Icebound Deer Get Life-Saving Lift from Ministry Ferry

The crew of the Upper Arrow Lake ferry MV Galena all agree: They did it for the doe.

Operation Bambi, as it ought to be logged, occurred last December 16 when the Galena was ploughing through a thick cover of slush ice on what seemed to be just another routine run from Galena Bay to Shelter Bay. Aboard were relieving Captain Malcolm Woods, mate Kirk Siemens, engineer Ryan Domeij, oiler Terry Walton and deckhand Cliff Halbom.

About halfway on the crossing, the crew noticed two white-tailed deer swimming in the opposite direction about a half mile south of the ferry. Wildlife swimming in the water isn’t too unusual in that part of the country and nobody paid much attention.

But on the return trip to Galena Bay, the crew noticed the deer had been trapped in the semi-solid ice and, unable to get clear, were floundering helplessly. Woods ordered a course change and had the ferry steered towards the deer. As the ferry approached, its speed was cut to dead slow ahead and the loading ramp was lowered into the slush about 30 feet from the deer.

Said Woods: “The deer seemed to sense that we wanted to help them and swam over to us and climbed up on the ice that was on the ramp. We raised the ramp and proceeded towards Galena Bay.”

About a half mile from shore, one of the deer decided—free ride or no—that enough was enough and plunged back into the water and started swimming towards land. The other deer decided to stay for a while. But when the ferry was about 350 yards from shore, it too decided to try swimming. Both animals made it safely to shore and when last seen, were heading for the timber.

Passenger Michael Mills, who was fortunate enough to have a camera handy, grabbed a quick picture of the deer while they were ferried clear of the ice. Michael’s picture, reproduced here, made the local papers as did the story of Operation Bambi.

All in all, a nice effort by the Galena’s crew. After all, it’s not every day you help deer “hock” the odds.

Francois Lake Ferry, Omineca Princess Undergoes Annual Refit

The “Omineca Princess” being raised in preparation for its spring refit.

A view along the length of the “Omineca Princess” after being raised onto its floating dock.

Having a well-deserved break during the raising of the “Omineca Princess” are from left to right Gary French, Bridgeman; Mark Neave, Deckhand; Jack Tarford, Bridge Foreman, and Tom Roberts, Bridgeman. All work in the Burns Lake district.
Many British Columbians, including the people in our Ministry, had grave doubts as to whether we would enjoy any kind of summer at all this year but it’s here at last and once again, staff throughout the province are involved in what promises to be an extremely busy and productive construction season. With thousands of our employees out on the highways, the Ministry is intensifying its efforts to ensure they go about their work under the safest possible conditions. To this end, the Ministry has launched an awareness campaign aimed at highway users and workers involved in highway projects. Drivers will be urged to pay close attention to signs warning of flagmen and construction projects and to obey posted speed limits and it is my sincere hope that Ministry employees will again play their part and be extra careful. Let’s all work to make this summer a safe and successful one for everyone on British Columbia highways.

ALEX. V. FRASER
Minister
10-7 CLUB

S. J. (STEVE) DIXEY, Regional Office Manager, Nelson, retired on April 16, 1981, after 32 years service with the Ministry of Transportation and Highways. Following a career with the R.A.E, Steve joined the Ministry of Transportation and Highways in 1949 as a Labourer. Over the years, he advanced to the position of District Office Manager and transferred to Vancouver in that capacity in 1953. In 1956 he was promoted to Regional Office Manager where he served until transferring to Nelson in 1967. A Headquarters dinner was held in Steve's honour at the Coachman Inn in Victoria on February 25, 1981 where he was presented with gifts from his fellow workers and friends. On March 20, 1981 friends and fellow workers gathered for a farewell dinner and dance in Nelson. Guests from Head-quarters and various Districts in Region 3 attended. Errol Hicks, Master of Ceremonies, paid tribute to a man who will be sorely missed. A painting of a local scene, carpentry tools, "gag" gifts, and other gifts were presented to Steve at the dinner. In addition, a "staff only" roast was held in his honour, although it is questionable as to who was roasted. Steve and his wife, Jean, have retired to Alberta where we wish them good health and happiness in the coming years.

EARL H. SHEPPARD, Design and Surveys Technician, is retiring after 25 years of service with the Ministry. Earl was born in Prince, Saskatchewan in 1916. Prince, a small town close to the Alberta border north of Medicine Hat, is now a ghost town. He went to school in Rosetown, Saskatchewan and after a stint of farm work joined the Army in 1939. He went overseas in 1942 with the First Canadian Tank Corp and served with the 8th Army in Sicily, Italy, France and Germany until 1945 when he was discharged with the rank of Lieutenant. Returning to civilian life he worked for a firm of surveyors until 1947 when he joined the engineering staff of the City of Victoria. In 1956 he started with the Highways Department where he remained until retirement. His services will be missed by the Ministry but his colleagues wish him many years of happy retirement. Earl was bemused by his many friends and colleagues at a luncheon held at the Stratford Hotel in Victoria on May 19th. He was presented with a service scroll and a saw with attachments for his workshop.

JOHN GOLDE retired March, 1981 in Vernon as Assistant Mechanical Foreman. He first started in Salmon Arm in 1963. After 15 years in Salmon Arm he moved to Grand Forks as a Mechanic 3. After spending one year there he transferred to Vernon to look after the paving branch equipment. John took over the Assistant Foreman's job in 1978. His hobby is gardening and he and his wife plan on a leisurely travel through B.C. by camper.

RUTH DEAN E. RAY FOSSUM, Senior Captain on the MV Garibaldi II Woodfibre ferry, retired recently after 25 years service with the Ministry of Transportation and Highways. A memorable dinner and dance in honour attended by 85 employees, friends and family. During the ceremonies Capitan Foosum was presented with an engraved ship's wheel by Ron Wishow, North Vancouver District Highways Manager. North Vancouver A beautiful watercolour of the ferry MV Garibaldi II approaching Darrell Bay, painted by a crew member. Captain R. H. Beckman, was presented to Ray on behalf of the MV Garibaldi II crews. Among other gifts and presentations was a Memorial Scroll for long service. Captain Foosum started his marine career at the age of 13 on halibut fishing vessels spending months at sea in the North Pacific and Bering Sea. During the 1930's he took command of a halibut boat and joined the Royal Canadian Navy in 1939. At the end of the war he went back to halibut fishing with his own vessel until 1960 when he joined the Ministry of Highways on the ferry MV Rolf Bruhn which operated between Port Alberni, Beach and Woodfibre. When the MV Garibaldi II went into service from Darrell Bay he was promoted to Master and later on the MV Garibaldi II, Ray is still an avid fisherman and hunter and has his retirement all planned, he will be spending part of the year in his boat, fishing and part of the year in his camper. Between trips to Mexico, Arizona and California, playing golf and spending time with the grandchildren Ray and his wife Dors will be very busy.

CAPTAIN JONATHAN O. AUCLAIR, Shift Captain MV 3, retired recently after 22 years of service with the Ministry of Transportation and Highways ferry MV Garibaldi II Woodfibre ferry. Eighty-five crew and family attended a dinner and dance held in his honour. During the ceremonies Captain Auclair was presented with a Memorial Scroll for long service by Ron Wishow, North Vancouver District Highways Manager. The crews of the MV Garibaldi II presented Jonathan with a beautiful antique bell which will hang at the entrance to his log house in the Cariboo. Captain Auclair started his seafaring career in 1934 on ocean-going sailing vessels plying various trades and foreign ports. He saw war service from 1939-1945 in North Africa and Italy. After the war he was the field manager, Dempster Lines as First Mate in charge of general cargos to and from England and West Africa. He retired from deep sea 25 years ago, emigrated to Canada and worked on tug boats on the Pacific coast until he joined the Ministry of Transportation and Highways in 1955 at Harrison Island on the Fraser River; later he was Mate and then promoted to Master on the MV Garibaldi and the MV Garibaldi II Woodfibre ferry based at Darrell Bay, B.C., three miles south of Squamish. Captain Auclair raised three sons and one daughter without a mother and has recently acquired a 14-acre spread in the Cariboo which he calls "Squirrel Hill". He is an ardent antique collector which includes an enviable gun collection and is presently very busy building a log house on his small farm where he plans, among a myriad of other activities, to raise a herd of goats. Captain Auclair was congratulated by his works shop. 

CAPTAIN R. H. BECKMAN, was presented to Ray on behalf of the MV Garibaldi II crews. Among other gifts and presentations was a Memorial Scroll for long service. Captain Foosum started his marine career at the age of 13 on halibut fishing vessels spending months at sea in the North Pacific and Bering Sea. During the 1930's he took command of a halibut boat and joined the Royal Canadian Navy in 1939. At the end of the war he went back to halibut fishing with his own vessel until 1960 when he joined the Ministry of Highways on the ferry MV Rolf Bruhn which operated between Port Alberni, Beach and Woodfibre. When the MV Garibaldi II went into service from Darrell Bay he was promoted to Master and later on the MV Garibaldi II, Ray is still an avid fisherman and hunter and has his retirement all planned, he will be spending part of the year in his boat, fishing and part of the year in his camper. Between trips to Mexico, Arizona and California, playing golf and spending time with the grandchildren Ray and his wife Dors will be very busy.

RAY F. CLARKSTON officially retired in May, 1981 but commenced pre-retirement leave in December, 1980, after 25 years of service, all of it in the Smithers High way District. Ray started as a Labourer but quickly advanced to Carwash Operator, a job he held for nine years. He became a Power Shovel Operator in 1965 and after four years bid for and was awarded a Machine Operator position. In 1972 Ray took on the added responsibility of District Training Operator, a position he held until retirement. Ray will be staying in Smithers although he and his wife, a recently retired school teacher, will be doing a lot of travelling. This will combine quite well with his main interest, golf.
Merv Firby, Engineer on the MV Garibaldi II. Woodfibre ferry retired recently after serving the Ministry of Transportation and Highways for several years. A smorgasbord dinner and dance was held in his honour and there was a large turnout of employees, family and friends at Squamish, B.C. Captain R.H. Beckman presented Merv with a beautiful brass ship's bell on behalf of the crews of the MV Garibaldi II. Merv came to B.C. in 1942 and joined Union Towing. For many years, he travelled up and down the west coast and inside passage as an engineer working for various tug boat and towing companies. In 1951 Merv joined the Ministry of Highways and worked on the Highways ferry crossing the Fraser River at Rosedale as Senior Engineer. At the same year, at the time of his retirement, Merv is well known in marine circles for his boat and towing companies. In 1951 Merv worked on the Highways ferry crossing the Fraser River at Rosedale as Senior Engineer. It was at Rosedale that he had an accident with the propeller shaft and unfortunately lost his foot. Merv naturally had considerable time off after that mishap, but he recovered and next worked as shift engineer on the MV Garibaldi II at Darrell Bay. Merv seems to have more energy than most and has switched careers at retirement. He now enjoys many relatives.

CAPTAIN WILMOT CLIFF, Mate and Relieving Captain, retired recently after serving as the Ministry of Transportation and Highways ferries for nine years. Wilmot is well known in marine circles for his boat and towing companies. Cliff Towing was a large company and Wilmot soon worked his way from deckhand to Mate to Captain then manager of Cliff Towing. He sold the company in 1958 and went into semi-retirement until 1972 when he took the job as Mate on the Woodfibre ferry. A dinner and dance was held in honour of Captain Cliff's retirement and the celebrations were attended by many crew members, family and friends. Captain R.H. Beckman presented, on behalf of the crews of the MV Garibaldi II, a beautiful brass ship's lantern. Wilmot and his wife Lorna will do some travelling and spending much more time on their cabin cruiser around local waters.

VERNON BENNETT, on the MV Galena, took early retirement on September 14, 1980. Vern served five years with the Canadian army in World War II. He served overseas with the 5th Canadian Medium Regiment R.C.A. Vern began as a deckhand on the Francois Lake ferry in 1950. He was promoted to officer in 1951, and served as an officer until 1955. He worked one year as engineer on the Agassiz-Rosedale ferry and MV Landau on the Upper Arrow Lakes. He then transferred to the Federal government Department of Fisheries as engineer on the fishery patrol vessels, where he worked until 1963. When he returned to Highways as Senior Engineer on the MV Landau and subsequently the MV Galena. On retirement, Vern intends to travel to Newfoundland and spend some time gardening, fishing and playing bridge.

Glady's Floyd retires from the Ministry of Transportation and Highways after 32 years of service. Gladys started with the Grand Forks District in 1949 and at time of retirement was the District Yardeperson. A retirement dinner was held for Gladys by her many friends and co-workers at which time a rocker recliner was presented to her.

ALBERT EVANS retired after 21 years of service as a Road Foreman A, Nanaimo District. He began continuous employment with the Ministry in July, 1960 as a Machine Operator 3. He rose through various positions in the road crew and retired as a Foreman A. Albert was an asset to the Nanaimo District in solving many problems that had been brought forward by the residents of Nanaimo. He will be enjoying retirement by filling his time fishing off the coast of Vancouver Island and travelling.

ABE PAULS started continuous service with the Ministry in 1962 as an Assistant Mechanic at Porteau Coupe. In 1964 Abe transferred to Chemainus as Automotive Mechanic and subsequently won, through competition, various positions as Assistant Mechanic Foreman at McColloch, Kelowna, and finally to his present position at Duncan. His fellow employees presented Abe with a heavy duty fishing rod and a clock. Abe anticipates spending most of his time sailing the waters around Vancouver Island.

JOHN A. MacDONALD, Mechanic 3, Vanderhoof District, retired February 27, 1981 after 25 years of service. John has taken a welding upgrading course at Cariboo College in Kamloops, and plans to work part time in this occupation in addition to developing his newly-acquired farm in the Vanderhoof area. John was presented with a cash gift on behalf of his fellow employees who wished him the best in his future endeavours.
WES JOHNSON, Vernon Highway District, retired March 31, 1981 after 28 1/2 years service. He was the Road Foreman in Rosedale Highways Branch. Born in Dalhousie, New Brunswick, Wes's background includes 12 years with various law enforcement agencies., including three years with the RCMP and 19 years with the Cartier Railway Company, Port Cartier, Quebec, as an operator, brake man, yardmaster and terminal supervisor. Wes's job is to organize and conduct an effective accident investigation program covering all railways under jurisdiction of the British Columbia Railway Act including the collection, analysis and presentation of accident statistics, factual investigation and reporting of accidents and determining the cause and accident trends; recommending corrective action and regulatory change in railway operating procedures and/or equipment design to minimize accidents. Wes is married with two boys and two girls and enjoys hunting as his hobby.

DAVID PAUL, has been appointed Railway Accident Investigations Officer with the Transportation Engineering Branch, recently appointed as an Examiner I. David is originally from Dalhousie, New Brunswick, David's background includes 12 years with various law enforcement agencies., including three years with the RCMP and 19 years with the Cartier Railway Company, Port Cartier, Quebec, as an operator, brake man, yardmaster and terminal supervisor. David's job is to organize and conduct an effective accident investigation program covering all railways under jurisdiction of the British Columbia Railway Act including the collection, analysis and presentation of accident statistics, factual investigation and reporting of accidents and determining the cause and accident trends; recommending corrective action and regulatory change in railway operating procedures and/or equipment design to minimize accidents. David is married with two boys and two girls and enjoys hunting as his hobby.

LEIGH MUNRO, Machine Operator 3 for the Chilliwack District, retired from the Rosedale Highways Branch in October, 1980. Leigh began working at Highways June 23, 1956 as a Labourer and has worked there for the past 24 years. Born and raised in Rosedale, Leigh plans to spend his retirement years doing a few things around home and enjoying the company of his children and grandchildren. Leigh and his wife would like to travel around in their motorhome and see more of British Columbia. He likes fishing, gardening and some woodworking.

ROSS V. BENNETT, Machine Operator 3 Cranbrook roads crew, retired February 28, 1981. Ross commenced with the Ministry April 2, 1952, H. E. Popoff, District Highways Manager, made the presentation of a chainsaw, tools and car, on behalf of Ross's fellow employees. Ross also received the Meritorious Service Scroll. A dinner will be held at a later date. His hobbies are carpentry and working on the farm. Ross and Geleena have one daughter, two sons, and six grandchildren.

DON MacCOLL, Road Foreman B, Chilliwack District, recently retired. He has worked for the Highways since June 10, 1950. Don began working in Kamloops as a Labourer and then came to Rosedale in 1961. He enjoys gardening, photography, beautiful scenery and outdoor recreation. MRS. MARJORIE BROWN, District Office Manager in the North Vancouver District since 1966, has won the competition for the position of Regional Office Manager in Nelson. Marge, who began with the Ministry in Prince George as Clerk 1, was hired by the Bureau of Explosives (Association of British Columbia) in 1968 and started with the Motor Vehicle Branch as a Clerk 3 in the Victoria issuing office in January, 1972. In January, 1973, he was promoted to Clerk 4 in the Burnaby motor licence office and in January the following year, moved to the Burnaby driver examiner unit as an Examiner 1. In January, 1975, he won a competition for Driver Examiner 2 in Chilliwack and remained there until his recent appointment. Ian is responsible for 18 driver examiners and his area is from the Queen Charlotte to the Alberta border and from Atlin to 100 Mile House. He is married with two children and his spare time is taken up with coaching a boy's soccer team and a girl's softball team, reading and working on the rec. room.

NEWLY APPOINTED TO THE TRANSPORTATION ENGINEERING BRANCH STAFF IS DANGEROUS COMMODITIES OFFICER WALLY SOBEL. Wally is originally from Montreal and comes with a wealth of experience, having worked for the Bureau of Explosives and assuring safety of dangerous commodities on railways, under jurisdiction of the British Columbia Railway Act, as well as inspecting facilities for storing and transferring dangerous commodities on or adjacent to, railway rights-of-way, and provision of technical advice and recommendations in matters posing a serious threat to life, property and/or environment. Wally is married with two girls and his hobbies include camping, Kinsmen, reading and football.

DAVID PAUL, has been appointed Railway Accident Investigations Officer with the Transportation Engineering Branch, recently appointed as an Examiner I. David is originally from Dalhousie, New Brunswick, David's background includes 12 years with various law enforcement agencies., including three years with the RCMP and 19 years with the Cartier Railway Company, Port Cartier, Quebec, as an operator, brake man, yardmaster and terminal supervisor. David's job is to organize and conduct an effective accident investigation program covering all railways under jurisdiction of the British Columbia Railway Act including the collection, analysis and presentation of accident statistics, factual investigation and reporting of accidents and determining the cause and accident trends; recommending corrective action and regulatory change in railway operating procedures and/or equipment design to minimize accidents. David is married with two boys and two girls and enjoys hunting as his hobby.

W. N. QUARRY, recently won through competition, one of the Field Training Co-ordinators positions with the Training and Safety Section, Victoria. For the past two years Wally, as a Training Officer for the Ministry, has been primarily involved with course development for the Highway Technology Training Program and as program co-ordinator for satellite training on the Knowledge Network of the West. Although the west coast did not have much snow this winter, Wally managed to maintain his skills with a ski trip to Valley Spring this spring.

MRS. MARJORIE BROWN, District Office Manager in the North Vancouver District since 1966, has won the competition for the position of Regional Office Manager in Nelson. Marge, who began with the Ministry in Prince George as Clerk 1, was hired by the Bureau of Explosives (Association of British Columbia) in 1968 and started with the Motor Vehicle Branch as a Clerk 3 in the Victoria issuing office in January, 1972. In January, 1973, he was promoted to Clerk 4 in the Burnaby motor licence office and in January the following year, moved to the Burnaby driver examiner unit as an Examiner 1. In January, 1975, he won a competition for Driver Examiner 2 in Chilliwack and remained there until his recent appointment. Ian is responsible for 18 driver examiners and his area is from the Queen Charlotte to the Alberta border and from Atlin to 100 Mile House. He is married with two children and his spare time is taken up with coaching a boy's soccer team and a girl's softball team, reading and working on the rec. room.

IAN BROWN has been appointed Regional Coordinator for the Motor Vehicle Branch in northern British Columbia with headquarters in Prince George. Born in Greenock, Scotland, Ian came to Canada in 1963. For two years he worked as a Clerk 3 in the Victoria issuing office in January, 1972. In January, 1973, he was promoted to Clerk 4 in the Burnaby motor licence office and in January the following year, moved to the Burnaby driver examiner unit as an Examiner 1. In January, 1975, he won a competition for Driver Examiner 2 in Chilliwack and remained there until his recent appointment. Ian is responsible for 18 driver examiners and his area is from the Queen Charlotte to the Alberta border and from Atlin to 100 Mile House. He is married with two children and his spare time is taken up with coaching a boy's soccer team and a girl's softball team, reading and working on the rec. room.
KAREN SHEPHERD was the successful candidate for the District Office Manager's position in Nanaimo. Karen started her employment with the Ministry in 1963 as a Clerk 2. Karen expanded her knowledge in District Office operations by filling various positions in the office staff. Karen enjoys travelling to other countries and experiencing their different customs. She is enjoying the experience of being a grandmother. Karen is looking forward to the challenges of her new position.

RAYMOND BONNEFOY is the new Smithers Highways District Construction Foreman. Ray took on his duties in January. He came to the Ministry from Whitehorse where he was the city works superintendent for three years. Before Whitehorse, Ray was the town's works superintendent for Fort Smith, N.W.T., and Superintendent of Highways at The Pas, Manitoba. Ray also has extensive experience as an operator of various pieces of heavy equipment. He is married and has seven children, all married. Ray is a qualified twin-engine airplane pilot, something that comes in handy for weekend entertainment.

MAUREEN RECKNAGLE recently won through competition the position of Office Manager (Clerk 6) in Kelowna. Maureen comes to the Okanagan from McBride where she held the same position in the District Office there. She has been with Highways for five years and one year before that with the Ministry of Mines in Victoria. Before going to McBride two and-a-half years ago, Maureen was an Office Manager Trainee in Region 4, stationed at Fort St. John, but working throughout the Region. She recently purchased a new home in Kelowna which will keep her busy for the next while. She enjoys all types of outdoor sports and visiting her grandchildren.

MAI R DONALDSON recently won through competition the position of Office Assistant 2 in the Nanaimo District Office. Mairi started her employment with the Ministry as a summer student and worked both as a Labourer and Engineering Aide 1 prior to working in the office. Mairi enjoys crocheting, skating and reading.

JUDY WESTLUND won through competition the position of Clerk 3, Timekeeper, in the McBride District Office, and started in this position January, 1981. Judy enjoys her job very much and hopes one day to carry on as an Office Manager Trainee. Most of her spare time is spent riding horses, playing volleyball, tennis, skiing and snowmobiling.

BILL BRINKWORTH, Stockman 2 Trainee, having spent the last two years during his training period in the District of Vernon has been promoted to Storeworker 4 and transferred to Cloverdale Garage.

KEITH RELKEY recently won through competition the position of Engineering Aide 3, Engineering, with the Kelowna District. Keith comes to Kelowna from the Construction Branch where he was an Engineering Assistant, most recently at Kamloops. Keith began with the Construction Branch in 1975 as an Engineering Aide 1 in Prince George. He moved up to Engineering Aide 2 and later to Engineering Aide 3 and Engineering Assistant. He worked in Cranbrook, Revelstoke and Mica Creek as well as Prince George and Kamloops. Keith is single, and is looking forward to living in Kelowna where he recently purchased a condominium. In his leisure time Keith enjoys curling and baseball.

THOMAS WIGHT was born in Edinburgh, Scotland, moved to Canada when he was six years old. He graduated from Monarch Park Secondary School in Toronto. He attended College in Lindsay, Ontario where he studied Forestry. He began working for the Ministry in Quesnel in 1977 as an Engineering Aide 2 in the District Office. Tom has been promoted to the position of Technical Assistant 3 with Design and Survey Branch in Nanaimo. He collects coins and enjoys music. Tom is looking forward to moving to Nanaimo where he will enjoy the fishing. Before he leaves Quesnel, he is planning to dispose of his thermal underwear.
PROMOTIONS . . .

TED MCDONALD recently won, through competition, the position of Engineering Aide 3-1, and is now handling all subdivision and permit applications and many regulatory statistics in the Lillooet Highway District. Ted began with the Ministry in April, 1978 as an Engineering Aide 1 and worked as a rod and chain man in the field. He has since worked his way up and in February, 1980 began substituting in the regulatory position. Before working with the Ministry, Ted worked with the Ministry of Human Resources as a Probation Officer. Ted and family are long-time residents of Lillooet and are very active in the community.

WAYNE FRASER, Mechanic in the Quesnel Highways District, was born in Vancouver and grew up in the Cariboo Country at 100 Mile House. He started with the Ministry in 1979 in Prince George as a Mechanic's Helper and was later promoted to Mechanic 2. He was promoted to the position of Mechanic 3 in the Quesnel Garage in January, 1981. Wayne is married with two children. He enjoys hunting and fishing.

MAX WALKER recently won, through competition, the position of Engineering Aide 3, Regulatory, in the Kelowna District Office. Max comes to Kelowna from the Terrace Regional Office where he was in the approving office. He began with the District there in 1973. Max is presently getting established in the Okanagan and finding time to relax at his after-hours favourites of curling, basketball and baseball.

GLEN G. MCNEILL, who began October, 1979 as an auxiliary employee with Fort St. James Foreman area, Vanderhoof Highways District, has won through competition a regular Labourer position. Glen and his wife Muriel have two children. His hobbies include carpentry, cabinet work and skiing.

ABOUT PEOPLE . . .

JACQUI WILSON is the new Documents Clerk, Clerk 3, in Personnel Programs in Victoria. Born in Saskatchewan, she came to B.C. in 1976, and most recently worked in the payroll office of Dairy, Parks and Housing. Jacqui and her husband recently moved and are spending their time getting the yard and garden into shape. Her hobbies include sewing, hiking, curling and reading.

A. R. DAUNES (BOB) began with the Ministry in May, 1972. He is a Grader Operator in the Montney Foreman area of Fort St. John District. Bob has lived in the North most of his life, growing up as a painter in Fort Nelson for two years before coming back to Fort St. John where he had various jobs before starting with Highways. Bob is married with one daughter. His hobbies are hunting, fishing, camping and skiing.

LYNETTE YIP is a Clerk 3 with the Motor Vehicle Branch, George Street motor licence office. Born in Vancouver, Lynette spent two years studying at the University of British Columbia before joining the Motor Vehicle Branch 11 years ago. Lynette hopes to travel and in her spare time enjoys racquet ball, badminton and reading.

LARRY PATTERSON began with the Ministry at Revelstoke in 1967. Subsequently, he took two years leave of absence to attend B.C.T.F. Followers, after which he worked for the Paving Branch in Region 3, then to Traffic Branch headquarters in Victoria. In 1979 Larry transferred to Vernon District as a Regulatory Assistant. Larry enjoys his off-duty hours skiing and racing his custom made sports car. He is married with two children.

SANDY KEALTY, Office Assistant 1, has been with Kamloops Highways District since March. Sandy is single and came to Kamloops with her family about five years ago. She attends night classes in economics and math at Cariboo College, and enjoys tennis, skiing and racquetball. Sandy has been to Hawaii and plans to travel to Fiji in the future.

JEAN WHIPP, Clerk 3, Timekeeper in the Kamloops Highways District, was born in Toronto and moved to Nova Scotia when she was 12 years old. She graduated from Bridge-town High School, and then went to Acadia University where she studied chemistry.

Later she studied land surveying at Nova Scotia Survey Institute. Joanne joined the Ministry in July, 1980 working in the Quesnel District Office as Engineering Aide. Before joining the Ministry she worked for British Columbia Land Survey in the Quesnel area.

Responsible for all Smithers District stock is GARRY ARNETT, Stockman 4. Garry also does the stockkeeping for the mechanics with the help of an assistant. Regional stock and arranging surplus equipment auctions are also part of his work. Garry started with the Ministry in 1946 in Prince George and transferred to Smithers in 1976. He enjoys camping and fishing. Interests which work well together. One of his greatest ambitions is to be successful in river fishing. Garry has two children.

BOB ESCOTT, Clerk 3, in Personnel Programs in Victoria. Born in Alberta, he was promoted to Assistant Clerk 3, and now handles all help desk and clerical duties.

JOANNE FROST, Engineering Aide, Quesnel Highways District, was born in Toronto and moved to Nova Scotia when she was 12 years old. She graduated from Bridge-town High School, and then went to Acadia University where she studied chemistry.

Later she studied land surveying at Nova Scotia Survey Institute. Joanne joined the Ministry in July, 1980 working in the Quesnel District Office as Engineering Aide. Before joining the Ministry she worked for British Columbia Land Survey in the Quesnel area.
RUEBEN BRANDT began with the Ministry on June 10, 1959, in McBride as truck driver/laborer. He was later moved to Terrace where he worked as a Machine Operator for five years, and was then moved back to McBride as a Machine Operator 7. Rueben is a skilled operator and is presently driving grader, although he has operated just about everything else. Rueben has filled in as grader, although he has operated just about everything else. Rueben has filled in as grader since about four years ago. He is an assistant Driver Trainer for the McBride District. Rueben is married and has five children, four of whom are married. He has a hobby farm and enjoys horses, motorcycles and curling.

KATHY McVIE joined the Ministry in 1977 as secretary to the Property Negotiator in the Saanich Highway District office. She was born and raised in Victoria, and moved with her brother and sister. After graduation from high school she moved to Kamloops for two years but returned to Victoria in 1975 to work in secretarial positions for the Ministry of Health and the Medical Services Branch before coming to Highways. Kathy presently lives with her sister and family and enjoys travelling, music and literature. She has visited Hawaii and Mexico, and presently is studying piano and preparing for her conservatory examination. Kathy attends night classes in English at Camosun College and enjoys creative writing.

WILLIAM (BILL) THATCHER, Construction Foreman 2, Quesnel District, began working for the Ministry in Wells in 1962. Bill operated different types of equipment and gained considerable knowledge of road maintenance and road construction. He transferred to Bella Coola as a Foreman A and spent six years there. While in Bella Coola Bill was in charge of some major construction projects on the main highway from the coast to Williams Lake. The weather in this area of the Province makes road construction very difficult and much of the work is done in adverse conditions. Bill is a qualified First Aid Attendant. He has also taken avalanche technology training at Rogers Pass. He moved to Quesnel in 1979. His hobbies include hunting, fishing and skiing.

PERCY PARENT, Kamloops District Office Manager, transferred from Dawson Creek in August, 1980. Percy is married, has one daughter and is involved in cross-country skiing, gardening, camping, carpentry and photography. He worked for B.C. Forest Service in 1969 in Blue River and Horsefly and started with Highways in Kamloops as an Office Manager Trainee in 1970. He then went to Prince George, Prince Rupert and Prince Coulee as Office Manager in 1972. The Prince Coulee office moved to Dawson Creek in 1977 where Percy was Office Manager for three years. He has a diploma in Public Administration from the University of Victoria.

RAY RASH, Machine Operator 7, Quesnel Highways District, moved to Quesnel in 1965 and joined the Ministry in 1967. Ray is well known throughout the District for his abilities to operate the District Gradall. He is also one of Quesnel’s First Aid Attendants. At present he holds an industrial "B" ticket and would like to instruct this course sometime in the future. Ray likes to spend as much of his time as possible fishing and camping.

RICHARD SMITH, Engineering Aide, Quesnel District Office, began with the Ministry in 1972 as an Engineering Aide. He was born in Exeter, Ontario, and moved to Quesnel in 1952. After completing his education Richard held several jobs before joining the Ministry. He worked for Westwood of Canada, Plywood Division, Quesnel, and Northern Canada Power in Hudson Bay. He is a plumber apprentice. Richard plans a career with the Ministry and has served on the safety committee for several years. He is enrolled in the Highway Technology program through British Columbia Institute of Technology. His hobbies include music, woodworking, gardening, restoring models. He enjoys sports and loves to ski and skate.

C. L. (LAKE) SOUTHWICK is the Road Maintenance Foreman in Hudson Hope in the Fort St. John District. Lake started with the Ministry in September of 1964 as a heavy equipment operator, then shortly he became the District Construction Foreman until 1970 when he moved to Hudson Hope. Before coming to work for the Ministry he worked for the Federal government for fifteen years on the Alaska Highway. He is married with three daughters and one son and enjoys the outdoors, fishing, hunting, skiing and boating. He has a nice little cabin about 80 kilometres up Williston Lake. He recently took a trip to Hawaii where he caught a striped blue marlin which he proudly displays on the living room wall.

DIANE SCHLEITER has joined the Ministry as an Auxiliary Office Assistant 2 in the Victoria Personnel Office. She works on special projects and provides general office help. She moved to Victoria from Alberta in 1979. Diane’s interests include camping, fishing and travelling.

DIANE FITZWATER is Office Assistant and Secretary to John Jamieson, Chief of Maintenance, Air Services Branch. Diane’s job consists of looking after the weights and balance reports, maintenance payroll, filing, typing correspondence and answering telephone queries. Born in San Francisco, she came to Canada in 1963, worked as a secretary for a Victoria investment firm for 10 years, and prior to joining the Air Services Branch three years ago was employed as a secretary in the planning department of the Capital Regional District. Diane is married and her hobbies include tennis, fishing and travelling and her long term plans include a visit to England.

RON HORSEWELL, Stockman at Vernon Highway District. Ron transferred here from Chetwynd where his spare time away from the job was used up as an Alderman. His hobbies are curling, baseball, soccer, boxing, but mostly watching TV nowadays.
ABOUT PEOPLE . . .

BILLIE WILLIAMS, Office Assistant 2, Lillooet Highway District, began with the Ministry in April, 1979 as an auxiliary Office Assistant 1 and performed such duties as the hiring of equipment maintenance and construction projects and the manual costings. Billie was soon promoted to the regular position of Office Assistant 2 and now secretary to the District Highway Manager and District Office Manager. Before coming to the Ministry, Billie worked as a storekeeper in Williams Lake and had experience in bookkeeping and secretarial work with Douglas Lake Cattle Company. In addition to high school typing, bookkeeping, business English, office machines and rapid calculation, Billie's interests include fly fishing and she comes from a family full of athletes has become involved in most all spectator sports.

DOUGLAS VANTINE, Road Foreman, Vernon District, started with the Ministry of Highways in 1955 as a Machine Operator in Burns Lake District. He won, through competition, the Road Foreman 2 position in Atlin in 1968 and stayed until 1971. In June, 1971 he made the longest possible move in the Province from Atlin to Port Hardy, a distance of 1,980 miles or 3,168 km for a Road Foreman 3 position. Then in 1976 won, through competition, the Road Foreman 3 in Enderby. Doug has owned aircraft since 1962 and has flown as far south as Acapulco, Mexico and north into the Yukon and Alaska. Most of over 2,000 hours has been spent bush flying and he has landed at altitudes of 2,95 metres on glaciers. Most of his time was spent on floats, prospecting, fishing and hunting in nearly all parts of the Province. He now owns a float-equipped Cessna 185. Doug recently attended the 25-year award ceremony in Victoria at Government House in December, 1980.

CORS VERHAGE, Foreman in the Vernon Highway District at Cherryville in the Monashee. Cors started in Vernon in 1974. His hobby is jogging and at one time he contemplated seriously jogging across Canada. Cors has been awarded the local “Dipper of 87” award for braving the waters of Cherry Creek once a week all winter. The award is named after a small black bird known as the American Dipper which frequents fast moving streams in cold weather and “dips” for bits of food on the creek bottom. Cors, of course, draws the line there.

THELMA KELLY has been with the Saanich District Office as an Office Assistant for three years, having previously been with the former Department of Public Works. She was born in Prince Rupert and came to Victoria in 1960. Thelma's four children have all grown up, but her grandchildren keep her active. Thelma is a member of Canadian Legion Pro Patria Branch 31. Her hobbies are dancing, swimming and traveling. Her plans for the future are to win “Loto Canada” and retire to California.

H. A. (HANK) TCHIR began with the Provincial Government in April, 1973 as a Weighmaster 1, he was previously employed at the local mill, Canyon Creek Forest Products, as a machine operator for 10 years. Hank is a longtime resident in Valemount and he is very active in the community. He belongs to the local Lions Club and is also a member of the Legion. Hank is married. He and his wife Rita have one son, Terry. Hank enjoys the outdoors and his hobbies include fishing, boating, hunting and baseball.

HELEN FONTAINE is Secretary to the Motor Carrier Inspector in Kootenai and her duties consist of typing, filing and answering questions from the public, both at the counter and over the telephone. Helen is married with four children and when time permits, she likes to read, sew, do stitching, crewel work, and fish at Doe Lake, 24 kilometres east of Winfield. She and her husband went to Las Vegas recently so no long trips are planned for the future.

BETH HARTMAN began with the Ministry in January, 1974 as a Clerk, when she had moved to McBride from Edmonton in 1972. Beth and her husband Vern have three children. Vern Hartman works for the Ministry of Forests in McBride. Beth enjoys spending her free time on the farm, reading, knitting, or handywork of any type. Beth is presently working as an Office Assistant 2, a position which she enjoys. She performs various duties including those of voucher clerk and she especially enjoys meeting the public.

GEORGE RAABIS has been the Mechanical Foreman with McBride Highways District for the past four years. He began with the Ministry in Rossland in 1970 as a Mechanic. He then went to Fort St. John and finally here to Tete Jaune Cache. George and his wife Florence live in Valemount and enjoy the beautiful scenery and the fresh mountain air, although George is always on the lookout for greener pastures! Most of George’s spare time is spent repairing his fleet of broken down Dodge products, rebuilding antique cars, camping, fishing and curling.

ED LARSON, Machine Operator 7, Vanderhoof District, was born in Cormor, Alberta and moved to Fraser Lake in 1930. Ed's interests include painting, hunting, prospecting and horseback riding. He would like to raise saddle horses as an outside interest.

NORMAN McNEE began with the Ministry in 1976 as a Machine Operator in the Tete Jaune Cache-Valemount area, McBride District. Norman is married and has one child. Norman is very active in the community playing hockey, baseball, and also does a lot of fishing in the many streams and rivers around the village of Valemount.

NORMAN McNEE began with the Ministry in 1976 as a Machine Operator in the Tete Jaune Cache-Valemount area, McBride District. Norman is married and has one child. Norman is very active in the community playing hockey, baseball, and also does a lot of fishing in the many streams and rivers around the village of Valemount.
BARRY PHILLIPS, Machine Operator 7, Quesnel District, began working for Highways in 1972. A native of Lacadena, Saskatchewan, Barry moved to the Quesnel area in 1973. Barry had considerable experience in road construction before joining Highways. He worked as a machine operator and was also a first aid attendant working on general construction projects. He also worked for the B.C. Forest Service in Prince George at the Tanker Base. Barry enjoys camping and travelling, also working on his hobby farm. His future plans include as much travelling as possible in his motor home.

LORNA KRAEKER started in February with Personnel Training and Safety at Headquarters in Victoria. Prior to that she spent almost three years in the Kamloops Regional Highways Office as an Auxiliary. Lorna is married with three sons. She grew up around Victoria and is looking forward to pursuing her interests of camping, fishing, swimming and team sports. Lorna played volleyball and softball with the Kamloops Highways “B” team and is looking forward to the coming softball season in Victoria.

JACK ANDERSON is Foreman 1 in the Vernon Highway District. Jack started in Wells with Highways. Before that he spent some time working the gold mines near Barkerville, Jack moved to Vernon in 1960 and was a grader operator until his recent promotion. He is a member of the search and rescue unit. His hobbies include skiing, fishing, gold panning and cabinet working.

FRED PAULKNER, District Office Manager, Dawson Creek District, began in government service in the Liquor Distribution Branch as Accounts Clerk in 1974 in Victoria. In 1975 Fred went to the Companies Office, as at that time under Ministry of Attorney General. From 1976-1979 he was Accounts Clerk at Attorney General Headquarters and then was successful candidate in 1978 for Office Manager Trainee position in Merritt. From Merritt he relieved as Office Manager and Timekeeper in the Okanagan, Kamloops and 100 Mile House District. In late 1980 Fred was the successful candidate for the Office Manager position in Dawson Creek. Fred is married with one daughter who is one year old. Some time activities include reading, cross-country skiing and gardening.

TINA BATTISTELLA, Clerk 3, Kamloops District, began work with the Ministry in June, 1978 as Office Assistant 1. Tina is single but plans to be married in the near future. She enjoys water-skiing, cross-country skiing, cooking, crafts and reading. She also plays on the Highways softball team. She travelled to Europe in 1979 and is planning a trip to California in August of this year. Tina has a first year secretarial arts certificate from Cariboo College.

JACK OAKLEY is the Yardman in the Fort St. John District. He began with the Ministry in March, 1963 as a truck driver, then in 1964 he took over the yardman duties. He used to work for oil companies and logging companies during the winter, and do some farming during the summer months. Jack is married with two sons and they enjoy their farm near Cecil Lake. He also enjoys bowling and watching the local hockey games.

JOHN ADANK, Property Negotiator, Property Services, Victoria, was previously employed in real estate industry for several years in Victoria. He joined the Ministry as Property Negotiator in Region 4, at Dawson Creek District Office. His new job at Victoria is assisting the Senior Property Negotiator with status roads within Indian Reserves. His interests include most sports with a little travel.

SHIRLEY DECKER, Engineering Aide in the Quesnel District Office, joined the Ministry in 1977. Shirley studied general drafting at the College of New Caledonia in Prince George. She enjoys drafting and plans on making it a career. Before starting work in the District Office she was a flagperson for the Ministry. In her spare time she enjoys drawing, painting and bowling. She plans to take up golf in the near future.

CAROLINE LANNON is Clerk 3, Kamloops District Office. In April, 1975 she began work for the City of Vancouver Welfare Department. In January, 1981 Caroline made a transfer to the position of Clerk 3 in Kamloops. She enjoys travelling, reading and sewing. Her favorite places are Florida and Acadia. Caroline and her husband enjoy the interior as they found Vancouver too wet, too busy.
ABOUT PEOPLE...

VAL LEHINS, Machine Operator 1 A, Quesnel District, started with the Ministry in 1975 as Auxiliary Labourer. He was born in Latvia, moved to Kelowna, B.C., when he was six years old. He grew up in the Kelowna area and moved to Quesnel in 1973. Before joining the Ministry, Val worked in the logging industry as a feller, and later as a skidder operator. He worked for the B.C. Forest Service, and also worked for the Department of Agriculture. He enjoys skiing, hunting and fishing. His favorite hobby is wood-working.

BILL HARRISON, Weighmaster, Kamloops South Scale, worked eight years with the country police in Cheshire, England, before deciding to move to Vancouver in 1966. A marine engineer by profession, he worked two years with the Ministry of Forests and two years with the Federal Fisheries Department before joining the Commercial Transport Division. Bill has a ranch and commutes to and from work each day, a total of 140 kilometers. He is married with two children and besides farming as a hobby, he enjoys reading and fishing.

When the Region 2 Mixing Plant was disbanded, DOUG CHESTER transferred to the Winfield area of the Kelowna District as a Machine Operator. Doug, who is single, formerly lived in Kamloops, but he has travelled the region extensively with the mixing plant. He has been with the Ministry for eight years and is looking forward to getting established in the Okanagan so that he will have more time in for his favorite pastime, fishing.

IVAN ROBERTSON, Hydroseeder Foreman in the Nelson Region, started with the Ministry as a Machine Operator. Doug, who is single, formerly lived in Kamloops, but he has travelled the region extensively with the mixing plant. He has been with the Ministry for eight years and is looking forward to getting established in the Okanagan so that he will have more time in for his favorite pastime, fishing.

DENNIS JOHNSON, Driver Examiner, Richmond Motor Licence Office, joined the Motor Vehicle Branch two years ago. Born in Winnipeg, Dennis is a graduate of the University of Manitoba with a BA in regional planning. He worked with the Manitoba Parks Branch prior to coming to British Columbia three years ago. Dennis is married and is in the process of buying a house. His hobbies include photography, skiing, hiking and fishing. He has taken the defensive driving course and is currently taking business management courses from BCIT.

FREDA BEBEK, Office Assistant 2, Kamloops District, has been with the Ministry for her fourth year with the Ministry. She began work with the Ministry of Environment, Water Rights Branch, in 1976 and in 1977 started work for the Ministry in Geotechnical and Materials Testing and also Paving Branch as an Auxiliary. In 1979 she won the competition for Office Assistant 2 Kamloops. Freda enjoys travelling, oil painting, gardening and taking extra courses. She is married and has four children. She moved to Kamloops in 1947 and she enjoys learning more about Kamloops District.

Pauline Hall is an Office Assistant 2, Golden District office. Pauline comes from Saskatchewan and was employed as a Clerk-Typist with various government offices including the Public Service Commission and Culture and Youth. She moved to Golden in December, 1979 and worked for the Ministry of Human Resources as Acting Office Manager until November, 1980 when through competition she won her present position. Pauline is married with one son and spends any free time working with ceramics, crocheting and is quite active as a soloist.

REGINA WHITEHORN, Clerk 3, Richmond Motor Licence Office, was born in Montreal and came to British Columbia in 1960. She joined the Government Agent’s Office in Kelowna in April, 1973 then transferred to the Prince George Motor Licence Office where she remained three years before moving to Richmond. Regina’s interests include gardening, singing in the United Church choir in Delta, looking after her five cats and three dogs and most important she is planning to be married within the next year.

MOE DANSHIN, Office Assistant 1, has been with Kamloops District Office since November, 1980. Moe is from Ocean Falls where she worked for the Ocean Falls Corporation for seven years. The paper mill closed down in June, 1980. Moe and her husband travelled around B.C. all summer looking for a place and Kamloops won out. Moe says she doesn’t have too many hobbies but enjoys walking and cycling around Kamloops. She has a great sense of humor and spends her weekends catching up on the sleep she loses during the week.

LLOYD MOORE, Foreman A, Quesnel District, began working for the Ministry permanently in April, 1956 as a Foreman 1 at Kitwanga in the Smithers District. Lloyd worked for the Ministry on a seasonal basis for four years prior to 1956 as a grader operator and truck driver. Before joining Highways Lloyd worked in the logging industry and farming. He was a volunteer foreman for eight years at Smithers and also drove the ambulace. He enjoys snowmobiling and woodworking in his spare time.
JAMES URLACHER, Machine Operator, Fraser Lake foreman area, Vanderhoof Highways District, was born in Barrie, Ontario. He moved west with his family and after a short time on Vancouver Island moved to Fort Fraser, settled on acreage and started a hobby farm. Jim's hobbies are varied and include coaching speed skating, softball, lacrosse and hunting.

DALE KLEIN, Machine Operator 3, Quesnel District, began working for the Ministry as a Labourer in 1971. Dale took a pavement patching course, and was on the patching crew for several seasons. Born at Loon Lake, Saskatchewan, he moved to the Quesnel area in 1952. Before joining the Ministry he worked for Weldwood of Canada at the plywood division in Quesnel as a loader operator. Dale enjoys camping and fishing, and also customizes vans.

MIKE STOOCHNOFF started with the Grand Forks District survey crew in September, 1980. Mike, an auxiliary, is an Engineering Aide 2 and assists the survey crew in draughting. He enjoys flying, portrait sketching, mountain climbing, photography and dancing.

Golden District Highways staff, left to right, Merv Frank, District Co-ordinator; Pauline Hall, Office Assistant 2; Clay Carby, Engineer Aide 3; Colleen Haller, Office Assistant 2 Voucher Clerk; Rachel Thompson, Clerk 3 Timekeeper; Aubrey Blishen, District Office Manager; Bev Green, District Technician; Brian Austin, Engineer Aide 2 (draftsman). Missing from photo is Harry Ronmark, District Highways Manager and Cheryl Hughes, Office Assistant 1.

Dave Kilpatrick, left, and Jim Baker are two Driver Examiners who work out of the Kamloops Office. Jim spent 21 years in the RCAF in Motor Transport prior to joining the Motor Vehicle Branch 14 years ago. He is married with a family and his interests include local history and enjoying the great outdoors. Dave has been with the Branch three years. Previously he worked with the B.C. Highway Patrol. Dave is single and enjoys backpacking, climbing, canoeing, skiing and snowshoeing.

Part of Dawson Creek District office staff taking time out to pose for RR & C cameraman. Left to right, Doreen Meerman, Auxiliary Office Assistant 1 who aids in Timekeeping; Linda Schaub, Office Assistant 2, Steno; Inge Cameron, Office Assistant 2, Maintenance Management Clerk; Janet Aune, Auxiliary Office Assistant 1, who has been working as hired Equipment Clerk, and aiding in Timekeeping; and Fred Faulkner, Clerk 6, Office Manager.
MINISTRY BOFFINS PROVIDE WIDE VARIETY OF TECHNICAL AND SCIENTIFIC EXPERTISE

Geotechnical and Materials Engineering Branch may be a puzzle to the layman but to the other branches of the Ministry it has the experts called in when the road gets rough.

And it wasn't for this Branch of Highways Engineering, located partly at Victoria and partly in the six highway regions throughout British Columbia, highways in the Province would not be up to the standard they are today.

Heading the Branch is John Kerr, an engineering graduate of the University of Edinburgh and a man with considerable experience, including the construction of airfields in the Middle and Far East. The Branch is broken into three areas with a supervisor for each one. Frank Money is in charge of field operations (based in Burnaby), John Hovdzanski is responsible for technical services, and Larry DeBoer looks after geotechnical design and terrain evaluation. The latter two are based in Victoria. In addition, the Director is responsible for the six regional offices of the Branch, each headed by a geotechnical and materials engineer, who in turn has a staff of 24 experienced engineers, technicians and engineering aides. Each regional office carries out a variety of projects including the locating of graveled deposits, design of pavements, the repair of landslides and road backslope failures. Other responsibilities include the prevention and repair of rock slope movements and the quality assurance of manufactured materials such as metal culverts or lumber products. Each office is comprised of an engineering design section, a testing lab, field inspection section and local field operations.

Functions carried out by each of the three major areas are described as follows:

Field operations people look after the drilling and geophysical field investigations which determine the materials and conditions existing below ground. To carry out these duties they may use specialized drilling and testing equipment or any ground resistivity and electromagnetic sensing. This means that underground conditions are mapped by a specially trained staff and then passed to the terrain evaluation section. There is also a group specializing in the scaling of highrock slopes and rock slope design.

In the terrain evaluation and geotechnical design section, underground mapping, airphotos, geological studies and site visits are used to prepare reports for other branches of the Ministry. Such reports may be on natural hazards to proposed subdivisions, bridge foundations, highway fill stability, problem areas in new highway locations or repair to large earth movements. Any of the regional branches may request aid and advice from the staff of the terrain evaluation and geotechnical design groups.

The technical services section consists of two areas of operation—the testing group and the special projects group, both located at 324 Kingston Street in Victoria. The two groups work closely together in developing and maintaining new test methods, new test equipment and new ideas. For examples, the traditional testing method of “breaking” samples is steadily being replaced by either non-destructive testing methods or by techniques that use very small amounts in the testing process. The lab section uses both an infrared spectrophotometer and a gas chromatograph to quickly “fingerprint” paints. (The “fingerprint” will tell the tester if the paint is bad and needing more investigation.) And the special projects group may provide answers to such problems as use of low quality gravels to build good pavements or the development of rapid hardening concretes for use on bridge decks.

In the construction of a new highway, Geotechnical and Materials Engineering is usually involved at the beginning and the end. Design and Survey Branch select the site for the route and the GM Branch is then called in to assess the conditions for safety or engineering difficulty. They may warn that an extremely expensive facility is required because of soil, rock or avalanche conditions.

The Branch had its early beginnings as a two-man team at UBC in 1952. Later, headquarters was moved to the basement of the Douglas Building and when staff outgrew the facilities in 1956, personnel were moved into a brand new laboratory and office complex at the corner of Kingston and Oswego Streets.

Testing of clays, gravel and concrete in the early days was of a simple nature but with the demand for highways increasing, the Province was divided into regions and by 1962 there were four regions set up to handle their own roadwork. Today, with six regions, there are Geotechnical and Materials Testing offices located in Burnaby, Kamloops, Nelson, Prince George, Terrace and Nanaimo. These offices assist the 38 highway district offices with their problems. The Geotechnical Branch has grown from two employees to approximately 180 including some 60 auxiliaries.

To keep up with advanced technology, personnel employ the latest equipment and interact with the four western provinces through W.A.C.H.O. (Western Association of Canadian Highway Officials), the rest of Canada through R.T.A.C. (Roads and Transportation Association of Canada) and informally with the Federal Highway Administration in the Northwestern Region of the United States. Researchers have included reinforced earth studies as well as studies of the latest field test equipment. Several pieces of special testing equipment have also been developed by the Branch in cooperation with the University of British Columbia, the B.C. Research Council and with other provinces.

In the field of bridge redecking, Branch studies in resurfacing of concrete bridge decks with concrete have contributed substantially to technology. Also the lab testing and practical work carried out on the placing of epoxy-asphalt on steel deck bridges has become of interest to the world.

Other than seeing a detour sign and a bunch of men and equipment strung out along a highway, the public knows little of the work carried out by these highly qualified government employees. This is unfortunate but it doesn't deter their team spirit, perhaps because they know they are good at their jobs, and receive their satisfaction at night when they drive home on pavement that they had a hand in building.

Warren George, Engineering Assistant, inspecting a permeameter used for testing rate of drainage of soils and gravel deposits.
Terry Kirkbride, Electronics Technologist, right, and Ben Huber, University of Victoria Physics Co-op student, studying automatic recording equipment for triaxial systems.

Steve Geddes, Technician 1, bottom, and Ben Wong, Engineering Aide 2, top, use Riehle tension machine to test panels for Lions Gate Bridge redecking.

Clive Dawson, Engineering Aide 3, left, and Russell Raine, Lab Technician 4, using gas chromatograph to analyze paint samples.

Judith White, Engineering Assistant 4, left, and Brian Fong, Engineering Aide 3, using triaxial testing equipment to measure strength of soil samples.

Engineering Aide, Dave Crafts, looks for parts in the storage bins.
Gus Flogum and friend clearing snow at the Southbank ferry terminal on François Lake in the 1930's. The name on the boat is "Comet".

This very interesting photo was supplied by Dave Foster, Field Editor for the Burns Lake District.

This picture taken in 1926 is of the first Department of Public Works truck, which was located in Deroche, about 16 kilometres north of Mission, B.C. Jim Stretch, Highways worker, and his sons pose in front of this Federal truck.
The upper picture shows the East Pine reaction ferry in the Spring of 1946 carrying the Fargo pickup S-2. The ferry, which began service in June 1940, was built to move men and supplies to the Provincial Department of Mines oil well project at Commotion Creek 145 km (90 miles) west of Dawson Creek. Later the ferry was used to move coal from the Hasler Creek mine and to transport equipment and supplies for construction of the Peace River Highway. The ferry was used until October 4, 1947 when East Pine Bridge No. 1174 was opened to traffic. The lower photo shows the 214 metre (701 foot) Warren deck truss bridge shortly after opening with the East Pine ferry up on the bank for dismantling. Before the ferry was installed settlers and trappers on their way to Little Prairie (Chetwynd), Jackfish Lake, Moberly Lake and Commotion Creek had to use two aerial basket ferries—one over the Murray River and the other over the Pine. While they were of benefit to the settlers they were not very convenient. Because the rivers were frequently too swift and too deep to ford with a wagon, a settler had to unload it and take it apart, slinging the parts beneath the ferry basket. The settler then had the choice of reassembling the wagon or packing both freight and wagon parts to the second ferry. He had to swim his horses across. Before the installation of the basket ferries, private boats or canoes were employed as ferries. Even then the settler's wagon had to be taken apart and transported in pieces. At that time the site was known as Palmer's Crossing. (Pictures and story by Frank A. Clapp.)
TRAINING AND SAFETY . . .

KAMLOOPS DISTRICT WINS REGION 2 SAFETY AWARD

The Annual Region 2 Safety Awards banquet was held in Kamloops March 27, 1981. The Roy McLeod Trophy was presented by Minister of Transportation and Highways Alex Fraser, to Steve Sviatko, Kamloops District Highways Manager. The trophy is for the Lowest Accident Frequency Rate.

The award for the Most Improved District was presented by Pat Carr, Executive Director of Operations, to Willard Keitz, Chairman of Kamloops District Safety Committee. The Lowest Disabling Accident Frequency Award was presented by Roy Gittins, Regional Highways Engineer, to Jim Stevens, District Highways Manager for Vernon. The Lowest Vehicle Accident Frequency Award was presented by Dave MacVicar, Regional Maintenance Operations Manager, to Garth Camillie representing Regional Services Crews. Dave Grant, Co-ordinator of Health and Safety Programs, was present to congratulate Kamloops District on their achievement. In 1979 Kamloops placed last in the Province and in 1980, the district was third place overall.

SAFETY AWARDS BANQUET — REGION 6

On March 27, 1981 the Region 6 safety banquet was held in Nanaimo and all who attended enjoyed an evening of fun and relaxation. The awards portion of the banquet was short and concise with the following presentations: The Best Housekeeping Award, to the Nanaimo District, was accepted by Gaylord Merkel, Foreman, Cassidy; the Most Improved Branch Award, to the Construction Branch, was accepted by Al Nesting, Project Supervisor; the Lowest Branch Accident Frequency Award, to the Paving Branch, was presented to Bob King, Project Supervisor; the Lowest District Accident Frequency Award, to the Nanaimo District, was presented to John W. Morris, District Highway Manager, the Lowest Vehicle Accident Frequency Award, to the Nanaimo Regional Crew, was accepted by Dick Haworth, Regional Driver Trainer; and the Most Improved District Award, to the Nanaimo District, was presented to Frank Rizzardo, District Technician.

GIBSONS—REGION 1 WINNER

The Region 1 Annual Safety Awards banquet was held in Gibsons on March 13 when the Gibsons District received the award for the second consecutive time. P. J. Carr, Executive Director Operational Services, representing Headquarters presented the award to the Road Foreman Joe Profili who accepted the award on behalf of the District. R. W. Veitch, Regional Maintenance Operations Manager, presented the Good Housekeeping Award to Mike Barcelone, Chairman of the Gibsons District Health and Safety Committee.

At a later banquet in North Vancouver, R. G. Harvey, Deputy Minister, presented the Branch Award to Gordon Galting, Regional Superintendent, Design and Surveys, and Norman Hester, Regional Survey Supervisor, who accepted the award on behalf of the Design and Survey Branch. R. W. Veitch presented the Achievement Award to the Chilliwack District and it was accepted by the Chilliwack Occupational Health and Safety Committee, T. R. Yearsley, Regional Mechanical Superintendent presented the award for the lowest vehicle accident frequency to John Bolleman, Hope Technician, and Babe Rollheiser, Trainer Operator who accepted the award for the Chilliwack District.
The Region 3 Annual Safety Award banquet and dance convened in Grand Forks on April 24. One of the highlights of the evening was the presentation of the Minister's trophy, for the fourth consecutive time, by P. J. Carr, Executive Director Operational Services to W. M. Sproul, Regional Highway Engineer. Mr. Sproul presented the Regional Safety Award to H. L. Good, Grand Forks Highway District Manager, who accepted the award on behalf of the district employees who won the award two years previously.

The Achievement Award for the most improved district was presented by Regional Maintenance Operations Manager H. J. Kelsall to the Golden District—the award was accepted by Highway Manager, H. A. Ronmark. The Regional Branch Award was presented by Headquarters Training and Safety Officer A. F. Park to K. Towill who accepted on behalf of the Geotechnical and Materials Testing Branch. The award for the lowest vehicle accident frequency was presented by Sgt. B. Rasmussen, of the Grand Forks Detachment, to T. Blaine, R. Capnerhurst and J. Pasco who accepted on behalf of the Grand Forks District.

Regional Mechanical Superintendent R. E. Johnson presented the Art Irving Award to Bud Mark and Phil Froman who accepted the award on behalf of the Rossland District. The Golden District won the Good Housekeeping Award presented by retired Highways Manager W. G. Helmsing to A. Lutsky and C. Henderson.

Another noteworthy presentation was made by Workers' Compensation Board Inspector I. R. Allardyce to Ray E. Byhre of the Beaverdell crew of a Bravery Award, for details see accompanying photo of the presentation. Mr. Carr also presented Silver Safety Council Awards to crews from Beaverdell and Rock Creek and the Grand Forks garage crew. He also presented an Award of Honour to Jack Leslie and Ray Potter who accepted the award on behalf of the Greenwood crew.

Left to right, back row, Ron Mack, Regional Safety and Health Officer; Ray Capnerhurst, Sign Maintenance Manager; George Lobay, Shop Foreman, Grand Forks; Ted Blaine, Machine Operator, Rock Creek; Chuck Henderson, Senior Road Foreman, Golden; Ed Ackerman, Machine Operator, Beaverdell; Harry Ronmark, District Highways Manager, Golden; Norm Schuler, Mechanic, Golden; front row, Bud Mark, Chairman Safety and Health Committee, Rossland; Ken Towill, Field Inspector Technician, Geotechnical and Materials; Jack Leslie, Foreman, Greenwood (retired); Bill Helmsing, retired District Highways Manager, Bill Watson, Foreman, Rock Creek; Hunter Good, District Highways Manager, Grand Forks; Roy Byhre, Machine Operator, Beaverdell; Roy Potter, Foreman, Greenwood.

W. M. Sproul, left, accepts the Minister's Trophy from P. J. Carr. With this presentation Region 3 won the trophy for the fourth consecutive year.

BRAVERY AWARD

Roy E. Byhre, Machine Operator, left, Beaverdell crew on the Grand Forks District, left, accepts Bravery Award from Workers' Compensation Board Inspector I. R. Allardyce. A fellow worker, attempting to burn a large pile of brush, thought the fire was out and tried to re-ignite it by using saw gas. The burning gas splashed on the worker's clothing and when Roy saw what happened, he tackled the man to the ground and smothered the flames with dirt and his own body. The worker suffered burns to the head, face and neck but they would have been much worse but for the presence of mind and alert action by Roy. The Bravery awards committee came to a unanimous decision for the recommendation of a Parchment Award, with a cash award of $1,000.
DEREK HAMLET, Field Training Co-ordinator, recently joined the Training and Safety Section of the Personnel Programs Branch as a Field Training Co-ordinator to assist the section and Regions with determining training needs, program development, organization and evaluating the effectiveness of the highway technology training program. He is a native Victorian, a U.B.C. graduate with a B.Sc. degree and a diploma in adult education. Derek has had a most interesting career prior to joining this Ministry with several years formal classroom teaching both in Canada and in Malaysia and more recently as a Co-ordinator, Orientation Department for Canadian University Service Overseas (C.U.S.O.). Derek is married with two daughters and we understand he plays a mean flute.

ALBERT HANSON, Surfacing Operations Paving Branch, Vernon District. A long time service truck operator with surface seal crews, Albert has successfully written and qualified for his heavy duty mechanic’s certificate this past winter. Albert is one of several who took the course and his example is an encouragement to others in his position.

A recent seminar for sign crews was held at Kamloops. Left to right. Len Fong, Sign Technician, Traffic Branch, Victoria; Tom Armitage. Sign Maintenance Man, Merritt; Archie Scott, Sign Maintenance Man, Kamloops; Larry Patterson, Engineering Assistant, Vernon; Dan Hawe, Regional Stockman, Kamloops; Al Schulte, Sign Maintenance Man, Salmon Arm; Doug Hecker, Regional Maintenance Systems Technician, Kamloops; Bob Coe, Sign Maintenance Man, Lillooet; Jack Vosny, Sign Maintenance Man, Kelowna; Howard Ware, Sign Maintenance Man, 100 Mile House; Dave MacVicar, Regional Maintenance Operations Manager, Kamloops; Bill Toews, Sign Maintenance Man, Penticton; Gord Damgaard, Sign Shop Manager, Victoria.

David Unruh, Communications Technician at Cloverdale receiving his Certificate of Apprenticeship after completing four-year apprenticeship in electronics-radio communications. Garth Shearing, Communications Engineer, left, presents the certificate on behalf of the Ministry.

Region 4 recently presented Level 1 certificates to seven highway technology training program students. The certificates were presented by Les Broddy, Regional Highway Engineer, at a luncheon held in Prince George. Jack Fredrickson, Headquarters Training Officer, and Joan Cooper, Co-ordinator of Directed Study Programs, B.C.I.T. were also present to congratulate the students. Left to right, Doug Elliot, Engineering Aide 3, Vanderhoof; Tracy Cooper, Engineering Assistant, Quesnel; Ed Brenner, Engineering Assistant, Vanderhoof; Bob Standen, Technician 3, Design and Surveys; Otto Pflanz, Engineering Aide 3, Paving Branch; missing from the picture is Swetlishoff, Engineering Aide 3, Prince George.

Phil Strandslund, Mechanic 2, Fort St. John, right, is being congratulated and presented with his Certificate of Apprenticeship and Certificate of Qualification by L. Harding, Mechanic Foreman. Phil started with the Ministry in 1974 working as a serviceman. In 1976 he started his Heavy Duty Mechanic Apprenticeship with the Ministry in Williams Lake, and completed it in Kamloops, after which he was transferred back to Fort St. John as a Journeyman Mechanic.

Mechanic Foreman, Roger Reiniche and Lee Ainsworth are shown congratulating Dave Parks, centre, upon receiving his Certificate of Qualification and Certificate of Apprenticeship in heavy duty mechanics. Dave started with Highways in Merritt in 1976. In 1978 he started his Heavy Duty Mechanic Apprenticeship with the Ministry in Williams Lake, and completed it in Kamloops, after which he was transferred back to 100 Mile House to complete his apprenticeship. He is presently with the Prince George District crew as a Mechanic 2.
Metric Irritating for Some, Easy for Others, Inevitable for Everyone

After 3½ years of metric experience in the Ministry, Gordy Nickells, Metric Coordinator in Victoria, is still asked: "Why are we going metric? Why not just retain the Imperial system of measure?"

The obvious answer is that it is the policy of the national government and the provinces. But apart from that Gordy is enthusiastic about its many advantages, particularly in the engineering field. The most obvious of these is the decimal.

He points out that to convert from a smaller unit of measure to a larger, or vice versa, it is necessary only to multiply or divide by 10, 100 or 1,000. For the ordinary person, there are only six things to learn: metre, litre and gram and the prefixes milli, centi and kilo.

"With the combinations of these, you can measure anything—distance around the world or the diameter of a split hair, the mass of a mountain range or the mass of a feather, the volume of a water droplet or the volume of the oceans," Gordy says.

He points out that most people have used the Imperial system for a lifetime and they still know only a very small part of it. How many cubic inches in a cubic foot? How many furlongs in a mile? What is the difference between a statute mile and a nautical mile? Only the most basic Imperial units have been used by the ordinary citizen and the same will be true of metric units.

Another advantage of the metric system, Gordy says, is that the prefixes determining the size of units are the same whether the units denote linear measurement, area, volume or mass. There is, therefore, far less to remember in the metric system.

Gordy agrees that if you are over 20, you have probably been brought up with the Imperial system and find it difficult to think metric in everyday life. It is one thing to use metrics in calculation, or for cost estimates, but to actually think in metric units in day-to-day living is difficult. While it is better not to "convert" to and from Imperial, here are a few tricks if you must.

If you know the number of miles per gallon that your car travels, divide this number into 280 to obtain the number of litres per 100 km, the metric way of assessing your car's performance.

If you are having trouble with temperatures remember that 68 and 20 in Fahrenheit numbers, are 20 and 30 in Celcius.

Then there is the "ten per cent rule of thumb." One metre is 10 per cent longer than one yard, one litre is 10 per cent less than one quart, one kilogram is 10 per cent more than two pounds and one tonne is 10 per cent more than one short ton.

Maybe you have developed one or two tricks yourself. If so, Gordy suggests that you share them with your fellow workers. Write to Gordy Nickells, Office Manager and Metric Coordinator for the Ministry of Transportation and Highways, Design and Surveys Branch, 4th Floor, 940 Blanshard Street, Victoria, B.C. V8W 3E6.

Motor Vehicle Personnel Rescue Endangered Motorist

Fast action of three Motor Vehicle Branch inspectors helped save a woman trapped in an overturned car after an accident which claimed the life of a male companion.

The rescuers—Bill Hunter, of Nanaimo, Gene Maydiniuk, of Vancouver, and Frank Kennedy, of Richmond—pulled the couple from the auto after it went over a bank 12 miles from Chetwynd.

The three Ministry Inspectors had been checking school buses in the Chetwynd area and were travelling by truck to Dawson Creek when they saw the oncoming late model car spin out of control on the icy highway and slide, over a 3.6 metre bank, coming to rest upside down in 30 centimetres of water.

The male occupant was unconscious and the woman was struggling to free herself from her seat belt. Bill and Frank managed to haul him up the bank where they wrapped him in sleeping bags. The woman was then cut free and helped to safety.

In the meantime, the trio managed to stop a van which had a CB radio and a call was sent out for an ambulance, which arrived 20 minutes later. The woman was treated for shock, a bump on her head and a cut hand.

Her companion, who had not been wearing a seat belt, died of internal injuries 15 minutes after being admitted to the Chetwynd General Hospital.

"A seat belt probably would have saved his life," Frank said later.

A half-hour videotape documentary has been produced for the Ministry's Air Services Branch highlighting its various roles including air ambulance, aerial photography, aerial surveys, dispatching, recording venture, ground training of engineers and the air training of pilots.

The film will be shown during conducted tours of the hangar, aircraft and equipment for school children and community groups, and during talks given outside to local service clubs and other organizations. In addition, it will be used at the Abbotsford Air Show each year where the Air Services Branch features a static aircraft display. Shot sequences for the documentary were coordinated by Branch Operations Manager, Jack McNeill, with production by the Provincial Secretary's Videotape Production Centre. Shown planning the documentary are, left to right, Derek Gardner, Producer (Government Media Centre); Penny Gibbs, Production Assistant; Charlie Shaw, Information Officer Transportation and Highways and Jack McNeill, Operations Manager, Air Services Branch.
EXTRACURRICULAR ACTIVITIES . . .

Yup, stranger, behind that facade is the Vemon District’s entry in the VeT/IOn Winter Cam ival’s best-decorated office competition. Nope, stranger, our crew didn’t win but they sure had a heck of a lot of fun trying. Lined up before Pothole Palace (who dreamed that one up?) are from left, leaning on the horse, Les York, Jim Steven, Donna Winters, Walter Ulansky, Jim Chenoweth, Enid Erfle, Larry Patterson, Sally Earl and rear view of another unidentified horse.

The 10th Annual Region 2 Men’s Bonspiel was held in Kamloops on April 3rd and 4th. A Event winners from Kamloops were, left to right, Dave Schleppe, Skip; Laing Shimmin, 3rd; Brian Walls, 2nd; Rodney Chapman. Lead & Event winners were: Ivan Leepart, Larry Franson, Ken Pow, and Rick Odenbach. C Event winners were: John McNee, Bruce Chisholm, Morgan Sheremetu, and Rick Anderson.

Motor Vehicle Branch Holds Golf Tournament

Victoria staffers from the Motor Vehicle Branch held a successful golf tournament April 11, 1981 at the Cedar Hill Golf Course. After only three lessons, LINDA AVRAM of the Transportation accounts office came away with the Ray Hadfield Low Net Trophy with a score of 64. Other winners were Mike Sullivan of Motor Vehicle Inspection, winner of the Pierce Davey Low Gross Trophy. A new perpetual trophy for Ladies Low Gross donated by Joyce Pollich of the Superintendent’s Office was won by Debbie Betts of the Menzies Street Issuing Office. June Byers won her own Ladies Low Net trophy, The Bob Whitlock Trophy for 2nd Low Net was won by Ronald Duhle. The Al Rhodes Trophy for 2nd Low Gross went to Glen Standen. The Glen Barter Trophy for Longest Drive was won by Art Carey. The Art Price Trophy for Hidden Hole High Score was won by Vivian Esplen. Mike Brodie won the Gerry Brown Trophy as the Tail-Finder. Other winners were Ken Long, Gail Hume and Adeline Marchaller, winners of the KP (Closest to the Pin) Hole on 6th, 13th and 15th.

Lion’s Gate Bridge Console Operator Wins Many Awards

De Verne Webb can’t read a note of music. But country music fans across North America say he produces some of the sweetest, down-home, toe-tappin’ fiddle music you’ll ever hear.

Verne, Console Operator at the Lion’s Gate Bridge, Vancouver, has been with the Transportation and Highways Ministry for nine years, seven of them as an Inspector with the Motor Vehicle Branch.

His musical career started early.

Verne was only nine when his father introduced him to the fiddle and three years later, he was a guest on a local radio show in Truro, N.S.

The station manager—he recognized talent—promptly offered Verne his own show and it ran for five years.

Verne played with the best, including Don Messer, in those days and started playing competition fiddle when he was 20.

He and his fiddle, a 1712 copy of a Stradivarius, have never looked back.

Country music fans have heard Verne perform on Vancouver’s CKWX with the Down Easterners, formerly known as Maple Sugar and Blue Grass and his trophy collection grows year by year.

In 1967 he took first place in the Lower Mainland fiddle championships and won the Provincial Government’s Centennial Championship Contest and a trip back east to compete in the Canadian championship.

He finished in the top six then it was on to Boise, Idaho where he again finished in the top six in the American National Finals against the world’s top fiddlers.

Verne took first place in the 1978 International Top Canadian contest and was first again in the 1980 Canadian Open Fiddle Competition.

His latest honor came this year at Haney when—right, you guessed it—Verne again won the Canadian Open Fiddle Competition.

Headquarters 5th Annual mixed shorty curling bonspiel was held in January with 24 rinks entered. Shown here is the winning rink skipped by Doug Dodge. Left to right are Doug Dodge, Barbara Beangard, Lead; Mary-Lyn Rimer, Third, and Keith Malcolm, Second.
MISCELLANY . . .

CAR TIPS FROM GERRY

From Gerry Brown, Manager of the Motor Vehicle Inspection Division

High costs sometimes encourage us to defer routine car checks, but we should ask ourselves if we can really afford not to have them done. Leaky mufflers, poor starting, frayed fan belts, worn tires—these items can all be repaired before there is real trouble.

It is also good policy to circle check your vehicle daily to find if all lights work including turn signals, or to check for a flat tire. Also, on frosty mornings make certain you clear all windows before starting off. These may sound like little things, but it could mean the difference between tragedy and a safe trip.

Remember, a safe, dependable vehicle is one essential ingredient of a safe driver.

OBITUARY

FRED HORKOFF died in Kelowna General Hospital on December 17, 1980 after a lengthy illness. He was a Machine Operator 3, Kelowna District. Fred began with Highways in January, 1965 and was two weeks short of his 50th birthday at the time of his death.

REX BREWER, Portable Weighmaster, Terrace, died on January 28, 1981 at the age of 55. Rex began his weighmaster career at Haig Weigh Scale in September, 1973 and transferred to Terrace as a Portable Operator in June, 1978. He is survived by his wife Dona and five children.

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New sander and plow racks were constructed by District crews in the Fernie, Jaffray, and Sparwood yard sites in 1980 using surplus H-Pile. The three metres wide, three metres high and 23 metres long sander and plow rack in the Fernie yard site enables operators to attach sanders and plows more readily and efficiently. The roof will eventually be sheeted in to keep snow off the plows and sanders.

Four Childers Porta-Tank asphalt oil units each of which has a capacity of 76,000 litres. These units have their own storage heating units incorporated into the frame and were brought from Albuquerque, N.M., where they were built. They are being used all over B.C. by Ministry paving crews and are stored at Vernon over the winter.

De Verne Webb, Console Operator on the job at the panel which controls the traffic lights on the Lions Gate Bridge and entrance way through Stanley Park. During the morning rush hour two of the three lanes are green for southbound traffic, and in the evening rush hour, two lanes are green for northbound traffic. Additional changes required by maintenance of the bridge or by accidents are also a regular part of the console operator's responsibilities.

Roger Hawks, Apprentice Mechanic, fourth year, from Prince George at work installing piston rings in the Cloverdale mechanic shop.

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Nanaimo District's ability to handle an emergency was shown during the days after Christmas when a rain storm played havoc in various areas. This was the washout of Meade Creek Bridge on Youbou Road. The raging creek swiftly carved out and undermined the west abutment of the concrete-steel structure. The District Bridge crew under the direction of Bridge Foreman Ray Kuharski quickly started construction with Acrow panel Bridge and the road crew built the detour. Bridge and detour are still in use pending the repairs to the permanent bridge.

Owing to increased traffic and vehicle weights the wooden "King Truss" bridge crossing Deep Creek was replaced with a new concrete double lane bridge. Narcosli Bridge, 24 km south of Quesnel on route 32, is on the west of the Fraser River. The single lane wooden bridge, right side of photo, was built in 1957 by Bob McLarry and his crew. "H" piles were driven into the creek bed to a depth of six metres. The precast concrete stringers 12 and 18 metres long were put into place by using two cranes from Prince George. With the 44 and 66 tonne cranes in position the stringers were lowered onto the caps which had been prepared and poured by the Quesnel District Bridge crew. Because of their length and weight, the stringers were transported from the coast on special expando trailers.

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The Kelowna District bridge crew under the direction of A. A. Talbot, Headquarters Bridge Branch, undertook the replacement of the existing timber and pile bridge over the Oyama Canal at Oyama with a concrete and steel bridge. Because of the confined working area a Bailey bridge had to be installed so that the piles, concrete caps and concrete abutments could be constructed without any undue delays to the public. Once half of the precast deck beams were placed, two 35-ton hydraulic cranes were used to lift and remove the Bailey bridge and place the remaining stringers. The whole operation of removing the Bailey bridge and placing the last 15 beams took less than six hours and the public traffic was delayed for only one hour while the bridge was removed.

Work on the new McLarry Bridge 25 km east of Quesnel on Highway 26, continued through the winter months of 1980-81. Looking east this shows the pier work nearly completed. The last cement form for the "Hammerhead" section is ready for placement atop the cement column. This was poured in the late fall of 1980. Rodrick Vanderberg, Project Supervisor, Quesnel District, is shown checking progress on the cement work.

Vernon bridge crew assembling Bailey bridge for use as a detour while rebuilding a bridge near Lumby toward the Monashee. Left to right, Bob Chrystall, Dale Webb, Dave Dew and Charlie Hinman, Foreman.
This is a salt shed being built by the Lillooet District bridge crew at Anderson Pit which is leased to the Ministry by B.C. Hydro. Because of the demand for salt in this area during the winter, two additional sheds have been built within the last year. The low cost of these salt sheds is an added advantage. The logs, a major portion of the structural support, are free. The salt shed is designed to allow a truck to back right in and dump, therefore eliminating the use of a loader for stockpiling the salt.

The Lillooet Highway District, under the direction of Foreman Dick Jones and immediate supervision of temporary Foreman Gerry Whitney, provides ditching and culvert installation along Texas Creek Road which follows the west banks of the Fraser River and, by using the Lytton Ferry, is an alternative route to Lytton. With irrigation a big problem in this area, the ditching and culvert installation activities are very important. Pictured are flagperson Ray Hollowaychuk, Harry Sullivan, Hired Gradal, Foreman Dick Jones and Gerry Whitney are in the background.

The Lillooet Highway District in conjunction with the Air Transport Policy Branch is currently in the survey and construction stages of the new Lillooet Airport Road. Construction of approximately four kilometres of road is the result of much work on behalf of the Lillooet Airport Committee which received financial assistance from the Ministry. The new airport has a 1220 metre long runway and it will be able to serve light commercial aircraft, most government aircraft and most important the Ministry's air ambulance aircraft. The old airport had a 610 metre runway and it could service only light single engine aircraft.

Reconstruction of Highway 6 in the Monashee Mountains east of Vernon. This picture was taken near the summit. This project involving the realignment of corners and creating a better grade, is still under way in the Vernon District.

The sudden mid-winter thaw, 1980-81, which resulted in a massive ice jam on Mission Creek in Kelowna. The resulting ice jam flooded private property and threatened the Lakeshore Road Bridge. In order to open up a channel for the water and ice to move, large hydraulic excavators were brought in and worked around the clock breaking up the ice and building ice mountains along the creek.
Mission Shop Crew, Chilliwack Highway District, took time out to pose for a group photo in front of a 4-ton truck, which is one of ten vehicles which were converted to run on liquid propane. Mission is a pilot shop for this new propane conversion. The other vehicles which were converted to propane are four 4-ton dump trucks, one 4-ton flat deck, one tandem flat deck and three pick-ups. Back row, left to right, are Steve Atwood, Mechanic; Merv Bannister, Mechanic; Eugene Budd, Mechanic; Armand Lafleur, Mechanic; Dennis Bajczuk, Mechanic, and Adrian Latremouille, Mechanic Apprentice. Front row, left to right, are Dave Hendy, Mechanic; Murray King, Assistant Mechanic Foreman; Ken Nelson, Mechanic Welder, and Dave Lesyk, Mechanic Foreman.

Ron Demers, Stockman 4, and Sheila Wierda, Stockman 1, are hard at work preparing for year-end inventory at the Mission Shop in the Chilliwack Highway District.

Smithers District survey crew members Steve A. Uyesugi, Justina Glass, and Ken W. Penner, taking a break from drafting and office calculations to pose for the RR & C. Steve, an Engineering Aide 3, has been with the Highways in Smithers since 1976; Justina, Engineering Aide 2, since 1977; and Ken, Engineering Aide 3, since 1977. Ken transferred to District from the Construction Branch.

Standing by the new tailgate sander hanger are the two Smithers District Kitwanga area Mechanics. Ronald S. Krykyeyj, Mechanic 3, left, and Rene P. J. Bergeron, Mechanic 2. Rene has been a mechanic in Kitwanga since January, 1976 while Ron started with the Ministry as a mechanic in October, 1979.
Kenner Mitchell, Engineer Assistant 2-3, a B.C.I.T. graduate of survey in May, 1980, at work in the Dawson Creek Highways District. He works on the survey crew both in the field and office.

Harold Erlandsen, left, and Jim Arneusk of the Grand Forks District survey crew discussing a design problem on a local project.

New Denver District Engineering Assistant Bill Kopach and Road Foreman Denny Butler out making practical use of the skills they learned at a recent avalanche course.

Taking time out from their tasks are Smithers District Hazelton area Mechanics, Frank V. Spisak, Mechanic 1 and Erling A. Berg, Mechanic 4. Frank has been a mechanic in Hazelton since February, 1973 and Erling since April, 1966.

Bill Vatkin is the Grand Forks District regulatory Engineering Assistant. He started work in June of 1959. "B.V." is kept busy working in his shop and assisting with the Grand Forks figure skating club.

At work in the Dawson Creek District office, Marilyn Hunter, Office Assistant 1, and Ron Grant, recently appointed District Technician.
Fernie Highways District crew members recently participated in the blast preparation and cleanup for the realignment of Carbon Creek Bridge approaches on March 23, 1981. A 55-hole charge was set off at 11:30 a.m. Left to right, A. R. Puppin, Senior Road Foreman, Blaster; A. T. Gredzuk, Machine Operator; G. E. Kubos, Machine Operator 7; J. Macosko, Labourer; G. A. V. Irving, Engineering Assistant; D. MacMillan, District Co-ordinator; D. R. Kyte, Engineering Aide 3; L. M. Dorf, Machine Operator 7; and E. L. Nieminen, Road Foreman 2, Sparwood. Blaster, A. R. Puppin, Fernie Senior Road Foreman, supervised all blasting and safety procedures for realignment of the Carbon Creek approaches. Although there was a minor delay to traffic, the efficiency and courtesy of Fernie Highways employees had the section of highway open to traffic in a short time.

A major washout along 7 kilometre of Cameron Lake Highway 4, in the Port Alberni District, was caused by heavy rains raising the level of the lake, and high winds creating heavy wave action that eroded the road base. To prevent further erosion, heavy “rip-rap” rock was placed along the lakeshore. Pictured is a crew preparing to place the rock and the completed rockwork in place.

During December, several wind and rain storms kept Port Alberni District Highways crews occupied cleaning and repairing the road system. During one of the windstorms, huge cedar and fir trees located along River Road arterial highway in Port Alberni were broken like matchsticks, with winds gusting up to 120 km/h. Shown are crews removing the debris in the aftermath of the storm.

Stan Kukurudza, Machine Operator, Cranbrook District roads crew, posed during a culvert installation job.

Donna Winters, Office Assistant 1 with the Vernon Highways District office operating the first Highways data station in a District office.
Ministry of Highways Drilling Section set-up for a soil investigation project at Twidell Bend, near Chetwynd.

Left to right, Billy Gerow, Ian Carnie and Tom Finch, on Jack Hammer, were part of the Burns Lake road crew working at preparing a traffic island for an overhead flashing light.

Ross V. Bennett, Machine Operator 3, Cranbrook District road crew takes care of litter pick-up in rest areas. Ross shows one of the litter barrels for which he has requested covers in order to prevent ravens from adding to his chores.

As Manager of the motor licence office in Kamloops Bob Evans is responsible for the supervision of all motor vehicle licensing which includes all-terrain vehicles, and driver licensing including driver examinations. Shown at his desk, he is also responsible for issuing automobile insurance, collecting sales tax, accounting of all revenue and revenue stock such as licence plates, ensuring that other Acts pertaining to the Motor Vehicle Branch are compiled with supervising staff.

Earl Kline, left, Mechanical Foreman and Dave Currie, Mechanic and Welder, Creston District, standing beside new Ford Tandem 9000 Series bridge truck. The complete deck on the truck was built in the Creston shop by Dave Currie complete with a large deck roller, slide out vise, tool compartments and strap-type load tighteners. This makes the truck a complete on-the-job unit. It was put into service in November, 1980.

Installing instrumentation in a 300-foot drill hole at Twidell Bend near Chetwynd. Highways drilling section personnel, Hans Shatz, Machine Operator, left, and Mike Smallwood, Diamond Drill Foreman.
ON THE JOB . . .

New double-level loading ramps being constructed for the British Columbia Ferry Corporation at Swartz Bay Ferry Terminal. These ramps will accommodate converted "stretch" ferries and new "jumbo" ferries to be used on the Swartz Bay-Tsawwassen route starting this spring. A similar ramp is being constructed at Tsawwassen Ferry Terminal. Work at both terminals also involves additions and improvements to foot passenger walkways. Design of this work and the supervision of construction is being done by the Ministry's Dock District under Director Tom Tasaka and assistant Ellis Meade.

Attached is an aerial photo of the Tête Jaune Cache Yard in the McBride District. The road in the foreground is the old Highway 5. Since this picture was taken the access has been changed to the rear of the yard because of a C.N.R. extension.

The François Lake Ferry, "Omineca Princess," with its engines being overhauled during its annual refit.

SERVICE AWARDS

STAN LINDAHL, Mechanic 2 (Welder) in the Kelowna District shop, recently completed 25 years service with the Ministry, having started on March 1, 1955. Stan and his wife attended the dinner and dance at Vancouver to receive his certificate. He is a native of Kelowna. He spent two years in the Kamloops shop and two years in the Penticton shop before moving back to Kelowna. In his after work hours Stan enjoys downhill skiing and restoring old cars.

JACK LESLIE, recently retired Road Foreman from Greenwood in the Grand Forks District, attended the annual safety banquet in Grand Forks and was presented with a 35 year Meritorious Scroll by the Regional Highway Engineer, W. M. Sproul.
WOMEN MOVE INTO MORE OF MINISTRY'S “MALE” OCCUPATIONS AND EXCEL

Does it seem that more women are turning up in jobs that used to be exclusively male? You bet your cowboy boots they are.

And there will be more and that's the way it should be.

There was a time when all Ministry deckhands, truck drivers, electrical apprentices, engineers and labourers were men but not anymore.

In checking out various Ministry departments recently the R.R. & C. came across names of several women who have moved into occupations previously dominated by males. According to their colleagues and their supervisors they are every bit as good at their jobs — in some cases better.

In the engineering field, we discovered Marta Kevats, an Engineer-in-Training with the Victoria Planning Branch; Janice Johnson, Engineering Assistant, Avalanche Coordinators office Victoria; Judi Hudson, Engineering Aide 3 (Field Crew Leader), Prince George Paving Branch; March Yelich, Engineering Aide 3 (Field Crew), Terrace Paving Branch; Lee Broadbent, Engineering Aide 2 (Field Crew), Terrace Construction Branch. A report from Terrace says Lee was on a three-member all-woman survey crew that competed with the men’s crew and the women were judged to have done their survey lines and other work better than the men. Julie Gray is an Electrical Apprentice in Coquitlam. Joanne Frost and Shirley Decker are Engineering Aides in the Quesnel District and Justina Glasson, Smithers.

Female deckhands, ferries, were a rarity at one time but we found Elizabeth Cardell in Prince Rupert; Linda Jenner on the Alert Bay ferry (who may be receiving her Mate’s certificate in a few months); Maureen Wood on the Hornby Island ferry, and Jan Hastings on the Gabriola Island ferry.

There are at least eight female machine operators — Sophia Trouwborst, Machine Operator 3 (Truck Driver), Alta Lake; Debbie Grant, Labourer and Truck Driver, Boston Bar; Antonia Zazulack, Machine Operator 1A (94-ton and tandem trucks), Prince George; Evelyn Yokum, Machine Operator 1A (94-ton and tandem trucks), Dawson Creek; Georgina Mears, Labourer and Machine Operator, Port Alberni; Marie Bates, Labourer and Machine Operator, Houston; Barbara McKinley, Labourer and Machine Operator, Courtenay.

Then there is Carol Tomren, Labourer (Sign Maintenance Worker), Port Alberni; Karen Brynhel, Pilot, Air Services Branch, Victoria; Pui Rehtlane, Pipeline Technician, Engineering Branch (Transportation), Burnaby; Carol Cranton, Driver Analyst (Driver Examiner 3), Victoria; and Marie Bandura, a combination Motor Licence Office Manager and Driver Examiner at Mission, and Janie Hunter, Machine Operator, Nanaimo, who teaches survival first aid, cardiopulmonary resuscitation, industrial first aid and flagging courses. Sandra Pappin is a Patrolwoman at Horseshoe Bay.

If there are any males around who are unhappy with this trend they may wish to take it up with Personnel Officer Liz McKinlay, one of two females in the Ministry in that profession and who, incidentally, has taken classes in judo. The other female personnel officer is Shirley Vivian, both of them in Victoria.
WEIGH SCALES—GUARDIANS OF OUR HIGHWAYS

People ask who protects the highways of British Columbia and chances are you'll get anything from Neighbourhood Watch to the RCMP Highway Patrol.

So you may have to remind them that the little yellow weigh scale-building on the side of the highway where trucks have to stop not only saves the taxpayer millions of dollars each year, but protects lives and public property such as highways, bridges, culverts, and access roads from the hazards of uncontrolled over-weight and over-sized loads.

The control of weights and sizes of vehicle loads on public highways is not new.

In the 17th century, English authorities attempted to regulate weight of loads and vehicles using the turnpikes by specifying the number of horses allowed to be hitched to a wagon. Owners of wagons with broad-rimmed wheels paid less toll than those with narrow rims, as the narrow wheels cut into the road.

Prior to 1948, the only weigh-scale and toll-booth in British Columbia was located just north of the town of Yale. Its purpose—to control the weight of vehicles using the Fraser Canyon and to collect tolls from commercial vehicles using the road. The tolls in turn paid for the maintenance of this section of highway.

During 1948 and 1952 other weigh-scale stations were built at Cache Creek, Elk Lake, Duncan, Parksville, and Pattullo Bridge in New Westminster. These stations enforced size and weight regulations existing at the time and also provided truck weight data for the use of the Department of Highways Design Branch. They were manned on an intermittent basis by employees of the Highways Department and also operated by the Highways Patrol Branch of the B.C. Provincial Police and later the RCMP.

In 1958 the B.C. Government established a Road User's Inquiry Commission to determine the rate of tax paid by road users towards the cost of construction and maintenance of the public highway system. The Commission filed its report in January, 1959 and as a result of this inquiry the Department of Commercial Transport was formed combining the Department of Railways with the Commercial Vehicle Section of the Motor Vehicle Branch and with the Weigh Scale and Special Permit Section of the Department of Highways.

In the first year of operation, 15 weigh scale sites were built and brought into use and six portable units were set up. Today, under the Ministry of Transportation and Highways, there are 156 employees (including headquarters) scattered throughout six regions in 40 weigh scales, 36 of them manned on a regular basis with certain border scales operated on a 24-hour, seven-day week basis, and 19 portable patrols to monitor commercial vehicles in areas where there are no permanent scales.

Originally known as the Commercial Transport Department Weigh Scale Branch—today it is the Commercial Transport Division of the Ministry's Motor Vehicle Branch. In addition to monitoring and checking commercial vehicles, weighmasters issue various types of permits, such as temporary operation, non-resident, motive-fuel use, highway crossing, overweight and oversize. They also enforce statutes pertaining to the operations of commercial vehicles and are empowered to lay charges under the Commercial Transport Act, Motor Carrier Act, Motor Vehicle Act, Highway Act, Motor Fuel Use Tax Act, and the Motor Vehicle Transport Act (Canada).

To the man on the street the little yellow roadside building may not mean much but to the truckers it is an important way station (as well as a weigh scale) where they can obtain all the necessary information and permits needed to carry out their job but it's also an enforcer of regulations which protect the highways, the public purse and public safety.

One of the busiest weigh scales in the Province is Kamloops north scale. Here, Weighmaster Dave Evans presses the control panel to check a large load. In the background is Ken Good, Region 3 Supervisor for the Okanagan area.

This self-loading off-highway logging truck, checked at a crossing on Highway 25 between Terrace and Kitimat, is typical of logging trucks checked by portable weigh scales. At right is Portable Weighmaster Veddor Morton. Mr. Morton has recently been promoted to the position of Assistant Manager of the Commercial Transport Division.

Pouce Coupe Scale, one of the newest weigh scales in the Province.