ATAP GRANTS BOON TO B.C. AIRPORTS

Airports in British Columbia are not what they used to be, at least not since September 1977 when the Ministry of Transportation and Highways began assisting communities to upgrade airport facilities.

The program is called ATAP (Air Transport Assistance Program) and to date 56 communities have benefited from over $10 million in grants for 61 projects. Grant applications are under review now totaling $25 million and amount to over $10 million.

While the Federal Government still sets airport standards and is operating several airports in the province, this program is something more. Depending on the requirements, the grants are used to purchase equipment, airport access and service roads, runway paving and construction of terminal buildings.

The need for such a program came as a result of an investigation of ways to improve subregional air services to small and remote communities dependent upon such services because larger carriers are limited to operation into anything except the major points with their jet aircraft.

The overall response from municipalities and regional districts over the past two years has been excellent, says John Olmstead, Program Director. Some communities have provided cash, others have given volunteer labour, donated equipment or some other resource. "They are enthusiastic about undertaking these projects," says John, "and I think this and local support received, confirms the need."

Eligibility rests upon the applicant being a municipality or regional district having its own property, and once the award is made, the work is monitored by program staff for conformity to standards, approving progress payments and providing technical advisory assistance.

A typical example is Salmon Arm. The airport was opened in November 1969 but because of a lack of funds it gradually deteriorated because of vandalism and damage from motorcycles and cars. In 1974 it was designated as unsafe except for emergency use. In 1976 an aircraft maintenance engineer named Gil Helgeson moved into the area attracting planes from as far away as Calgary for repair. Today, as a result of ATAP grants, Salmon Arm is on the aeronautical charts. Recently $540,000 was provided for a new gravel strip and terminal building, followed by a further grant of $400,000 of which $200,000 will be used to purchase property on the south approach to clear obstacles, and the remaining $200,000 will pay for topping of trees obstructing the approaches, runway paving, installation of a fuel system, and the completion of fencing in the area.

In certain cases the Ministry has sponsored an application for development, particularly where there is no local public body and provincial interests are concerned such as emergency air ambulance, forest and resource protection, or other special purpose.

Besides grants and technical aid, ATAP is involved in other aspects of airport development such as standards, navigational aids, airport manuals and airport liability and insurance.

"Some standards can be a problem in B.C.," notes John, "when airports have to be located in narrow valleys where land required for runway clearing or approach protection is in very limited supply."

ATAP is currently urging Transport Canada to introduce microwave landing systems—a new precision guidance system which can provide an aircraft with multiple guiding beams to the runway and a pilot can select one of these guidepaths or beams.

John points out that there are several advantages with MLS such as the curved approach and it costs less than the ILS (Instrument Landing System). It is a very flexible system and is currently in the process of being adopted internationally. He says it should greatly benefit our area as it could mean instrument approaches in community airports.

ATAP is also experimenting with white strobe lighting where obstructions exist around airports. These fixtures take a small amount of power so rechargeable batteries or propane generators can be used.

"The normal red beacon requires B.C. Hydro power and cost to get this to the sites is prohibitive, whereas powering the strobe light is a mere fraction of the cost. We are also looking at other areas of powering such as solar and wind generating systems," John says.

Recently ATAP made a grant of $58,000 to the B.C. Aviation Council to assist with costs of four projects supportive of Ministry objectives. These include a liability insurance study for low cost group insurance, the development and distribution of a manual on airport management, updating and printing the B.C. Aviation Council Air Facilities map, and financial support for the establishment and operation of an airport owners and operators division under the auspices of the council.

The benefits of forming their own group have been many. The owners and operators are now able to receive low cost group insurance, they can speak with a unified voice in dealing with the Federal Government, they now have a forum for exchange and discussion on mutual problems, and they have a central organization for the collection and distribution of relevant information materials.

The Province's biggest overall needs at the moment are upgraded weather reports and forecasting along the coasts, beacons or navigation aids, and development of airports. In the 300 miles between Port Hardy and Prince Rupert, for example, there are no airports equipped with the navigation aids or lighting systems needed to allow planes to land at night or under poor weather conditions. ATAP is currently negotiating with the Federal Government to have navigational aids installed as a start.

The role of the Provincial Government in aviation is not new, particularly in Alberta and Ontario where similar programs have been in operation since the 1960's.

What is ATAP's future?

"ATAP is purely a capital assistance program," explains Art Antrobus, Airport Development Engineer. "As the small airports are developed, there is a need to monitor facilities, and point out deficiencies to the owners as part of preventive maintenance procedures."

He adds that there is also a need for someone to keep up with technological development in the whole system which includes not only airports but navigation and approach aids and air to ground radio.

"It's hard to predict at this stage just what the role ATAP will play ten years from now," says Director Olmstead, "we only know that progress is being made and our one goal at the moment is to develop and upgrade airports to a licensing standard in keeping with community air service requirements. By doing so, the Government feels it is not only an important contribution to economic development but a benefit to those citizens who depend upon these airports for passenger, freight and mail service," he concluded.

Top photo, personnel of ATAP discuss an application for airport funding with members from the Regional District of Kitimat-Stikine. Left to right, Mike Donaghy, Summer Student; Peter Lofthouse, Planning Officer; Art Antrobus, Airport Development Engineer, Bob Cooper, District Chairman, and John Pousette, Administrator. Centre, site investigation by ATAP staff. Bottom, airstrip construction at Leo Creek, 128 kilometres northwest of Fort St. James on Takla Lake. (See more pictures on page 19).
MINISTER’S MESSAGE

As we are quickly reaching the end of another busy summer, I felt it important that I acknowledge all the tremendous accomplishments our Ministry has made during this past summer. As I travel throughout the Province there has been a very definite increase in the past couple of years in the number of citizens who have gone out of their way to compliment me on the work done by many branches of our Ministry. These include subjects such as new highway construction, highway improvement programs, new airports, highway safety programs, etc. Much has been accomplished but much remains to be done, however, I know that our Ministry is not only very capable of meeting that challenge, but looks forward to that opportunity.

ALEX V. FRASER
Minister

Rex Banks and Lions Gate Bridge.

Rex Banks, P. Eng., one of the engineers who designed and built the Lions Gate Bridge in the mid-thirties on a recent trip through Vancouver when he saw the bridge for the first time since 1939. Impressed with the way in which it has been maintained, Mr. Banks, now 76, examined the bridge with Peter Backland of Backland and Taylor, the engineering firm responsible for the bridge renovations. Shortly after Mr. Banks came to Canada in 1929 he went to work for an engineering firm commissioned to build the bridge and work began in March 1937. The cost was $6 million. Mr. Banks said he and his wife took their two-year old son across the bridge on opening day. Today he is a civil engineer in London.

COVER PHOTO

The Ministry ferry Albert J. Savoie on its way to Shingle Spit, Hornby Island (in the background) after backing away from the Denman Island landing. The 16-car ferry makes the round trip of the two-kilometre crossing 12 times each day. The Albert J. Savoie, named after the man who operated a private subsidized service, has been used on the Hornby Island run since October 1971. (Photo by Frank Clapp)
FRASER MacLEAN, Assistant Deputy Minister, retired recently after 34 years service with the Ministry of Transportation and Highways. A memorable dinner was attended by 170 employees and former employees of the Ministry as well as friends and family. Among the gifts and presentations was a meritorious scroll for long service, a copy of a 1954 Motor Vehicle Branch motor licence with Mr. MacLean’s name inserted, a framed photograph of Mr. MacLean standing alongside the new Citation 2 aircraft, latest addition to the Air Services fleet, and a number of other gifts. Head table guests included the Honourable Alex Fraser and Mrs. Fraser; A. E. Rhodes, Assistant Deputy Minister, Administration and Mr. R. Johnson, Assistant Deputy Minister, Highways Operations and Mrs. Johnson; Dr. Donald Kasianchuk, then Director of Transport Policy Analysis Branch and Mrs. Kasianchuk; and Mr. and Mrs. MacLean.

Mr. Fraser called Mr. MacLean “a great and wonderful public servant, an example of integrity, honesty and intelligence. A first-class public servant and an example the younger public servants can look up to.”

The Minister also read a letter from the Premier which paid tribute to Mr. MacLean’s 34 years of dedicated service to the people of British Columbia. “Your record deserves our gratitude,” the letter stated and short tributes were also paid by a number of other speakers.

Mr. MacLean worked as an Inspector Checker during the summers of 1944 and 1945 while attending the University of British Columbia. Upon graduating in 1947 he commenced employment with the Surface Branch, Public Works, and later transferred to the Equipment Branch as Acting Equipment Inspector. In 1948 he was appointed Engineer in training, and two years later he was promoted to Mechanical Superintendent of the Equipment Branch. Subsequent promotions included his appointment as Assistant Deputy Minister of Highways in October, 1962, Deputy Minister of Commercial Transport on August 4, 1971, Associate Deputy Minister, Commercial Transport and Communications on October 1, 1976; Assistant Deputy Minister, Transportation, Communications and Highways in December 1978, and Assistant Deputy Minister (Transportation) Transportation and Highways, November 1979. In 34 years, he worked with 11 Ministers.

Mr. MacLean is well-known as one of the pioneers who developed a special gas turbine snowplow when there was nothing commercially available in the early 1950’s. The plow was later used satisfactorily on the Slinn-Creston Section of Highway 3. He is also well known throughout Government and transport industries.

In retirement, Mr. MacLean plans to do some travelling around the province, spend time in his garden, and use the fishing tackle presented to him by co-workers who wish him a happy retirement.

“BARDA” BILL BADDELEY, Bridge Tenderman 2, retires this fall after 22 years with the Ministry. Barda began with Highways on April 14, 1958 and has since been employed in the Fernie Highways District as a Bridge Tender prior to 1958 he worked with the Foresty, C.P.R., a coal company at Coal Creek and with local contractors, particularly on local bridges during the 1948 flood. Bill, who is a local long-time resident of Fernie and avid fisherman, plans to retire here and sharpen saws of every kind as a pastime. Bill is married, with two children and two grandchildren. He is looking forward to his retirement so he may spend more time with his grandchildren and teach them the art of catching the “big ones”.

BILL WILLIAMS, Machine Operator 3, with Saanich District, was honored at a retirement party held for him by his fellow workers. An avid fisherman, he received a fitting present of a fishing rod and reel. Bill is a veteran of World War II and a former oil worker in Alberta. He started with Highways 17 years ago. Bill was very well liked by his fellow workers. He is a quiet, smiling personality. His time now is fully occupied with fishing, golfing and looking after his house and manicured garden. He and his wife have a home close to the waters of beautiful Deep Cove.

WALTER CHERNOWAS, Labourer, Kamloops District, retired in April after 14 years of service. He enjoys carpentry and plans to be a caretaker in his retirement. Walter is married and has four children who are all married.

After working for the Smithers Highways District since 1962, JAMES B. MOONEY retired in May. Jim started as Machine Operator 3 and was promoted to a Machine Operator 4 in 1966. In 1967, he was moved to a promotion to a grader operator position, a job that he held until his retirement. Jim and his wife are going on a six-month vacation to Eastern Canada this summer and fall. After they return, they plan to stay around Smithers. Jim enjoys gardening, carpentry, fishing and general sight seeing, hobbies for which the Bulkley Valley are ideally suited.

W. N. (Bill) WOLFE, Retired in May after 18 years with the Ministry. At the time of his retirement Bill was the maintenance man on the Okanagan Lake Bridge, a position which he held for 15 years. Before that he was a Labourer and a Bridge Tender. Bill plans to continue living in Kelowna where he is an avid gardener, but he will now be able to make frequent visits to see his children and grandchildren.

A combination B.C.G.E.U. dinner dance and retirement dinner were held in the spring for JACK LESLIE, the Greenwood Road Foreman. Jack started with Highways in 1946 as a Power Grader Operator 1 in Greenwood and became the Foreman there in 1958. On behalf of the Grand Forks District employees and friends a presentation was made to Jack and his wife Georgia.

WALTER F. McALLISTER, Bridge Tenderman, New Westminster District, recently retired. Alfred began work with Highways 13 years ago and spent all his time as Tenderman on the Pitt River bridge. He and his wife will continue living in New Westminster. He enjoys hunting, fishing and traveling.
STERLING McLEOD, District Highways Manager at Penticton, recently retired from the Ministry after more than 33 years of service. Sterling served with the RCAF in World War II prior to joining the Highways in 1947. His highways career began on Vancouver Island where he worked as instrument man on the Island Highway survey. He was also involved in surveying the Cariboo Highway and later the Okanagan Flood Control Channel. Promoted to Resident Engineer with the Construction Branch in 1949, he was also involved in construction of such major projects as the Hope-Princeton Highway, Fraser Canyon Highway as well as the Lougheed Highway. In 1959, Sterling was promoted to Senior Project Supervisor with Construction Branch, and lists the Port Mann Freeway, Simon Fraser Access Road, Big Bend and Rogers Pass Highways as the most memorable projects. He was later appointed as District Highways Superintendent in Revelstoke in 1968 and continued such day labour projects as the Arrow Lake Route. In 1972 he was appointed District Highways Manager in Penticton where many day labour projects were undertaken, such as multi-lane construction on Highway 3 and 3A. The first stage of the Penticton Channel Parkway was also recently completed. A retirement dinner and dance was held in Penticton on May 30, 1980 when Sterling and his wife Pauline were presented with gifts from friends and co-workers. Sterling will undoubtedly, now have more time to devote to hobbies such as painting, fishing and golf.

HECTOR MacLEOD, District Technician, Nanaimo, took early retirement after 20 years of service to complete the many projects he has undertaken in his private life. Hector began with the Ministry in 1955 at New Westminster and was appointed District Technician, Nanaimo, in 1964. He will be remembered for his association with the Gulf Islands. There were many changes in Nanaimo Highways District, including boundary changes during Hector's term of office. He was very familiar with all points on Central Vancouver Island and will be missed by his co-workers and many groups and organizations. Hector was presented with a meritorious scroll and other gifts by Ministry employees at his retirement party, held in Nanaimo, August 26, 1980.

BERT MELNSNESS, Construction Foreman for Nanaimo Highways District, retired recently after 18 years of service. Bert started with the Ministry in 1962 as a Construction Foreman in North Vancouver. He was transferred to Revelstoke in 1966 to supervise the construction projects. He came back to North Vancouver in 1968 and was promoted to Foreman 4 in 1971 to look after the large construction projects. In 1977 he was transferred to Nanaimo District where he remained until his retirement. Just before his retirement Bert worked on the four-laning project in Duncan.

HOWARD WADE, recently retired Machine Operator in the Burns Lake District. Howard began with Highways in 1967. He spent his first few years in splendid isolation as a grader operator at Quesla Lake. Howard and his wife have left the Southside to start a new life in Chase.

W. PINKY FOSTER began with Highways in 1950 as an Equipment Operator until July of 1954 when he left government service and in 1963 with the Department of Public Works, remaining there until BCBC took over in April of 1978. He was then transferred to Forestry and to Highways in November 1978. Pinky retired on July 30, 1980. He plans to do a lot of fishing and working his mining claim. Pinky is an avid horseman and can always be found at the starting gate during the Princeton Racing Days.

R. BERT JAMIESON began with Highways in 1962 in Allison Pass, as Machine Operator. He transferred to Princeton in 1965. Bert retired early this year. He and his wife Murg are avid curlers and plan to travel now that they have the time. A retirement party was held in his honor on April 12, 1980 when Bert was presented with a watch by his fellow workers in Princeton.

JOHN MORRIS, Kamloops District Bridge Foreman, retired from Highways in August this year. He started with the Kamloops Maintenance Branch in 1954 and then moved to the Construction Branch in 1956. He continued working there until 1960 then became District Bridge Foreman until his early retirement this summer. John says he will have no problem keeping busy in the future.

TRANSFERS

ROBERT (BOB) TAUFFENBACH, stockman 4 was recently transferred to Quesnel from Langford Warehouse, Victoria. Bob started with the Ministry of Highways in Dawson Creek in September 1966. He is married with four children and his hobbies include woodwork, fishing, and camping.

RON ROBERTS recently transferred to the Kelowna District as a Labourer. He was formerly with the Nanaimo District, but with the recent takeover of the area by the City, Ron decided to relocate. Ron previously worked for Highways in Cranbrook having commenced employment in May 1972.

Archie and Jean Campbell, left and centre, presenting Brian Niehaus, District Technician and Road Runner and Carrier field editor, all 62 past issues of the magazine. Archie, who was the Mechanical Foreman at Merritt before retiring, has been kept busy building a fireplace and doing a lot of fishing.
APPOINTMENTS

DR. D. A. KASIANCHUK has been appointed Assistant Deputy Minister responsible for administration and planning of all areas of transportation policy analysis and inter-government liaison. This will include responsibility for transportation engineering and inspection in the Province in all transport modes except motor vehicles. Prior to this, Dr. Kasianchuk was Director of the Transport Policy Analysis Branch.

He is a graduate in civil engineering from the University of Manitoba and holds a Master's Degree in Geotechnical Engineering from the University of Toronto and a PhD in Transportation Engineering from the University of California, Berkeley (1968). He has taught at the University of New Brunswick and at the Carleton University, Ottawa, where he was Chairman of Civil Engineering. During his teaching career he was active in both research and consulting in the area of pavement design for airfields and highways, as well as information systems. He also has field experience in railway construction.

AL BROWN was the successful candidate for the position of Director of Property Services. Al was the Assistant Director for 3½ years and before that was the Regional Property Negotiator at Kamloops for 19 years. When Al moved to Victoria he had hoped to find time to enjoy boating, golf and fishing, and he is still looking for the spare time. Al has replaced Vic Drew who retired recently.

BOB DRINKWATER. C.G.A. has been appointed Manager of Financial Services for the Ministry's Transportation Department. Born in Manitoba, Bob received his early education in Victoria and later attended Camosun College where he was awarded various scholarships and the Governor General's Gold Medallion for scholastic achievement. He graduated in 1973 with an Associate of Arts Degree—Business Administration—Accounting Major. From April 16, 1973 to December 1, 1974 Bob worked with a private company in Victoria as a student in the certified general accountant program. He joined the Ministry of Finance on December 1, 1974 as an Audit Accountant 2, and on May 1, 1975 was promoted to Audit Accountant 3. Bob was awarded his CGA designation in August 1978. Bob is a former Director of the Southern Vancouver Island Chapter of the Certified General Accountant's Association of British Columbia. He is married with two children and for a hobby he enjoys the occasional game of golf.

BRIAN HUNTER, P.Eng. was recently appointed to District Highways Manager, Penticton. Brian has been Highways Manager in New Denver for the past 3½ years, and previously in Vanderhoof for 3½ years. He graduated from University of British Columbia in 1970, was an Engineer-in-Training before moving on to headquarters' Planning Branch for two years. Brian, his wife and three children are now settled in Penticton. Brian's hobbies include some golf, skiing, curling and computers, as well as working on the 25-foot sailboat he is building in New Denver.

KEITH JACKMAN is the new Deputy Superintendent of the Motor Vehicle Branch. A 22-year veteran of the Branch, Mr. Jackman started out as a junior clerk in the Abbotsford Motor Licence Office in July, 1958. He subsequently received promotions for his work, becoming Director of the Motor Vehicle Division in 1978, which position he has held since that time. He has had a wide experience in public administration, communications, executive management and data processing. Born in Matsqui where he received his early education, Mr. Jackman later attended the Vancouver Vocational Institute. He also has administrative courses from the University of British Columbia and a data processing course from the University of San Jose, California. He succeeds Frank Regan who retired earlier this year.

BEN MIKKELSEN has been appointed to the newly-created position of Administrative Inspector, Inspection Division, Motor Vehicle Branch, Victoria. He was born and educated in Denmark and is a graduate in mechanical engineering from the University of Copenhagen. He worked with Bridgestone Tire Company in Vancouver for two years as Manager of the Technical Department and prior to that was employed as Senior Field Engineer with Michelin Tires for nearly 10 years.

Bob is a graduate in engineering from the University of California. During his teaching career he was active in both research and consulting in the area of pavement design for airfields and highways, as well as information systems. He also has field experience in railway construction.

FRANK NELSON, a veteran of the Branch, Mr. Jackman started out as a Junior Clerk in the Abbotsford Motor Licence Office in July, 1958. He subsequently received promotions for his work, becoming Director of the Motor Vehicle Division in 1978, which position he has held since that time. He has had a wide experience in public administration, communications, executive management and data processing. Born in Matsqui where he received his early education, Mr. Jackman later attended the Vancouver Vocational Institute. He also has administrative courses from the University of British Columbia and a data processing course from the University of San Jose, California.

Ben was active in both research and consulting in the area of pavement design for airfields and highways, as well as information systems. He also has field experience in railway construction.

Transplant Policy Analysis Branch in Victoria is a new Research Officer. He is FRANK NELSON, a man with wide experience in the transport field. Frank was born in Ottawa, has a Bachelor of Arts degree in history and economics major from Sir George Williams University, and has done post graduate courses in history at the University of Toronto. His experience includes working with Canadian National Railways in operations, research and development from 1940-1952; from 1954 to 1961 he worked as an economist for Air Canada in the office of the Vice President of Finance; and from 1964 to 1972 he was employed with MacMillan Bloedel as Manager of Transport Research which involved deep-sea shipping. For the past eight years he was under contract as a Consultant with several overseas consulting firms. Frank is married and enjoys reading, swimming, photography and traveling.
PROMOTIONS...

JACK BROOKS won through competition the position of Technician 2. He is now in charge of the subdivision and permit section in Saanich District. Jack brings a colourful and varied career into his new position. Before joining the Ministry he spent 26 years with the RCAF travelling all over the world from the Far East to the Arctic. He worked on experimental units, air-to-air missiles and quality control at aircraft manufacturing plants. A native Victorian, he returned home and joined the survey crew in Saanich District in 1969. Six months later he transferred to the subdivision section where he worked his way up to his present position. Jack is a bachelor who likes boating, fishing, gold panning and loves to spend his winter vacations in Arizona.

After working for the Smithers Highways District for one year RON R. BYWATER was promoted through competition from Labourer to Sign Maintenance Man. Ron worked on the sign crew last year and filled in as Signman when the previous Signman went on long-term sick leave. Ron likes electronic music along with other electronic hobbies, although he does take time out for cycling and writing poetry.

COLLEEN HALLER recently won through competition the position of Voucher Clerk, Office Assistant 2, in the Golden District Office. After graduating from Golden Secondary High School in 1977, Colleen commenced work with the Ministry as an Office Assistant 1, Costing Clerk, which position she held until her recent promotion. Born in Vernon and raised in Golden, she is single and enjoys many outdoor sports such as curling, skiing and baseball. This year her annual vacation was spent on a two-week Caribbean cruise.

ROY P. MITCHELL, Smithers Highways District recently won a Machine Operator 7 grader operator competition. Roy began with the District as a Labourer in 1968, was promoted to a Machine Operator in 1972 and left the government for private industry as a grader operator in 1976. Roy came back to Highways in 1977 as a Labourer, a position he held until now. Roy is a bachelor type of person who enjoys baseball, hiking, fishing and hunting. He is married and has a family of six.

KEN SPENCER started with the Ministry in 1966 as a Labourer and was recently promoted and transferred to the Hixon areas as a Road Foreman 2. Before moving to Quesnel District with his family, Ken worked with the 100 Mile House Highways crew. Ken enjoys fishing, swimming, camping and hopes to take up cross-country skiing this winter.

In April 1980, MAYNARD J. LEE-LAND travelled across the province from Pouce Coupe to Smithers to take up his new position as Assistant Mechanic Foreman. Maynard started with the Highways in Pouce Coupe in 1962 as a Mechanic 2, a position which he held until 1975 when he was promoted to Mechanic 3. Maynard enjoys outdoor sports and will soon be acquainted with the various activities around Smithers.

Combining the job of Assistant Construction Foreman with his new position as Machine Operator 7 is JOS C. BOT. Jos recently won the Machine Operator 7 competition in the Smithers District. Jos started with the Highways in 1973 as a Labourer and became a Machine Operator 3 in 1974, a position he held until now. Jos has had two years of construction experience by holding the position as Assistant Construction Foreman. Jos and his family enjoy the winter when they can go skiing while his summer is occupied on his hobby farm.

CAROL CRANTON, Office Manager of the Driver Safety and Improvement Section, Motor Vehicle Branch, gained the distinction recently of becoming the Branch's first female Driver Improvement Analyst. Her new duties will include reviewing records to determine what driver improvement action should be taken and interviewing drivers who appeal their suspensions. Carol started with the Branch in 1958 and is well qualified for her new position, having worked in filing, accident statistics, typing searches for insurance companies, certifying driving records and driver improvement.

OBITUARY

HENRY MENZEL, 63, died at Pemberton on July 8. Henry began with Highways in August, 1959 and worked as Machine Operator and Relief Foreman on the Pemberton maintenance crew. He is survived by his wife, Euphemia, one daughter and two sons. The Menzel family are long-time residents of Pemberton. Henry will be missed by all who knew and worked with him.
DAVE COLGAN, Machine Operator 3, Bridge Lake road crew. Dave began working for Highways in 1974 in Bridge Lake as an Auxiliary Labourer. He has since been successful in bidding a Machine Operator 3 position. Before starting with Highways, Dave worked for a plywood plant in New Westminster, and on a family ranch. Dave is married with one 16-month-old boy. His interests include fishing and collecting rocks and old junk.

BILL ALGATE started with the Ministry in December 1969 as an Auto Mechanic and now he is the Assistant Shop Foreman in the Fort St. John District. Bill is married and enjoys curling, baseball, and has a keen interest in sheep farming and collecting antique machinery. He worked on the CPR installing new signals from Field, B.C. right through to Vancouver during the early 1950's; he then went north to work on the Alaska Highway. Bill is a very experienced blacksmith having owned his own shop just north of Fort St. John before coming to work for Highways.

ROBIN DELL, Machine Operator 7, Bridge Lake road crew, began working for Highways in 1973. He started with the Ministry as an Auxiliary Labourer and in October 1973 was reclassified to Machine Operator 3. From there he worked his way up to Machine Operator 7 and Temporary Road Foreman 1. Robin is married and has two children. He and his family enjoy snowmobiling and travelling in their camper. Robin also likes to hunt and fish and the Bridge Lake area is good for both.

DENIS CULLING is a Road Foreman 3 in the Fort St. John District. He started with the Ministry in Falkland in February 1961 and was successful in bidding a Foreman 2 position in Fort St. John in 1970. Denis is married with three children; he is quite involved in minor baseball, he also enjoys golfing, snowmobiling, hunting, fishing and has been quite successful in Highways bonspiels over the years. He is also an avid hockey player with the local highways team.

ED HEPPENER, Machine Operator 3 with the Merritt Highways District. Ed started with the Ministry in September, 1979 as a Labourer on the bridge crew. He worked as a bridge labourer for two years and then transferred to the Merritt Maintenance Branch. On January 25, 1980, Ed was the successful applicant for a Machine Operator position. Ed’s pastime is building a new house and in the winter he runs a trampoline.

ALAN DONNELLY, Machine Operator 3, Bridge Lake road crew, started with the Bridge Lake crew in 1975 as an auxiliary. Before this, Al worked in the logging industry for McMillan Contractors. He is married and has two girls. Al enjoys hunting, fishing, snowmobiling, and when his wife lets him get away with it, girlwatching.

CAROL ADANK is the new Personnel Assistant for Transportation. Carol was born in Vancouver and attended the University of British Columbia for two years prior to becoming a Public Servant. Her first job was with the Alcohol and Drug Commission where she worked for two and one-half years before moving to Human Resources. Three years later she transferred to GERB where she was employed for the past year. Carol is the mother of two boys ages 4 and 3. She has been around the world, lived in London, England, Montreal and Halifax and her hobbies and interests include ballet dancing and reading.

ADRIANA LAINE commenced work with the Cranbrook District in July 1966 as a Clerk-Steno. In 1969, she won through competition the position of Timekeeper in the Cranbrook office and remained there until leaving the Ministry in December 1972 to raise a family. In September 1978, Adriana returned to work in the Golden Highways Office as an Office Assistant 2. Adriana is married with two children and she enjoys camping and lying on the beach.

RAI PH ENGLISH, Engineering Aide 1, a summer student, in the Merritt Highways District. Ralph spent grade 12 in Bacolod, Philippines as a Rotary Club exchange student. Ralph is planning on going to UBC and enroll in engineering.
DAVID WONG of the Point Grey Motor Office was born in Victoria, but went to Hong Kong in 1938 for a holiday and wound up on the island of Macao for the rest of his life where he and his mother were cared for by the British consulate. Prior to coming to the Motor Vehicle Branch in December 1974, David had a hairdressing business and worked as a driving instructor. He has taken the professional driver's course for heavy rigs, also had a hairdressing business and worked as a photographer, music and reading. His long-term plan is to see Europe some day.

MIKE FERGUSON is a Clerk 3 with the Motor Licence Division. Victoria. Born in Port Alberni, Mike worked with a fast-food establishment for four years before joining the Branch on November 15, 1976. He started out in vehicle records and later moved to the mail room. His present job consists of looking after records of vehicles in the Province and licence revenues from ICBC. He also answers inquiries relating to his job. Mike is married and his hobbies and interests include bicycling, reading, walking, travelling and some day he hopes to make it to Paris. Mike has also been Shop Steward for Revenue Records Section for the past 1 1/2 years.

JIM HUGHES, Bridge Foreman, Fernie District, started with the Ministry in March 1980. He came to Fernie from Vancouver where he was employed as a construction supervisor with various companies. He is married with two children and his hobbies include boating, fishing and hunting. Jim enjoys the natural beauty of the Elk Valley.

LLOYD CAMERON, Driver Examiner. North Vancouver, joined the Motor Vehicle Branch on June 10, 1974. He worked in Campbell River for two years and ran the exam unit in logging camps at Port Hardy, Port Alice, Gold River and Port McNeill. He has been in North Vancouver for two and one-half years and runs the exam unit (27) in Sechelt and Gibsons. Born in Ottawa, Lloyd worked with the Ottawa police for five years, the Army Provost Corps for three years and the Senate police for three years. He came to Vancouver in September 1969. Lloyd is married with three children and commutes to work from Gibsons where he built his own home. He enjoys fishing and this year bought a boat.

LAURENCE SAMMARTINO, Mechanic 2, Fernie District, began with the Ministry in Fernie in March 1980 as a Mechanic 2. Lawrence came to Fernie from Rossland where he was employed with the City of Rossland. Skiing, fishing and hunting are his main interests. Lawrence enjoys the Fernie area as outdoor activities are plentiful. He is married with one son.

JOHN ROWE, Bridgeclan 3, Fernie District, began with the Ministry in March 1980. He came to Fernie from Creston where he was self-employed as a general contractor. He is married and enjoys motor cross racing, hunting and fishing. John enjoys the mountains but misses the farm he had in Creston.

WOUTER SUKKEL, Clerk 3 with the Driver Safety and Improvement Section, Motor Vehicle Branch, Victoria, is one of several employees who looks after inquiries on suspensions and answers correspondence on problems pertaining to assessment fees. Born in Holland, Wouter came to Canada in 1953 and was educated in Saskatchewan and Calgary. He graduated from the University of Calgary in 1970 with a Bachelor of Education degree. Wouter came to the Motor Vehicle Branch in June 1972 where he worked as a file clerk. He has since taken the pre-supervisor's course given by the Public Service Commission. Among his outside interests, Wouter teaches Sunday School to a group of retarded children at a local church in Victoria, enjoys riding motorcycles, and is a member of the Austin Heley Owner's Association of British Columbia.

ED HOOG, Mechanic Foreman 6 in Fernie began with the Ministry in 1959 at Kamloops and has since been in Salmon Arm, 100 Mile House, Burns Lake and Courtenay prior to coming to Fernie in February 1979 as Mechanic Foreman. Ed enjoys downhill skiing, fishing, hunting and all other outdoor activities available in the Elk Valley. Ed is married and periodically goes to Vancouver Island for the salmon fishing. He formerly worked for the Highways in 1953 and 1956 on the construction crew in Kamloops.

R. M. CLOSE is a Road Foreman 3 in the Fort St. John District. He started with the Ministry in June 1963 as a grader operator. Marchall is married with three children and enjoys golfing and watching most sports, especially hockey games. He has lived in the north for many years, having worked for the Department of National Defence for 15 years as a heavy equipment operator and a foreman around the Summit Lake area. He also enjoys his evening walks around the city.
GLEN WIGHT, Acting Manager of the North Vancouver Motor Licence Office came to Vancouver in 1971 and worked for a trucking firm before joining the Motor Vehicle Branch. He has been with the Branch since 1973, five years with the Vancouver East office and the last two at North Vancouver. Born in Montreal, Glen has a BA degree in psychology from Sir George Williams University and has also taken the Principles of Supervision course from Capilano College. Outside interests include barbecuing and sports, especially swimming. He is a co-buyer of a house, has been to Hawaii and Europe and his long-term plan is to attend a mardi-gras in Rio de Janeiro.

CELESTINE MANN is a File Clerk with the Motor Carrier Branch. Born in Saskatchewan, Celestine moved to British Columbia in 1957. She joined the Motor Carrier Branch on June 2, 1980, after working in a bank. Celestine is married with two children and in her off hours likes travelling, movies, reading, dancing and bowling.

MARY BRAGG, Clerk 2, Motor Carrier Branch, is head of the computer section at Burnaby head office where she and her staff are responsible for entering all motor carrier changes into the computer. Born and educated in Vancouver, Mary likes to dance and bowl in her off hours.

MERYL REES, Secretary to the Chief Inspecting Engineer (Transportation) in Burnaby has been with the government six years, five with Labour Standards. Meryl was born in Vancouver. She has studied interior decorating, and has taken the automotive mechanics course for women. Meryl likes to bowl, play bridge, fish, travel, and is hoping to go to Hawaii in the future.

Handling learner’s licences and out of province driver’s licences are just a part of the job KENNA McINTOSH, Clerk 3, does for the Georgia Street Motor Licence Office. Born in Dunbarton, Scotland, Rena worked for the Admiralty in Scotland for seven years before coming to Canada in 1954. She lived in Edmonton for 12 years and prior to coming to live in Vancouver worked with an insurance company. Rena likes to walk, read, knit and dance and every two years heads back to Scotland.

ART J. THROWER is Supervisor of Driver Exams for the Vancouver-Point Grey office. Born in Yorkshire, England, Art came to Vancouver in 1955. His first job was with the District of Kitimat as a licence inspector and working part-time for the Motor Vehicle Branch in the area. Art has taken the supervisor’s course at Capilano College, public speaking with Toastmasters, and has also taken motorcycle and air brake courses. In England he was employed as a clerical officer with the local government in Yorkshire. Art’s pastimes include fishing, reading, gardening and travelling. He is married with one son who is presently studying to be a chartered accountant.

Three employees of the Motor Carrier Branch, left to right, GWEN HUNTER, SANDY SMITH and DALE RADDYSH. Gwen is an Office Assistant 2 with the Conditions Department. Sandy is a Clerk 3 and works with issuing, and Dale is an Office Assistant 1 in permits. Born in Vancouver, Gwen likes to ski, play tennis, read and is planning to return to school in the fall to take a welfare aide course. She hopes to work for Human Resources eventually. Dale was born and educated in Vancouver and likes jogging, camping, travel and hopes to go to Europe in the future. Sandy, who was married last September, was born in Powell River and used to work for the Motor Vehicle Branch at Point Grey before joining the Motor Carrier Branch. She likes reading, boating, sewing and skiing in her spare time.
Bridge Lake Maintenance Crew, 100 Mile House District pose for a group photo. Members of the crew from left to right, standing, Eric Cleveland, Machine Operator 7; Dave Graham, Labourer; Dave Colgan, Machine Operator 3; Tom Ward, Auxiliary Labourer; Al Donnelly, Machine Operator 3; Len Sohier, Machine Operator 3. Kneeling, Al Bishop, Machine Operator 7; Gordon Warburton, Auxiliary Labourer; Ritchie Buchanan, Machine Operator 3; Robin Dell, Machine Operator 7; Larry Greenall, Construction Foreman; Don Traill, Mechanic 2.

Taking time out to pose for the Road Runner & Carrier while viewing the construction equipment of Project 3796 on Highway 5, Merritt Highways District are, left to right: Brian Niehaus, District Technician; Harry Sanders, Equipment Owner; Stan Isberg, Senior Road Foreman; Arnie Kraus, District Co-ordinator; Walt Caryk, Mechanical Foreman; Archie Fink, Construction Foreman and Lorne Morrow, area Road Foreman.

Terrace District office staff, left to right: Terry Stromness, Stenographer; Chris Irvine, Office Assistant; Marion Meldrum, Timekeeper; Bibbie Ignimandson, Draughtsperson; Margaret Dusdal, Hired Equipment Clerk; Ann-Marie Arnold-Smith, Voucher Clerk.

Part of Dawson Creek District, Pouce Coupe area night shift crew ready to go home from the last shift earlier this year. Left to right, Larry Patichaud, Albert Van Angeren, Barney Gunner, Will Urruau, Gordon Nicholson and Dave Ruscheinski.

The term “paper pushers” is often applied to administration staff. However, without them, a District could not function. Who would take care of the pay, accounts, ledger, typing, etc? Taking time out from these activities to pose for the R.R. & C. is the Smithers District office staff, from left to right: Molly Pytrashuk, District Office Manager; Cheryl Byrnes, Voucher Clerk; Carol Bremaski, Hired Equipment Clerk; Dianne Clearwater, Secretary, Ausha Battaglia, Assistant Voucher Clerk; Jean Haubrick, District Timekeeper.
EXTRACURRICULAR ACTIVITIES

This season, Headquarters joined the Provincial Government Women's Softball League in Victoria, being one of twelve teams. The coach was Russ Spilsbury, Training and Safety Section; and captain was Rhonda Hunter, Accounts Section. The team had a great deal of fun while playing and was honoured by being voted by the other teams for "Best Team Sportsmanship". The trophy was presented at a tournament held on July 19 and 20. The team members are, top row left to right: Judy Binks, Contract Documents; Debbie Leonard, Contract Documents; Shirley Vivian, Personnel; Kim Amirault, Paving Branch; Anne Cave, Planning; Rhonda Hunter, Accounts. Bottom row, left to right: Russ Spilsbury, Training and Safety; Jennifer Lank, Personnel; Louise Davis, Payroll; Debbie Ochs, Personnel; Cathie Watts, Personnel.

John Mulvey, Bridge Foreman, Merritt Highways District, standing between his two sons who have both made hockey pro ranks. Grant, right, the eldest, was drafted by Chicago and Paul, the youngest, drafted by Washington Capitals two years ago. On this occasion John and his wife Ann flew to Chicago to see the boys play against each other. This was the first time the proud parents saw this happen since the boys had turned pro.

May Fleming of Headquarters Information Office in Victoria with useful trophy won for having the ladies' high average of 206 for the 1979-80 season in the Provincial Government Employees 5-pin Bowling League. May also received a special pin for bowling a 313 game during the season.

Golf Tournament

The weatherman co-operated and a most successful Ministry golf tournament was enjoyed by 40 entrants in May at Green Acres Golf Club, Richmond, reports Golf Tournament Chairman, Glen Standen.

The players came from the mainland, Victoria, Lower Fraser Valley, and one, Bill Ferguson, even made it from Fort St. John. Following the presentation of trophies, individual score cards were thrown into a hat for the various prizes. A list of events and winners are as follows:

Low Net went to Art Carey (4th time), Low Gross to Mike Sullivan, 2nd Low Net went to Glen Standen, Ladies Low Net went to Joyce Folbigg, 2nd Low Gross to Peter Darbyshire, 3rd Low Net to Vic Grayson, 3rd Low Gross to Menno Martens, Most Birdies to Bill Campbell and Longest Drive to Art Carey.

The first foursome to tee off in the tournament were, left to right, Bill Godby, Mike Sullivan, Vic Grayson, (tournament chairman) and Rick Lang.

The last group to finish the tournament were, left to right, Art Peace, Howard Bussey, Herb Woodbridge, and Bob Pappin.

Approximately 35 families attended the 10th annual Kamloops Highways Fish Derby held at Roche Lake in June. The largest fish was caught by Bob Davoren (2 pounds, 8 ounces.) Presenting the trophy is Dennis Hall, left and Roy Leachman, right. Marilyn Meidinger hooked a one pound, 13 ounce fish for first place in the women's category and Jimmy Smith landed a one pound eight ounce fish to claim the children's category.
REGION 6, Geotechnical and Materials Testing Laboratory

Region 6 Geotechnical and Materials Testing Branch, Nanaimo, has a laboratory set-up ten miles north of Nanaimo where all the materials testing, soil profiles, and strength testing are done. The Benklemann Beam crews work all over Vancouver Island, taking soil samples and testing the strength of existing roadways as well as testing the surface and sub-surface of areas where a road has been proposed.

Nanaimo Regional Geotechnical and Materials personnel, left to right, Bob Nijohff, Technician; Terry Gavin, Machine Operator; Christine Heiduk, Flagperson; Diane Caillet, Flagperson; Arie DeGraaf, Engineering Assistant and Jim Tait, Technician.

Linda Cossetine, Engineering Aide, doing Atterburg test to determine the plastic and liquid limit of fine grain soils and soil classifications.

Richard Grimmel, Engineering Aide, and Pat Gretchen, Engineering Assistant, mix design for concrete bridge deck overlay. The cylinders test strength of concrete.

Colin Johnson, Machine Operator and Kurt Grahaard, Auger Drill Foreman, drill mounted on four-ton truck takes samples of soil under pavement to determine strength.

Arie DeGraaf, Engineering Assistant and Terry Gavin, Machine Operator, drilling a test hole east of Port Alberni.

Richard Grimmel, Engineering Aide, while performing a compression test determines the strength of concrete to be used for bridge deck overlays etc.
PEEK INTO THE PAST

Arrowhead Ferry

These pictures show three views of the 80-foot tug BEATON and barges which provided automobile ferry service between Beaton, Galena Landing and Arrowhead on Upper Arrow Lake from 1928 until 1954.

The upper picture was taken during the winter of 1929 and shows the tug as a coal burning steamer. During the winter the ferry crew had to contend with ice up to 20 inches thick for a three month period. In order to keep the channel open between Beaton and Arrowhead the tug and ice breaking scow made a daily return trip.

The middle and lower photos show BEATON in 1950 after her conversion to diesel power.

BEATON was built in 1928 for the Beaton Boat Co. for use in the B.C. Government subsidized service between Beaton and Arrowhead. The ferry's schedule of three trips a week was arranged to meet the C.P.R.'s steamer from Robson and their train from Revelstoke. In 1944 Beaton Navigation Co. acquired the assets of the Beaton Boat Co. and operated the service until 1953, when they in turn sold their interest to Arrow Lake Transportation Co. Ltd. The following year the B.C. Government cancelled the subsidy which it had provided since June 1, 1916.

Ferry service was continued, however, after the Government called tenders for an extended route that originated at Beaton and terminated at Castlegar with stops at Galena, Arrowhead, Nakusp and other points on route.

Pictures and information provided by
Frank A. Clapp.
Recovered from an old file recently were some familiar, if somewhat younger faces in this photo from about 1952. The occasion was a Department of Public Works Conference in Victoria of field engineers and headquarters staff. Posing here for the 28-year-old photograph are, left to right, Dave MacVicar, then District Engineer at Merritt, now Regional Maintenance Manager, Kamloops; Jack Bowering, then Assistant Chief Engineer, now retired; Tom Miard, then Divisional Engineer, Nelson, now retired after many years as Deputy Minister; Pat McCarthy, then District Engineer, Rossland, now director of Maintenance Services in Victoria; Eddie Moore, then Department Comptroller at Headquarters, now deceased; Bert Davies, then Personnel Officer, now retired; and Neil McCallum, then Chief Engineer, now retired for many years.

Typical of the travel conditions along the old Babine Lake Trail is this photo taken in 1949. The only person we could identify is Cecil Munro standing beside the Jeep.

Babine Lake Road as it is now, a 9.7 m gravel surface with a posted speed of 80 km/h.
Secretaries are often called upon to make some hard headed decisions for their bosses in difficult circumstances. The Training and Safety Branch decided therefore that some protection was needed for the three senior secretaries at headquarters so they could meet these critical situations head on. Accordingly the three were presented with hard hats. As they were older models (the hard hats, not the secretaries) the out-of-date decals were hastily scrubbed off. The head strong ladies are, left to right, Evelyn Kennedy, secretary to Deputy Minister R. G. Harvey; Connie Walker, secretary to Assistant Deputy Minister (Administration) A. E. Rhodes; and Helen Campbell, secretary to Assistant Deputy Minister (Operations) T. R. Johnson. They seem happy, contented and protected and the photo shows that hard hats can look good on some people.

The new tourist information office built by the Western Communities Chamber of Commerce on a paved parking area provided by Saanich Highway District at the junction of Old Island Highway and Trans Canada Highway about 18 kilometres north of Victoria. The purpose of this new facility is to direct the visitors to tourist facilities in the area. There is adequate parking for the vehicles and a washroom.

An unusual formation found in the Stevens Pit at Lytton, Merritt Highways District and locally called “Jellyroll”. The formation is a seam of clay in a sandy section of the pit.

Preparing display for Abbotsford Air Show are Mike Creasy Air Operations Officer with ATAP, and summer students Kevin O’Neill and Mike Donaghy.

Pictured here are three bull bison near the Pink Mountain area on the Alaska Highway about 175 km north of Fort St. John. A local rancher in the area purchased about fifty of these animals from the Federal Government at Elk Island Park in Alberta some years ago and transferred them to his ranch. They have apparently adapted quite well as the herd now numbers around two hundred and fifty. Unfortunately for the hunters there is no open season on these animals.
APPOINTMENTS

VEDDER MORTON has been appointed Assistant Manager of the Commercial Transport Division, Motor Vehicle Branch. Born and educated in Chilliwack, Vedder worked as a mechanic with a logging company for ten years before joining the Division at Hunter Creek in 1972 where he subsequently became a portable operator working out of the Terrace area as well as the Stewart Cassiar Highway. Vedder made the first weighscale patrol into Telegraph Creek in 1974. For the past two years he was the portable operator on the Yellowhead Highway working out of Prince George. Vedder has taken courses from Northwest Community College in defensive driving, school bus inspection, and metric conversion, as well as the air brake course given by the Engineering Branch. He is also a qualified instructor in the hunter training program given to the Fish and Wildlife Branch. Vedder is married with seven grown children and his spare time activities consist of wine making and Chinese cooking.

DON PAQUETTE has been appointed Inspector with the Motor Carrier Branch. Born in The Pas, Manitoba, Don spent the past 27 years with the RCMP, all traffic oriented, and upon retiring in May of this year held the rank of Staff Sergeant. Upon completion of his orientation at Burnaby head office, Don will be stationed in the lower mainland, Burnaby area. In his off hours he enjoys sports and photography.

DOUG STEVENSON is the new Supervisor of the Victoria motor vehicle inspection station. Doug was born in Calgary but grew up in British Columbia. He apprenticed as a mechanic on the lower mainland and wrote his journeyman's ticket in 1966. He has been in management for 25 years and prior to joining the Public Service in May 1975, managed a company operation for Home Oil distributors. He has taken courses in administration at B.C.I.T. and is currently studying for his administration management degree. In his off hours Doug enjoys water skiing, boating, and fishing. He also likes to go surfing in Hawaii when on holidays and is looking forward to travelling to Australia next year to try for the big surf.

KEN KRAUSE has been appointed Pipeline Inspecting Engineer with the Engineering Branch (Transportation). Born and educated in Edmonton, Ken's experience includes three and one half years with Imperial Oil and 22 years with Alberta Gas Trunkline Company, where he rose to district superintendent. Ken holds a first class welding ticket and has taken courses in electricity, engine machining and basic machine shop aluminum stainless steel welding. He is married with six children and his hobbies include restoring cars, golf, fishing, and woodwork. Long term plans include building a cottage on his lot at Mabel Lake, east of Vernon.

BOB ANDREWS has been appointed Assistant Regional Coordinator for the Motor Vehicle Branch on the Lower Mainland. Bob joined the Branch in 1957 as a Driver Examiner in the Georgia Street Office and later moved to New Westminster. In 1966 he was promoted as Supervisor Examiner at Kerrisdale then transferred to Vancouver East as Supervisor Manager for three years. In 1969 he became Office Manager at North Vancouver and later transferred to Burnaby in the same capacity. He held his position until his recent promotion. Born in Nelson, Bob went to school in Trail and spent four years in the Air Force during the war. He is married with three children and has three grandchildren. He enjoys fishing, fly tying, sports and hopes to travel upon retirement.

Training and Safety

On May 20th two Region I Geotechnical and Materials employees, Drill Auger Foreman DAVID BUYDENS and Engineering Aide ROBERT CROZIER were parked at the Deas weight scale awaiting the arrival of the drill truck when a passing motorist informed them that he had noticed a man in a red pick-up parked by the highway waving a red flag out of the window. The motorist who stopped to investigate reported that the man appeared to be suffering a heart attack and asked the men in the highway vehicle for assistance. David radioed Deas Tower and asked for an ambulance to be called to the scene, then managed to get the stricken motorist to the nearby tourist building area where he checked the man's vital signs and wrapped him in an emergency blanket. He then carried him into the building and kept him calm until the emergency vehicle arrived. Robert stood by the radio to monitor any calls regarding the situation. The sequel to the story — the man in question, Tom Patterson, is completely recovered, so well, in fact, that when telephone inquiry was made regarding his health he had to be called down from repairing the roof of his house to answer the phone.

EXTRACURRICULAR ACTIVITIES

On February 14, 1980, at 2:30 a.m., BILL BALBIRNIE, Machine Operator 7 and passenger BRIAN BOWDEN, Labourer, Lillooet Highway District were hauling a load of sand over Mission Mountain to Seton Portage to complete a sanding operation.

Part way down a hill towards Seton Portage, Bill discovered that he had no brakes, he tried down-shifting and finally dragged the underbody plow which was very little help. The dump truck had now reached a speed of 75 km/h, therefore, rather than attempting to negotiate a sharp switch-back with the possibility of driving over a 200-foot cliff, Bill decided to run the truck up a bank which resulted in the truck rolling ¾ of a turn and coming to a rest at the bottom of the embankment. The distance from where the brakes failed to where the truck rolled was approximately 5 km on a 10 to 12½ grade.

By remaining in control, combined with good defensive driving Bill saved himself and Brian from more severe injury. An outstanding professional job under the circumstances. Neither Bill nor Brian were seriously injured.

Bill Balbirnie and Brian Bowden were awarded "Belt-Up Awards" by the Workers' Compensation Board.

Air Services Director, PHIL PERRY, landed a 30.2 pound Chinook recently while drift fishing with a Stingsilda near Sidney. He later weighed it into the contest at All Bay Marina and is now in line for the Jim Gilbert Trophy and prize.
There are not many occupations in the Ministry of Transportation and Highways where you can work with your head in the clouds, smell alpine flowers, or glide through a silent forest on skis while doing your job.

The Aerial Tramway Inspectors who work out of the Ministry's engineering office in Burnaby like the high country and have a real love for the ski-lift environment. They must, because they often have to put up with rain, hail, wind, cold, snowstorms, and slippery roads in mountainous terrain.

Two of them are Tom Hamilton, Senior Aerial Tramway Inspector, and Bruce McIntosh. Upon hearing that they were heading out to inspect new ski developments at Whistler and Blackcomb mountains recently, the R.R. and C. asked to go along for the ride.

Both mountains are in the middle of a development boom which is expected in the next two years to provide an all seasons resort.

Blackcomb is scheduled for a $10 million new development in the next year and a half. Phase I calls for four triple-chairlifts, a teaching lift, two restaurants as well as associated ancillary facilities. In the 10 to 15 year program, a total of $25 to $30 million will be invested and this will see some 12,000 skiers per day using a system of 14 lifts.

In the Whistler area, three new triple-chairlifts were being installed to connect the Mountain with the new town centre. These lifts were being constructed the same time as the five lifts were being installed on adjacent Blackcomb.

Upon arriving, the inspectors found the area to be a hive of activity with paving and construction work going on. The friendly welcome and the respect shown by development company officials to the inspectors clearly indicated the importance the company attached to these inspections, especially when each phase of the installations had to be approved before it could be continued.

The first climb was Blackcomb Mountain, 7,000 feet elevation at the top. In a four-wheel drive the inspectors bounced over rugged and narrow mountain roads stopping occasionally to check on towers to see that the earth was not disturbed around the foundations. Next stop was an excavation pit site for a station to support the bull-wheel. Tom inspected the finished job while Bruce checked technical details to ensure the equipment had been installed according to the design. One thing they had to be certain about was to ensure that any water which seeped into an excavation was pumped out before the tower could be set in place by helicopter and the concrete poured. Towers also had to line up with each other in order to prevent unnecessary liner wear, and to prevent the hauling rope from coming out of the sheave groove. At one place a stack of chairs had to be checked for welding quality. One had a bead missing which was immediately noted.

At the 6,500 feet level they ran into sub-alpine flowers of different colours and as they reached the top, the trees became stunted. The view was breathtaking.

After a short rest it was back down to the village once more and up Whistler Mountain for more checking of towers, tension terminals and a drive station. Officials from the Garibaldi lift company accompanied the inspectors on this trip.

Skiers who plan to use the area this fall can be assured that the ministry's inspection team with people like Tom and Bruce are committed to their safety.
Premier Bill Bennett paid special tribute to the Air Services Division recently by hosting a dinner for its employees and former employees at Government House.

The Premier spoke of the exceptional service rendered to his office and executive council by the staff down through the years, while the Honourable Alex Fraser reminisced about the difficult circumstances under which flight operations were often carried out. He pointed out that in spite of adverse circumstances such as bad weather, rugged terrain and lack of navigational aids he was always able to get where he wanted to go.

P. S. Perry, Air Services Director thanked the speakers on behalf of the Branch. Attending the dinner were approximately 160 people including husbands, wives, and friends of air service employees, both past and present.

Receiving line at the Air Services dinner shows Premier Bennett introducing Mrs. John Jamieson, wife of maintenance chief John Jamieson, to Mrs. Bennett. Next in line is Mr. Jamieson and Mr. and Mrs. Bob Brewin. Tony Tozer, the Premier's Executive Director is behind Mr. Jamieson.

A TAP staffers Mike Creasy, Air Operations Officer, and Stewart Wilson, Research Officer, do a technical review on an airport lighting system.

The new Bella Coola terminal shown here was funded by a $124,000 ATAP grant which also paid for site services and apron improvements. A grant of $228,000 also went to Alert Bay recently for paving of the runway and new terminal building.

The Terry Fox Cancer Fund is now $1,068 larger thanks to the Ministry's Air Service employees pledging 1% of their gross salaries. Phil Perry, Director, explained that the fund was created in memory of Harry Alabarton, Ron Page, and Gordon Beddoes, three former pilots who died of cancer.
Mike O'Connor, Regional Highway Engineer, Region 1, recently presented Level I Certificates to seven successful Highway Technology Training Program students. Left to right, Bill Robertson, Head of Distance Education at B.C.I.T.; Al Park, Senior Training and Safety Officer, Headquarters; Jim Roe, Machine Operator, Coquitlam; Rainer Freigang, Wrecker Operator, North Vancouver; Bob Newton, Engineering Assistant, Construction Branch; Bob Pearson, Engineering Assistant, Squamish; Mike Proudfoot, Engineering Aide, Paving Branch; Betty Heinen, Engineering Assistant, Construction Branch; Bill Baker, District Technician, New Westminster and Jim Lawrence, Regional Personnel Officer.

Level I Highway Technology certificates were recently presented to five successful employees at a luncheon in Nanaimo by the Regional Highway Engineer Bap L'Hirondelle. Also in attendance were A.F. Park, Senior Training and Safety Officer; Hector MacLeod, Nanaimo District Technician; Reinhard Mueller, Technician, Design and Survey; Wally Quarrie, Headquarters Training Officer; Garry Forgaard, Technician 3, Design and Survey; Bap L'Hirondelle; Joe Murtha, Engineering Assistant, Construction Branch; Jim Cambray, Regional Design and Survey Superintendent; Dan Starke, Engineering Assistant, Design and Survey; Jack Mawle, Project Supervisor, Design and Survey.

Valerie Niehaus is pictured here with her 'travelling companions'. Valerie was the cardiopulmonary resuscitation instructor for Region 2 over the past four months and the manikins are part of the equipment used in the training. The course deals with treatment of heart attack patients and has been found very successful in saving victims from possible death. The course is sponsored by the Canadian Heart Foundation but Valerie has been hired by the Ministry under the Regional Health and Safety Officer for Region 2. During the summer, 360 Ministry employees have successfully completed the extensive training program. Region 2 is the only region in B.C. to put the course on and it is hoped that the program will continue in the future. Valerie says that she has enjoyed teaching the course and she looks forward to completing her three year studies in respiratory technology at Cariboo College.

The most improved yard in Region 5 went to the Houston road crew. The presentation occurred at a recent safety rally in Burns Lake.

A large turnout from the Soaanch District crews witnessed a demonstration and lecture by Joe Arden of The Langford Fire Department on the use of hand fire extinguishers. A total of 67 employees from the Colwood and Langford road crews, the bridge crew, sign crew, and mechanical and fabrication shops, took part in this event in the spring at the Colwood yard.
April 18, 1980 was the happy occasion of the annual safety awards banquet and dance held in Dawson Creek. Ray White, Executive Director of Construction presents A. K. Bieganski, Chairman of Dawson Creek Health and Safety Committee, left, and L. B. Donovan, Senior Road Foreman, right, the trophy for the lowest accident frequency rate for 1979. The Dawson Creek District won this award with a frequency of 38.6.

Present at the banquet but not in the photo was Walt Mercer, Regional Maintenance Operations Manager for Region 4 who presented the trophy for the most improved accident frequency rate for Region 4 to Miss Evelyn Yocum, Secretary of the Dawson Creek Health and Safety Committee.

Robert Coons, Dawson Creek District, is the latest person to be given the Workers’ Compensation Board “Belt-Up Award” for protecting his safety by wearing a seat belt. His sanding truck working on the Alaska Highway was rammed by an out-of-control truck, sent crashing through a concrete wall, burst into flames and fell into a ravine. Because he was not badly hurt when the truck fell into the ravine, he was able to free himself and crawl out of the window and escape being burned.

Coons’ only injuries were a broken shoulder and cuts after the accident on January 13 near Kiskatinaw River Bridge.

The award was made to Coons at Dawson Creek on April 18, 1980, by Ian Stewart, an accident prevention officer at WCB Fort St. John.

Harry Waring, Regional Paving Superintendent, Prince George, left, and Ray Cox, Project Supervisor, Dawson Creek, right, receiving the award for the lowest Personnel Accident Frequency rate from Don Martin, Director of Paving, Victoria. Region 4 Paving Branch had a Personnel Accident Frequency rate of 33.3, lowest of all regional crews in Region 4.

John McKay, left, Head Ferryman and Don Jackson, Deckhand, Lytton Ferry, Merritt Highways District, standing beside the Zodiac lifeboat that they used to rescue a 16-year old girl. The girl jumped off the ferry into the river, flowing swiftly because of high water. The two men, trained in the operation of the lifeboat, immediately launched it and gave chase. They caught up to her and Don jumped into the river and tried to assist her into the craft. Unable to do this he swam to shore where John picked him up. The craft then lodged on some rocks and John jumped into the water, pushed it out and they again gave chase. Don this time was successful in pulling the girl out of the water. She was then transported to the hospital where it was found she was suffering from hypothermia. Both John and Don received letters of commendation from the Minister.
The new Athalmer Overhead was officially opened in July. The overhead is a 61 metre concrete stringer bridge consisting of three spans over the C.P. Railway between Athalmer and Invermere. Two sidewalks have been provided to accommodate local residents, especially school children. Total cost of the project is approximately $830,000, the structure itself costing $560,000, with the approaches and paving done by local contractors costing an additional $270,000. Financing is being shared three ways, the C.P.R. paying 5%, the Provincial Government 15%, and the Federal Government 80%.

Merritt Highways District construction crew working on Highway 5, 15 km south of Merritt. The fill amounted to approximately 26 km over a distance of 220 m. The cut was a silver cut of 31 km over a distance of 250 m.

Oscar V. Arndt, Dawson Creek District Construction Foreman, on the Heritage Highway construction project in the Grizzly Valley. The project consists of 115 km of new road construction servicing N.E. Coal and rich gas fields. Oscar is a senior member of this District with 12 years of experience in road construction. Oscar’s interest when he is not on the job, or travelling between jobs, is a hobby farm raising purebred cattle.

The Prince Rupert District day labour construction recently erected this 3.7 m x 2.3 m multi-plate on site. A dry construction was achieved by detouring the stream. Here, Jack Turford, Burns Lake Bridge Foreman; Doug Kirk, District Technician, Prince Rupert District, and Frank Rizzardo, District Technician, Stewart, inspect the job. Others on the job were Stewart’s road crew members, Terry Hopkins, Marty McKeen, Bertrand Tanguay, Guy Patry, Guersh Elliott, and Keith Diamond.
A spectacular fire on June 30th, 1980, destroyed the two Howe truss bridges over Bear River at Stewart. The Stewart Volunteer Fire Department aided by Stewart Highways personnel fought the blaze but by 4:30 p.m. both spans had fallen into the river. The Ministry then faced the job of restoring access to the small community and its 1,500 residents and 1,100 tourists. For the following three days, helicopters were used to ferry stranded residents from one side of the river to the other, as well as crews and equipment. Bailey material located at Terrace was sent by barge from Prince Rupert and material was also shipped from Prince George and Dease Lake by lowbed. On site the Prince Rupert District bridge crew started dismantling a partially completed Bailey at Bitter Creek, seven miles to the east. Construction equipment normally used at Meziadin Lake was trucked to the site and used to build the center island, necessary for the Bailey bridging. The Burns Lake and Terrace Bridge crews were pressed into service on July 1, engineering crews laid out the approach location, and 30 metres of double single reinforced and 40 metres of triple single reinforced Bailey bridge went in and was opened near midnight, July 3rd.

Another photo of the bridge from the Stewart side of the Bear River. It shows debris near the opposite bank and vehicles on the cut off road, a section of the Stewart-Cassiar Highway 37. In addition to stranding the Stewart residents and visitors, the bridge fire and collapse also cut off road access to nearby Hyder, Alaska.

The Stewart road crew was busy early in the spring replacing the Clements Creek bridge with two 2.1 m culverts. The culverts were installed in accordance with Federal Fisheries guidelines and will have clean 20 mm gravel in their inverts as part of the fish enhancement of the creek. Completed culverts and 2.1 corrugated metal pipe at right used as stream detour during construction.

The 6 m multi-plate being assembled in Brewer Creek in the Southbank country, by the Burns Lake District bridge early this year. The old structure over the Ootsa-Nadina Road can be seen in the background.
Ministry transport inspectors must give their approval each fall to five aerial ferries owned and operated by the Ministry itself—or else they don't run. The ferry at Boston Bar which serves the community at North Bend is inspected twice a year as it operates 24 hours a day every day of the year and besides carrying passengers it has the capacity to carry vehicles up to 2721.6 kg (6,000 pounds). The other four which replace the reaction ferries in the fall when the river freezes over, are located at Big Bar, 96 km west of Clinton; Little Fort, 96 km north of Kamloops (shown in picture); near Usk, about 48 km north of Terrace; and at Marguerite near Quesnel. These ferries are personnel carriers and are of the same type.

McLean Creek Road, located south of Penticton, is being upgraded on a continuing basis. The most recent improvement is 1.5 km of new pavement. Each year a portion of the nine-kilometre road is constructed and should be completed in two to three years. The road serves ranching and farming areas near Okanagan Falls in Penticton Highways District.

The Keremeos road crew recently completed paving Daly Drive near Keremeos. A Layton paving machine was used on this job. Daly Drive is typical of industrial agricultural roads in this part of the Okanagan, that see a great increase in traffic during the fruit-harvest season.
The annual chore of painting crosswalks on Highway 97 through Kelowna was recently done by the Kelowna District sign crew. Jack Voysey, left, Sign Maintenance Man, operates the spray gun while Hugh McCartney, Labourer, applies the glass head.

Morley Tennant with hydraulic post auger he built in the Quesnel Garage. Power to the unit is supplied by the hydraulic system on the truck. A sanding auger motor is used in conjunction with a two-way control valve to turn the auger. Complete control to the auger, plus forward and reverse make this unit very safe and efficient. By using quick couplers the auger may be easily disconnected from the 50-foot reel of hose in the truck.

The new Victoria General Hospital on Helmcken Road near Victoria gets a wider and upgraded access from Trans-Canada Highway. The clearing and grubbing has already started and wire fencing is being placed along the right of way by the Saanich District crew.

Base compaction is very important to Ray Jubb, Geotechnical Materials and Testing Branch, Region 4, Prince George. Shown here with a Trofiller Model 3401 Nuclear Moisture and Density Densitometer, checking base compaction for multi-plate culvert and fill on Barkerville Road, re-location project off Highway 97 at Quesnel.

Roy Booth, Inspector, Georgia Street Inspection Station.

The North Island Highway to Port Hardy is complete and those who travel it will testify that it is one of the most picturesque routes in B.C. Here at its intersection with the Bear Cove ferry terminal access road, Harold Walker, Sign Maintenance Foreman, right, gets a helping hand from Tom Graham, as a new sign is installed to smooth traffic flow to and from the busy ferry to Prince Rupert. Harold, a long-time employee, works out of the Courtenay District headquarters.
ON THE JOB . . .

The Houston road crew, Burns Lake District, has been busy crack sealing along Yellowhead Highway 16. Here Ray Makowichuk, Machine Operator 3, is reaching in for another piece of filler material for the pot.

Manford Von Lienen, Machine Operator 3, with the first tandem dump truck in the Hixon fleet. Manford, who has been with the Ministry of Highways since 1966, showed off the new unit to the public in the annual Hixon Days parade last June.

Ken Cruikshank, recently appointed Manager of Vancouver's Georgia Street motor licence office, checks a transaction on the new automated data capture terminal which has just been keyed in by Judy Sorensen, Clerk 4. Changes to insurance coverage are reported direct to the computer at ICBC Headquarters, 1055 West Georgia Street, and within seconds, a waiting customer can receive a copy of his or her insurance policy showing the new change. This is the first motor licence office to have the new system. All other branch offices will follow over the next two years.

Andy Bieganski, left, and Bill Desk of the Pouce Coupe area, Dawson Creek Highway District, working on a winter gravel stockpiling project. Bill is the temporary foreman on that job and Andy is the expert on setting up portable truck scales.

Ed Zethof, Office Assistant in Motor Vehicle Records, Victoria, searches the records to obtain vehicle information for a caller. The information is received from the public and police.
The Headquarters drum mix crew set up in the Lillooet Highway District to commence a paving project on Highway 12B, Lillooet-Cache Creek, in mid-August. The project entails approximately 20 kilometres of new pavement including the Sallus Creek, Glen Fraser, and Pavilion overpasses which have recently been built to allow motorists to drive this highway without delay at railroad crossings. After paving a seal coat is planned. These improvements will accommodate the ever-increasing traffic volume through the Cariboo.

Flooding of Sutherland Creek at Grand Forks District, Christina Lake due to extreme runoff conditions and heavy rains earlier in year. The total flood repairs to that time were over $40,000. Later when Sutherland Creek subsided, the bridge crew prepared the channel for cribbing for new bridge, after two four-foot culverts were washed out. Operating the backhoe is Bruno Pavan, Bridgeman 2 with John Abrosimoff, Bridgeman 3 and Don Rexin, Bridge Labourer in the background.

Overlooking the 160 km long Babine Lake adjacent to the Granisle wharf, the Houston crew, Burns Lake District, is replacing a failing road base. George Banon, the backhoe operator, is assisted by Ray Makowichuk and Sandy Turnbull.

Rock scaling. Circle K slide on the Hope-Princeton Highway in the spring. Left to right: Doug Wright, Gary Colligan, Al Cormier from the rock work section of the Geotechnical and Materials Branch.
Before and After

These before and after photographs of Blanshard Street in Victoria show the arterial route as it looked during construction in June 1978, top and above, its appearance as of July 1980, shortly after landscaping. Approximately $500,000 will have been spent by the end of the year beautifying the entry into the capital city. The landscaping scheme consists of thousands of groundcover plants, shrubs and trees, and lawn areas complete with automatic irrigation systems. All design work was carried out by the Headquarters Landscaping Section under Senior Landscaping Supervisor Paul Erickson and Assistant Al Pluniden.

Tips From Gerry
On Towing Your Trailer
(From Gerry Brown, Manager of Motor Vehicle Inspection Division)

In this issue we thought that with some good travelling still left this year, we might pass on some tips about trailer towing. If you have already taken those holidays, save these until next year.

— First, have a complete tune-up done on the towing vehicle.
— Keep the towing vehicle cool by adding a transmission oil cooler, a new fan with an extra blade and a coolant recovery unit. For more accurate monitoring of the engine, install a coolant temperature gauge.
— Have wind deflectors installed as they really assist in fuel economy.
— If tongue weight is over 50 pounds, inflatable air bags or air adjustable shocks are a necessity. This would mean heavy duty shocks would have to be installed on the front end to compensate.
— For heavy duty trailering, oversize wheels and tires should be considered.
— The only safe kind of hitch is an equalizing hitch that places load well forward on the towing vehicle, not on the rear end. (The hitch doesn’t have to be equalizing if it’s a small tent trailer, but it must attach to the frame of the towing vehicle. Bumper hitches are unreliable and dangerous.)
— From a dead stop, pull away slowly and allow the trailer to build up speed gradually.
— Make sure brakes are in good shape.
Remember the few extra dollars you spend will not only improve fuel economy and the safety of your vehicle but will increase the value at trade-in time.

Tom Armitage, Signman, Merritt Highways District, shows off the $10,000 cheque he won on July 13th on Super Loto. Tom advises that if the last number drawn had been a 5 instead of a 3 he would have been able to take a couple of days off as he would have been an instant millionaire. Tom has been with the Highways since March 1974, as a yardman, and is now the signman for the District. Tom’s pastimes: buying tickets and trying hard to be self-sufficient.