. Safety consciousness, work planning, courtesy and consideration for fellow workers are important factors in accident prevention.

The value of such training could help a worker to save his own life or someone else's life.

Those interested in safety and first aid training are asked to get in touch with supervisory staff and take advantage of a good thing.

TRAINING PAYS DIVIDENDS

The inestimable value of first aid training was proven in the New Westminster District Office recently when it probably saved the life of District Highway Manager Frank Blunden.

The dramatic incident occurred March 27 when Frank was in conversation with Lauriette Lewis and suddenly slumped to the floor unconscious. Laurie called Jim Gurr, Senior Road Foreman, Richmond, who was in the office at the time and instructed the switchboard operator to call the ambulance. Jim, who had taken a first aid course which included cardio pulmonary resuscitation, began administering heart massage. Frank's breathing had stopped less than a minute after he collapsed. The heart massage kept the blood circulating and averted brain damage. Glen Briscoe, Engineering Assistant, who also had first aid training, administered mouth to mouth resuscitation.

The paramedics arrived on the scene within six minutes and with the use of electric shock paddles restored Frank's breathing in a very short time. It is estimated that Frank was in cardiac arrest for eight minutes.

The paramedics confirmed the fact that Frank is alive and well because of the knowledge and prompt action of all concerned, particularly Jim and Glen. Frank was in hospital for nine days and was soon back on the job. The cardiac arrest is not likely to occur again but he is taking medication to control the heart function.

An immediate result of the incident is the lively interest by practically the entire office staff in taking those courses in first aid which enabled those involved to react with coolness and efficiency.

Frank Blunden, centre, with Glen Briscoe, left and Jim Gurr.

John Clerk, Burns Lake District Technician, receiving a Silver Certificate award on behalf of the engineering crew, from Walter Bachynski, Regional Safety Officer.
Highway Technology Training
Program Certificates Presented

In seventeen months of study Doug Kirk, District Technician, Prince Rupert earned enough credits to be the first person in the Ministry to qualify in the Highway Technology Training Program, and on April 2, he was the first person in the Ministry to receive his Level I Certificate.

The first HTTP presentation ceremony was held in Terrace to award Level I Certificates to Doug and six other successful candidates. The others are John Bodnarchuk, Engineering Assistant, Geotechnical and Materials, Terrace; Dave Dick, Project Supervisor, Paving Branch, Terrace; Randy Fowler, Engineering Aide, Construction Branch, Terrace; Bill Stanley, District Highways Manager, Terrace; Dave St. Thomas, Head Field Technician, Geotechnical and Materials, Terrace and Ron Thompson, Engineering Aide, Construction Branch, Terrace.

The Level I Certificate represents the completion of eight credits or about 240 hours of study in the program.

The presentation of the certificates was made by Bill Robertson, Head of the Directed Study Centre, BCIT, co-administrators of the program, indicating that approximately 2,000 employees were in HTTP and that the 500 person enrollment in the first three months of this year was double for the same time last year. Mr. Park stated that the recipients were the first of approximately 30 employees who would soon be receiving their certificates at ceremonies scheduled in the remaining Regions of the Province. He also stated that the HTTP was the only government training program of its kind in North America and was being used as a model by a number of other government agencies.

Following HTTP presentation group pose for Roadrunner and Carrier photo. Left to right, back row, Dan Doyle, Doug Kirk, Bill Stanley, Dave Dick, Dave St. Thomas, Randy Fowler and Al Park, kneeling are John Bodnarchuk, left, and Ron Thompson.

Safe Driving Guide Updated

The "B.C. Guide to Safe Driving" which has become so familiar to British Columbia motorists over the years — has taken on a new image.

Gone is the old format and in its place is a streamlined driver's manual that is simple to read, contains more colourful illustrations, and follows logical sequence from checking and starting your car to actual driving on the highway.

Originated in 1939, the old "Guide" was last updated in 1977 to include metric and seat belt information. A complete revision had been planned for a number of years, mainly because the format and some information had become dated; also, the booklet contained a question and answer section and a person planning to write his or her driving test could pass merely by reading the questions and answers. This section has now been eliminated and licence applicants will have to read the entire contents to get the information they require for the written exam. By using graphics rather than a lot of words, the Branch expects that applicants will learn the rules more readily.

Health and safety are two factors which, everything being equal, can turn into job satisfaction and productivity in the Public Service. This group of employees, "loaned" from various ministries, has now dispersed throughout the province, training members of the newly organized Health and Safety Committee. They lecture and train other committees about the functions and responsibilities of the Workers' Compensation Board and inform ministry health and safety committees who in turn pass the information on to other groups. Left to right, front row: Jack Davis, Health; John Hurme, Corrections; Janice Hunter, Transportation and Highways; Sylvia Porter, Lands and Parks. Centre row: Verle Faasie, Forests; Joan Sarrell, group instructor; Gerald Gabottis, Transportation and Highways; Cathy Michaels, Forests; George Baker, Industry and Small Business Development. Back row: Jamie Walker, Transportation and Highways; Hal Dennes, Transportation and Highways; David Vigen, Liquor Administration Board, and Ronald McKeever, Human Resources. The ministry is participating actively in this and other phases of health and safety as well as in training for career advancement.
ANNUAL SAFETY AWARDS

REGION 3

The annual Region 3 Safety Award was won by the Creston District for 1979. A banquet, dance, and presentations were held on April 11th, 1980 in Creston.

Bob Harvey, Deputy Minister, presented the Ministers Trophy to Merrill Sproul, Regional Highway Engineer and the Region 3 Annual Safety trophy to Bob Jackman, District Highways Manager. Merrill Sproul presented the Lowest Personnel Accident Frequency trophy to Dave Walker, Region 3 Design and Surveys Technician and the Most Improved Personnel Accident Frequency trophy to Art Prodeahl of Fernie. The Vehicle Safety Award plaque was presented to Harry Ronmark, District Highways Manager of Golden by Al Park, Senior Training and Safety Officer. The Art Irvin Memorial Trophy for the best shop safety record was a three-way tie between Creston, Cranbrook, and Grand Forks. Bob Johnson, Regional Mechanical Superintendent presented the trophy to Earl Kline of Creston. Gary Hanson of Cranbrook and Basil Imnctt of Grand Forks. There were several Award of Merit Plaques presented. Bill Leitch, Safety Officer, Public Service Commission presented Al Bambridge, Crawford Bay Foreman, Leroy McNicholas, District Technician, and Bill Pelech, Kootenay Pass Foreman with Bronze Award of Merit plaques. M. Sproul presented A. Bambridge and B. Pelech with Silver Award of Merit Plaques. Bob Harvey presented A. Bambridge with his third plaque which was a Gold Award of Merit and also the B.C. Safety Award of Honour Plaque to Earl Kline. The Premiers trophy which was won by the Ministry of Highways was on display. This trophy is awarded annually to the Ministry with the best safety record.
REGION 1

The Region 1 annual Safety Award was won by the Gibsons District for 1979. The Gibsons District was established and entered the safety competition in 1975 with a poor frequency rate of 66.4. They have steadily improved since then and won the award with a countable accident frequency of 17.7, placing third out of 38 districts. The presentations were made at a banquet and dance in Gibsons on March 21.

Regional Highway Engineer M. J. O'Connor, left, presents the annual Region 1 Safety Award to T. M. Forsyth, District Highway Manager.
The Courtenay Highways District won the Regional Safety Award for the second time, the previous occasion being the 1974 calendar year when the District was in Region 1. The various safety awards were presented at a banquet and dance on April 18. Headquarters representatives included P. J. Carr, Executive Director, Operational Services; W. L. N. Higgins, Senior Personnel Officer, and A. F. Park, Senior Training and Safety Officer. In his remarks, the Regional Highways Engineer, B. A. L’Hirondelle noted that the Region had missed winning the Minister’s trophy by a very small margin and challenged all employees to the extra effort that would enable the Region to win this trophy in the ensuing year.

A. F. Park, Senior Training and Safety Officer, right, presents the Regional Safety Award to Alfred Williamson, Machine Operator in Campbell River who accepted the award on behalf of his fellow workers in the Courtenay District.

B. A. L’Hirondelle, Regional Highways Engineer, right, presents the Achievement Award to Frank Carter, Machine Operator who accepted the award on behalf of his fellow employees in the Courtenay District.

W. L. N. Higgins, Senior Personnel Officer, left, presents the Branch Award to Ron Dash, Regional Construction Superintendent.

John Morris, Nanaimo District Highways Manager, left, accepts the Good Housekeeping Award from Bill Leitch, centre, Coordinator of Accident Prevention, Public Service Commission while Courtenay District Manager George Kent looks on.

Gordon Robertson, Regional Driver Trainer, right, presents the award for the district with lowest vehicle accident frequency to Bob White, Machine Operator who accepted the award on behalf of his fellow workers.

Courtenay District Highways Manager George Kent, personally supplied individual awards to the foremen areas in the Courtenay District with a nil accident frequency, left to right, Ron Collins, Malcolm Island; Ben Beauchic, Cortes Island; Bill King, Campbell River; Robbie Robinson, Courtenay District office; Ray Van Dykhuizen, Courtenay Shop; Larry Smith, Hornby Island.
The Region 2 Annual Safety Banquet was held in Salmon Arm on March 29 with about 200 people in attendance. Visitors from Victoria, Kamloops and Vernon included Assistant Deputy Minister A. E. Rhodes; Chairman of Headquarters Health and Safety Committee, W. I. N. Higgins; Senior Accident Prevention Officer, Bill Leitch; past and present Vernon District Highways Managers, P. S. Dunn and J. E. Steven; Regional Health and Safety Officer, J. E. Cote. Mayor Margaret Lund was also there. Mr. Rhodes brought congratulations to the winning District from the Minister and the Deputy Minister.

The Roy McLeod Memorial Award for the lowest personnel accident frequency in the Region, won by the Salmon Arm District six times since 1966, was presented by A. F. Park to Wil Van Der Meer, Chairman of the Salmon Arm Health and Safety Committee. Regional Highway Engineer, R. E. Gittins presented the Rolf Mathieu Award for the lowest disabling injury frequency to Harold Downer, Road Foreman at Celista. The General Motors Award for the lowest frequency in motor vehicle accidents was presented by the Regional Maintenance Operations Manager D. C. McVicar to John Gerhardt, Senior Road Foreman from Salmon Arm. The Salmon Arm District Highways Manager Bill Budden presented the Finning Award for the most improved personnel accident frequency in Larry Wilson, Chairman of the Vernon Health and Safety Committee. Mr. Budden concluded the presentations by paying tribute to all foremen, crews, wives and all others who were instrumental in keeping the District's outstanding record for safe operations.

Displaying safety awards received on behalf of their fellow employees, left to right, Larry Wilson, Vernon; John Gerhardt, Salmon Arm; Wil Van Der Meer, Salmon Arm; Harold Downer, Salmon Arm.

Photo courtesy Salmon Arm Observer.

Highways Ferry Crews

The M.V. Garibaldi II ferry at Woodfibre in the North Vancouver District is the first winner of an annual safety award in a new competition among 18 Ministry ferries. This crew won the award with a nil frequency dating back to November, 1974. Left to right, standing K. S. Choa, Chief Engineer; Clifford Grand, Deck Hand; John Lowe, Deck Hand; seated, Jonathon O. Auclair, Captain; E. R. Fossman, Senior Captian; W. M. Cliff, Mate.

A. E. Rhodes, Assistant Deputy Minister, left, presents an air brake instructors certificate to Tray Williams, Regional Driver Trainer, Region 4, Prince George. To be recognized by the Motor Vehicle Branch as an air brake course instructor, Tray attended and passed an air brake instructors course at the professional driver's centre. The course was sponsored and administered by The Fleet Supervisor's Association.

Fraser MacLean, Assistant Deputy Minister, Transportation, left, and Mike Creasy, Air Operations Officer with the Air Transport Assistance Program, discuss a new type of white strobe hazard beacon similar to the ones to be installed shortly on an experimental basis at Powell River Airport.

Wilf Unrau, Machine Operator was recently presented with a 10-year Safe Driving award by the Dawson Creek District Highway Manager, Stanley Gladysz. Wilf came to Dawson Creek from the Honeycomb camp on the Hart Highway where he operated a grader for 12 years. He now lives at Mile 5 1/4 Alaska Highway and operates a loader and snow blower in the winter season.
The Burns Lake Engineering crew with a Silver Certificate award after having operated 73,421 man hours without a time loss. Left to right. John Clark, District Technician: Didier Brud, Engineering Aide: Dan Weber, Engineering Aide: Neil Lowther, Engineering Aide; and Don King, Engineering Assistant. Missing is Dave Foster, District Coordinator.

The Anahim Lake Road Crew, Williams Lake District has logged 217,596 accident-free hours. For their efforts they have been given the B.C. Safety Council's Award of Honour. Walt Mercer, Regional Maintenance Operations Manager, right, making the presentation to Doug McKee, Foreman, Anahim Lake.

Vernon W. Poustie, left, and Jim C. Watson displaying their Belt-Up Award presented by the Workers Compensation Board. As Vernon drove a Highways pickup along 216th Street, Surrey, a car travelling on 56th Avenue, went through a stop sign and hit the pickup which was overturned. Although the pickup was a write-off, Vernon and Jim suffered only strains and bruises. This is one more example proving that race drivers are not the only operators who need to use safety belts.

Gordon Robertson, Regional Driver Trainer in Burnaby recently gave an air brake course to a group of Highways employees from the North Vancouver District. Gordon is under the truck showing them what controls have to be checked and adjusted, so they can safely operate the vehicle. The class qualified for an air brake endorsement.

The Bella Coola Road Crew, Williams Lake District has logged 134,715 accident-free hours, from August 26, 1970, to January 1, 1978. For their efforts they have been given the B.C. Safety Council's Award of Honour. Walt Mercer, Regional Maintenance Operations Manager, right, making the presentation to Ron Solid, Road Foreman, Bella Coola.
EXTRACURRICULAR ACTIVITIES

The 9th Annual Region 1 Men's Curling Bonspiel took place on April 11th in Kamloops. "A" Event winners were, left to right, Pete Pahalto, Skip; George Kinley, Third; Ed Zutorski, Second; and Jim McWhort, Lead. "B" Event winners were, left to right, John McNeill, Skip; Mike Janes, Third; Morgan Sherrington, Second; Lloyd McCullum, Lead, and "C" Event winners, Dave Schleppe, Skip, Laing Shimmin, Third, Dick Jones, Second; and Rodney Chapman, Lead.

A team from Transportation copped the B.C. Government Employees Inter Office Five Pin Bowling Tournament recently with a high score of 4,454 to win the Hon. R. W. Mayhew Trophy and $70 in prizes. Members of the winning team were Don Ewan, captain, third from left; John Paulvast, left, who also won the top four-game total (1,141) and men's high single (326/324); Trevor Price, second from left, who placed sixth in the top four-game total (931) and ran second in the men's high single (312); and Minnie Curickett, fourth in the ladies top five (816). The event was held in the Town and Country Bowling Lanes in Victoria and 62 teams competed from different government ministries.

About 15 Transportation staffers from accounts and payroll in Victoria decided to dispense with the bag lunch recently and cooperate on a home cooked, potluck lunch. There was lasagna, chili, vegetables with dip, sausage rolls, bread and pickles, lemon meringue pie, pineapple delight, ambrosia dessert and nanaimo bars. Each brought something different. They now plan an international lunch, that is, after they recuperate from this one. Left to right they are Linda Arram, Vivian Esplen, Leslie Clark, Marg Young, Rose Joyce, Sandy Grimnies, George Hyne, and Doug Foster.

This photo appeared in the February 27, 1980 edition of the Kelowna Daily Courier and shows Hugh McCartney, Labourer on the Kelowna District sign crew, donating his 74th pint of blood. Hugh has been with Highways for 13 years, all in the Kelowna area. He has a small orchard in the Lakeview area which takes up most of his after work hours.

Fernie Highway District's first annual "Shoe-In" was held last year at Rock Lake Campground, approximately 12 km east of Jaftry, B.C. A good turnout of about 75 Highways employees and their families enjoyed themselves participating in baseball, tug-of-war, swimming (and dunkings), horseshoe tournament, barbecue and sing-a-long later in the day provided by Jaftry local talent. In the "Shoe-In" 28 participants picked teams from the hat. Winners (and still bragging) were: Ed Hogg, Fernie Mechanic Foreman; Glen Sandberg, Machine Operator, Jaftry; Runners-up were: Walter Senescak, Machine Operator, Jaftry; Al Edgar, District Coordinator. Both winners and runners-up were presented with gifts. Winners received a trophy.
ON THE JOB . . .

The Lillooet District bridge crew has nearly completed a project which began in November, 1979. To begin the project, a Bailey bridge was constructed across Cayoosh Creek, to accommodate traffic during the construction period. A traffic light was installed to control traffic on the one-lane Bailey bridge, the first traffic light in the history of Lillooet. Upon completion of the Bailey, the bridge crew resurfaced the Cayoosh Creek Bridge and added a footpath. The bridge is located 5 km from the centre of the village. Top, the Bailey bridge, above, resurfaced Cayoosh Creek Bridge nearing completion.

An Acrow panel bridge was erected recently in Keremeos to replace a wooden structure over the Similkameen River which was earlier destroyed by arson. The work was undertaken by the Penticton bridge crew and was completed in May. The remains of the old wooden structure had to be removed before the new bridge could be installed. Top, the Acrow panel bridge being launched part by part on the piers, and above, members of the Penticton bridge crew placing deck and approaches.

Kamloops District bridge crew last winter were constructing a new bridge to replace Tranquille-Criss Bridge number 3. Bridge crew members include Stephen Stokes, Jules Dunstall, Scott Patch, Ron Donchi, Dennis Jones, Fred Haggard and Tullio Chiurotti. New alignment was to go into effect this spring.
New bridge inspection unit out of Cloverdale makes "under bridge" inspection much quicker and safer. The crew working throughout the Province and responsible to Don French, Region 7 Bridge Maintenance and Works Engineer, is inspecting Noomas Bridge on the new North Island Highway. The new truck can reach under the bridge about four to five metres. This unit is the first one in use in B.C. for the Ministry of Transportation and Highways.
ON THE JOB...  

The Burns Lake bridge crew recently installed concrete stringers for the new Strimbold Bridge south of Topley. The stringers are inserted into place under guidance of Dick Vessey, left, and Tom Roberts of the Burns Lake bridge crew. Others on the job were Gary French, Jack Turford, Foreman, and John Clark, District Technician. The concrete bridge is to replace the wooden structure which has taken a pounding recently from additional logging trucks crossing the Bulkley River.

Ground frost depth probes have been installed in several locations throughout the province including this one at Kaleden junction just south of Penticton. The probes are made of clear plastic and contain a methylene blue solution which turns white when frozen, enabling one to observe the level of frost penetration. A reading is being taken by Lloyd Batie, Bridge Foreman, Penticton Highways District.

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One of several large construction projects in the New Westminster District, the 16 Avenue Extension in the University of B.C. Endowment Lands will allow a more direct route to the southwest area of the University.

Haney by-pass, New Westminster District will form a necessary route around the Haney business district. Here the road grade is taking shape with sub-base preparatory work continuing with the good weather. In the background one can see the Fraser River just downstream from Fox's reach and the Albion/McMillan Island ferry crossing.

Left, Dick Gebhart, Sign Maintenance Man for Dawson Creek District and his helper, John Phillips. Keeping pace with the signing on the 2,100 km of road in the District is a big job and it is done well by Dick and John. The sign crews are equipped with the most modern equipment and are able to cope with sign problems both during the summer and winter.

A ditching operation on the Malahat section of the Trans Canada Highway is being carried out by the Langford maintenance crew. The view from the Malahat lookout is as beautiful as ever. This big rock-cut not only improved sight distance and road alignment, but provided the tourist with a chance to enjoy the view of the Gulf Islands.

Bruno Pohl, Machine Operator in the Dawson Creek District, at work on the northern section of the Heritage Highway. One of the senior operators in the District, Bruno was instrumental in laying and finishing a large portion of this winter section of work completed in the 1979-80 season.

Driver Trainer Barry Davis of the North Vancouver District highways yard, left, is shown checking out Auxiliary Patrolman Jim Spracklin for his operating permit. They are using one of the new patrol cars.
Work on the widening of the King George Highway in the New Westminster District is now nearing completion. This picture shows the new four lanes and two-way left turn lane. The shoulder work, sidewalks and signalization should be completed sometime this summer.

Reconstruction of 92.8 kilometres of Highway 23 from Revelstoke to Mica Creek, has been underway for a year because of the proposed flooding of the Columbia Valley behind the Revelstoke Dam in 1983.

An excavator being moved on a low bed caused extensive damage to Williams Creek Bridge on the Terrace-Kilmat Highway when the boom caught in the superstructure. The bridge was closed for three weeks while repairs were made.

Patrolman Greg Perry observing traffic pattern during a northbound lane closure on the Lynn Valley overpass, Trans Canada, North Vancouver District, and reporting the conditions to George Massey Tower Operator. Uniformed patrolmen help regulate the traffic flow and provide protection to the Highways crews during maintenance operations.

Construction Branch of the Ministry is supervising 14 separate contracts, involving 660 hectares of clearing, 2.26 million cubic metres of rock excavation, installation of 13 structural steel plate pipes ranging in size up to 8.800 millimetres in diameter, production of 1.7 million tonnes of granular surfacing, placement of 0.3 million tonnes of rip rap, as well as construction of a five metre wide by 178 metre long water diversion tunnel at Holdich Creek and extensive rock stabilization work using rock bolts, rock dowels and shotcrete.

The Construction Branch technical work force has been as high as 150 men and women and above are the supervisory staff involved in this extensive undertaking. They are, left to right: Gordon Hanna, Gerry Gerow, Peter Danishefski, Olive Twiring, Bob Galloway, Bob Lovestrom, Glen Rose, Russ Zerr and Gordon Sutherland.
This accident on Highway 16 west of Burns Lake occurred when the "J" Beam cracked on this commercial low bed. Luckily there were no injuries or any pavement damage.

No, it's not sinking! The Omineca Princess being partially hoisted out of Francois Lake for its annual refit. The ferry serves the population on the south side of Francois Lake, Burns Lake Highways District.

A new 4-ton crew cab modified for Vanderhoof District as a patching truck. Employees in photo are, left to right, Elmer McKay, Patching Foreman; Wally Mitchell, Mechanic 3; and Eldon Pulpott, Mechanic 1, who completed modification to unit.

Paper work, often the cause of complaints, is an important part of a road foreman's job. Much of the future work of the Ministry is undertaken as a result of the reports that are submitted today. Hard at work on this aspect of his job, is Ralph Dupas, Smithers District Senior Road Foreman.

Auxiliary Patrolperson Janet McIvor on duty in the Port Mann Bridge area. Janet was the first woman to apply for a position in the Ministry's highway patrol and having taken the training is now working a regular shift.

Frank Praill, Penticton District Construction Foreman is pictured on the Penticton Channel Parkway Section 7 Highway 97 shortly after its official opening last fall.
BCF TURBO PROP REPLACED

The Ministry's Air Services Branch would like to think that "old aircraft never die, they just fly away," to paraphrase a famous quotation, when the old BCF Turbo Beech goes on the auction block shortly.

Known affectionately as the old "workhorse" of the fleet, the Beech has finally become surplus to present requirements of the Branch after 10 years of faithful service.

The original on frame was built in 1952 and was once used by the RCAF to instruct maintenance personnel at Jericho Beach in Vancouver. It was one of 10,000 Twin Beeches built by the Wichita, Kansas company between 1937 and 1969. The first commercial sale of the "18" series was to a small airline in northern Manitoba. Many thousands were used by the armed forces in the U.S. and Canada during World War II. The RCAF version was known as the "Explorer". BCF was purchased by the Provincial Government in 1969, carried by barge to Pat Bay and then transported to No. 1 hangar where Foreman Hugh Thomas and his Highways Department maintenance crew were given the job of completely rebuilding the plane from a basic Beechcraft airframe.

Upon completion, the team had installed sophisticated radio and navigation equipment, complete new interior fittings and seating for seven passengers, a tricycle landing gear, new tail assembly, and new 550 horse power PT6A turbine engines capable of a top speed of 275 miles per hour and a range of 1,200 miles.

Today, with over 7,000 hours on the engines, the aircraft is still in good flying condition. Addition recently of a fourth Citation jet to the government fleet has made the old Beechcraft unnecessary.

This jet brings the Ministry's pressured fleet to six, which includes two Beechcraft turbo-prop aircraft and four Citation jets, two of which were modified with extra wide doors for easier loading of ambulance and transportation work, one of the modified jets will be used more often for ambulance work to meet the ever-growing demand for these services.

New Weigh Scales for Duncan

Two new weigh scales, costing a total of $146,000 are currently being built at Duncan.

The new buildings will each measure 300 square feet and will be prefabricated so that they can be relocated if necessary. Each will be equipped with an electronic scale, a concrete pit and the usual lighting and signs.

To serve both north and southbound traffic, the scales will be located on either side of the highway, one at the junction of the Trans Canada and Lake Cowichan Highways, and the other, north of the B.C. Hydro Substation. Both are being built to standards consistent with similar weigh scale stations throughout the province and all work is being contracted through the B.C. Buildings Corporation.

Weight Scale Director John McCracken noted that the new scales became necessary when the Highways Department required part of the old weigh scale property to upgrade the highway south of Duncan to four lanes. The second scale was justified, he said, because of the traffic increase over the years, plus the fact it was not desirable for commercial vehicles to cross oncoming traffic lanes to enter weigh scale yards.

The existing one lane scale, located south of Duncan, has been serving both north and southbound traffic since the 1950's and no longer has the capacity required for today's traffic.

CORRECTIONS

In the Winter 1980 issue on page 10 the photographs of WINONA WESTON and MARGIE DRIER were transposed. We apologize to the two ladies and also to RON MARSTON whose name we misspelled.

TIRE TIPS FROM GERRY

(From Gerry Brown, Director of Motor Vehicle Inspection Division)

For Ministry employees buying new tires - here's something to think about!

1) Less "rolling resistance" than bias-ply tires on the highway, which means fuel economy.

2) Last longer and therefore avoid the need to purchase tires often.

3) Improved handling characteristics which means better steering, acceleration and braking response in rain or snow.

Although more expensive, this is usually offset by increased tread life with the increase in fuel economy and an extra bonus.

Remember also, tire pressure should be checked at least monthly, and more often in winter because of their importance to fuel economy, tire life and performance as well. Under-inflated tires can increase fuel consumption due to higher rolling resistance and may also be dangerous. Remember, the sidewalls on radial tires are supposed to appear "bulged" with normal inflation pressures. Check your manual for proper pressure. If there is uneven tire wear - something is wrong.

Why are tires important? Because they carry the weight of your car, absorb some road shocks by flexing, and they are the final stage of the energy transfer to forward motion. They provide traction and are an important factor in bringing your car to a stop in an emergency situation or under normal conditions.