MINISTRY EMPLOYEES TAKE TO THE AIR

Eyebrows go up when Garth Shearing talks about getting 45 miles to the gallon and cruising at a speed of 175 miles per hour.

Just what does the guy drive? A super, souped-up Volkswagen or what?

Actually, Garth, communications engineer with our Ministry in Victoria, doesn't drive this particular machine — he flies it. Garth's one of a growing number of Ministry employees who enjoys flying as a hobby and every chance he gets, he's up there in a nippy little two-seater that's his pride and joy. He's joined in his love for flying by at least two other Ministry employees, (there may well be more but we haven't tracked them down) in Mike Creasy, air operations officer with the Air Transport Assistance Program, and Lou Hansen, stockman with the communications branch in Cloverdale.

Garth, who got his pilot's licence in 1964, has an aircraft that draws double-takes, even from veteran fliers. His VariEze, designed by Burt Rutan, of Mojave, Calif., was built over a two-year period at a cost of around $7,000 — cheap when you consider that a Cessna 150 will set a buyer back about $25,000. While its configuration is unusual compared to traditional aircraft design, Garth says it's an efficient and tremendously safe plane to fly.

"In fact its design makes it stall-proof," he says.

The rear-prop plane will cruise at 175 mph at a maximum altitude of 8,000 feet and uses only four gallons of fuel an hour. Garth, who flew to Wisconsin in it last year, says the only drawback — if that's the word — is that the VariEze is confined to solid surface runways because the rear prop would throw up gravel on unpaved runways. Other than that, Garth says it's a dream to fly and since it's cheap to store and operate, his hobby doesn't cost him an arm and a leg.

Mike's plane — "a heck of a lot of fun" — looks a bit like something that Grandad would have gawped at 70 years ago. It's a Lazair, a twin-engined, one-seater that on close inspection, bears absolutely no resemblance in terms of material and reliability to early aircraft. Mike says power is provided by two, two-cycle 100 cc engines which provide a dizzy take off speed of 17 mph and a cruising speed of 40 mph once you're up in the air. And if you weary of powered flight, says Mike, just switch off the engine and soar like an eagle, safe as houses.

Mike bought his Lazair, the kit's put together by a Port Colborne, Ont., company, last April and had it ready to fly after about six weeks of evening and weekend construction. Total cost? About $4,700. Mike's almost embarrassed when asked about operating costs.

"About $1.50 an hour," he admits.

Built of aluminum, high density foams and plastics, the Lazair needs only a reasonably flat field for takeoffs and landings and can also be modified to take floats for water use.

While Garth and Mike's aircraft come in kit-form, Lou's two-seater is a home-grown effort all the way. He designed and built his plane from scratch and how's this for efficiency — raised his own flying instructor in son, Stewart, who taught Lou to fly before going on to a flying career with Air Canada. The five-year project, Lou figures, cost him about $4,000 in cash and countless hours of labor. Lou, who had no training or background in aviation other than an overwhelming urge to fly, started off by sketching what he thought would be an aesthetically-pleasing design and things kind of progressed step by step from then on in.

"Building the plane had been a lifelong dream," Lou says. "As far back as I can remember, an aircraft was always a thing of beauty for me."

He recalls that on his first inspection, three Ministry of Transport officials came out to take a long, hard look at his effort.

"They checked it out, said it looked good so I carried on," Lou remembers.

The aircraft now has more than 400 hours flying time and performs perfectly, says Lou, who describes himself as a recreational flyer rather than a pilot who likes to travel long distances. He's still building though. Lou recently re-built an F2-Coupe and has completed about 40 per cent of the work on a new, original-design plane.
MINISTER’S MESSAGE

Winter is once again approaching and our crews are preparing for icy roads, snow, snowslides and all the other things that add to the winter driving hazards in some areas of our province.

I would like to mention that I often receive very positive comments from the travelling public regarding the very efficient manner in which our people maintain the roads under winter conditions. Most recently the Greyhound bus drivers advised me of their appreciation for excellent winter maintenance in certain areas of the province and I would think they are excellent judges as they spend so many hours driving on our highway system. Of course I don’t have to emphasize the need to keep our good record of care and attention to detail which make our highways safe for the travelling public.

We have recently developed informational programs advising the public of the dangers of winter driving, and the safety of our own maintenance crews is also taken into consideration in the program. We will ask the public to drive carefully, taking into consideration driving conditions and do everything we can to reduce accidents and see that people arrive at their destinations safely. Of course, we won’t have to emphasize the need to keep our good record of care and attention to detail which make our highways safe for the travelling public.

ALEX V. FRASER
Minister

THE ROADRUNNER & CARRIER

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Bill Ward, Dease Lake

COVER PHOTO

Peak of Mount Terry Fox is shrouded in mist on morning of official dedication September 22. In foreground is small bronze plaque formally attached by Fox family with Premier Bill Bennett after they were flown to the site by helicopter. Ministers personnel from McBride District and Region 4 had prepared site and moved the 760 kg rock to the monument by helicopter. A small plaque and a covered sign board were also dedicated by the Fox family at the roadside viewpoint seven km east of Tete Jaune while 400 spectators looked on. (More pictures, page 29.)
10-7 CLUB . . .

F. J. R. "FRANCIS" MARTIN, District Highways Manager at Smithers, retired August 17, 1981. Francis, born in Worthing, Sussex, emigrated to Canada and settled near Dawson Creek. In 1937, Francis moved to Quesnel and started working for the Ministry as an Engineering Aide 3, working on projects such as the Barkerville Road and the Hart Highway. In 1960, Francis moved to Smithers as the Resident Engineer but stayed only until 1961, when he moved to McBride. Francis moved for the last time in 1971 when he took on the position as Smithers District Highways Manager. During his time in Smithers, he saw many changes, most notably the opening of Highway 37 North from Kitwanga. A District party was held at the end of June when the District people as well as Regional, Former Regional, and Headquarter Officials honoured him. Francis is famous for his prize-winning homemade wine and his homemade beer and although he has now given up this hobby, he has replaced it with gardening. In retirement, he will spend time fishing while the winter will be taken up with woodwork. Francis and his wife Pat have two children, Victor, an Assistant Mechanical Foreman in Prince George and Lorna, a Secretary-Accountant in Kamloops.

W. F. "WHITEY" ROLLSTON, Yardman, retired from the Cassidy Yard, in the Nanaimo Highway District after 29 years of service. He began in 1952 as a laborer, worked on various outside jobs and in 1965, was involved in the manufacture of concrete culvert pipe and post guardrail. Whitey was presented with a pocket watch by his fellow employees who wished him the best in his future endeavours.

ART CURRIER, Regional Supervisor, Region 2, (Lower Mainland and part of the Fraser Canyon up to Boston Bar) Commercial Transport Division, retired July 17, 1981 after 22 years service. On hand for his retirement dinner in Surrey were 45 co-workers and friends from the trucking industry, George McGregor, who succeeded Art as Regional Supervisor, acted as M.C. and presented gifts. Art started out as a Weighmaster 1 in Rossland on August 24, 1959. On May 1, 1965, he was promoted to Weighmaster 2 at Pattullo Bridge, North Surrey, and on October 11, 1967, he was appointed Weighmaster 4 and the title was subsequently changed to Regional Supervisor when the position was excluded. Art plans to travel around the interior and fix up his cabin at Grand Forks where he plans to do lots of hunting and fishing.

JOHN ADDISON, Road Foreman 1, Burnaby Maintenance Crew, New Westminster District, retired in May 1981, after 42 years of service. John started work on the Burnaby Road Crew as a labourer and has worked as a truck driver, loader operator and grader operator before becoming a Road Foreman. He spent four years in the Canadian Army before joining the Ministry. John plans to spend his retirement taking a well earned rest, travelling, fishing, playing golf and tennis, and working around his house. The New Westminster District personnel wish John a long and happy retirement.

FRED SCULLARD, Sign Maintenance Man, New Westminster District, retired after 21 years of service with the Ministry. Fred began his employment with the Ministry as a Mower Operator with the Richmond maintenance crew, New Westminster District. He then transferred to the Surrey road crew as a mower operator in 1969 after which he took up the duties as a Sign Maintenance Man. When the New Westminster District sign crew was formed he moved to the Pattullo Yard as a member of the crew. Fred plans to spend his retirement hobby farming, on his five-acre property in Aldergrove and also to do some fishing and camping.

ORVILLE PAISLEY retired from his position as a Mechanic 2 at the Terrace District Shop on October 13, 1980. He currently spends his time fishing, gardening and operating a repair shop. His fellow workers made a presentation to him of a handsome barometer to mark his retirement.

GORDON HIGHWAY retired as a Bridge Foreman after 32 years service with the Ministry. Gord started his working career as an accountant with CP Rail in 1949. In 1954 he was hired by the Ministry as a Bridge Foreman and in 1963 was promoted to Bridge Foreman 1. His wife, Ruth, is a Comox Valley girl and she and Gord have six children. He has an assortment of hobbies including fishing, travelling, golfing, stamp collecting and wood crafts.

Friends and co-workers gathered in the Royal Canadian Legion Hall at Dawson Creek recently to honour BILL COE upon his retirement as Regional Weighscale Supervisor for Region 6, Commercial Transport Division. Bill was presented with a backgammon set, a carved ash board and a television set for his motor-home which he now plans to use more often. Originally a carpenter by trade, Bill will also take on the odd job around town to augment his pension.

LLOYD FOWLER retired from the position of Maintenance Management Coordinator in the Nanaimo District Lloyd began with the Ministry in 1955 as a truck driver at the Cassidy yard site. Through self study programs, Lloyd advanced to an Engineering Aide and to survey crew chief with the District survey crew. He won through competition his present position of Maintenance Management Technician 1 in 1975. Lloyd will keep busy finishing off a home he and his son have started in Lantzville.

JOE BRODERICK, Road Foreman 3 at Savona in the Kamloops District, retired in June after 26 years of service. Joe began with the Ministry in Kamloops in 1955 as a Utility Operator and in 1957 moved to Birch Island as a Road Foreman 3 and then to Barriere in 1960. He subsequently transferred to 100 Mile House and Williams Lake as Construction Foreman and finally to Savona in 1976 as Road Foreman 3. Joe and his wife plan to make their home in Kamloops and look forward to having time to travel and relax in the outdoors.
PERRY McCULLOCH retired recently from the Foreman position at the Nanaimo District Lake Cowichan maintenance yard. Perry began with the Ministry in 1961 as a truck driver at Pemberton. Through reclassification and promotions he held positions as Machine Operator 3, Machine Operator 4, Temporary Foreman 1 and Construction Foreman, all at Pemberton. In 1973 he assumed his new duties as Road Foreman 2 at Lake Cowichan after a successful competition. Through his career with the Ministry, Perry has maintained a good sense of humor, helped perhaps by leisurely travel in his motor-home. He plans to do quite a bit of cruising around the Island using the fishing gear and portable sound system presented to him at his retirement party.

CASEY MENSINK, Kamloops District garage, retired in July, 1981, after fourteen and one-half years of service. Casey started in Terrace in 1967, moved to Kamloops in 1974, then to Prince George in 1976 and then transferred back to Kamloops in July, 1978. He is married, has four children and four grandchildren. Casey's interests include soccer, curling and golf and he plans to enjoy fishing and travelling in the future.

BILL GRASSER is shown receiving his 25-year Meritorious Service Diploma. Bill retired in May of this year, and he and his wife Gertie plan to remain at Southbank and continue their hobbies of gardening, fishing and camping in the beautiful lakes district.

ROSS BOWBY, Road Foreman "A" in Terrace, recently retired after 34 years of service. Ross, who now lives in Salmon Arm, enjoys gardening and travelling in his motor-home. His fellow workers in Terrace will miss his original ideas on road maintenance.

LLOYD PAINE, Technician in the Smathers District, completed 25 years of service in April. Lloyd started working with the survey crew on construction branch projects, serving in Radium Hot Springs for a year and a half. He transferred to Prince George as a truck driver and worked on projects in Prince George, McBride and Hazelton. In the spring of 1963, Lloyd moved to Smithers District as Engineering Aide 3 and became District Technician in 1971. He is a ham radio operator with many contacts and may possibly use his retirement time to visit some of them.

HUBERT F. BRUGGER, District Technician, Kamloops District, retired from the Ministry after 22 years of service. Hubert started in 1954 as an instrument man in Kamloops and then was promoted to Resident Engineer in 1957. In 1970 he became a Technician 3, District Technician and retired on May 29, 1981, at the age of 60. A dinner and dance was held in Hubert's honor and friends from different parts of the province attended. Plans for the future include fishing, hunting, travelling and remodelling his home and his cottage at Lac Le Jeune.

BETH GIBBONS retired from the Dawson Creek District in September, 1981, after almost 27 years in the government service. She commenced employment in Peace River and moved with the office to Dawson Creek. At the time of her retirement she was the District Time-keeper. She will continue to live in Peace River where she has a house. A retirement dinner was held for Beth and she received a crystal vase and a set of lawn furniture. Beth is an avid gardener and the lawn furniture will no doubt complement her back yard.

R. F. (BRICK) ANDRIST retired after 31 years with the Ministry. Brick started with the Ministry in 1951 as a truck driver and grader operator at Allison Pass. In 1959 he transferred to Penticton where he served as Pulvermex Foreman and Road Foreman 2. Brick is married and has five children. He and his wife Olive are ardent campers and fishermen and plan to do a lot of both in retirement.

LOUIS SOUYRI retired from the Ministry in February, 1981. Born in Manitoba, Louis moved to B.C. after being discharged from the Army in 1953. He worked at various ranches in the Merritt area for nearly 20 years before starting with the Ministry in 1972 in Princeton, where he still lives. Louis' hobbies are leatherwork, hunting and fishing and he is an avid team roper.
PROMOTIONS...

DAVE WARD has been appointed Region 6 Weighscale Supervisor for the Commercial Transport Section succeeding Bill Coe who recently retired. Based in Dawson Creek, Dave's area covers from the Alberta border to south of Dawson Creek as well as the borders of Alaska and Yukon. There are five scales and two portable under his jurisdiction.

As Supervisor he is responsible for all revenue, buildings, vehicles, enforcement, industrial requirements, public inquiries and be familiar with over ten Provincial and Federal statutes.

Born in Falmouth, Cornwall, Dave apprenticed as an auto mechanic following school and later served two years in the Korean War with the British Army's Royal Electrical Mechanical Engineers prior to immigrating to Canada. He worked as a mechanic with the Highways Department at Peace River from July, 1959 to 1965 and started with the Weigh Scale at Tupper Creek in September, 1965. In October, 1974, he took over as Weighmaster in charge at the Dawson Creek Scale. Dave is married with two children and in his spare time enjoys gardening and camping.

TERRY MURPHY was the successful applicant for Engineering Aide 3 with the Nanaimo Highway District. Terry joined the district's survey crew in 1975 as an auxiliary employee. In 1976 he won through competition the position of regular Engineering Aide 2. Terry worked with the survey crew for three years and for the past three years has been working on subdivisions in the district office. He owns a farm and his hobbies are farming and rugby.

SHEILA LAWLOR recently won through competition the position of Clerk 4 in the Nanaimo District office. Sheila began her government service in March, 1968, as a Clerk 1. She was successful in improving her standing to Clerk 3 in 1973, remaining in the District office. Sheila has been undaunted in her efforts to solve all the timekeeping problems that the various crews bring up.

ROSS R. DALPRIE won through competition the position of Property Negotiator 2 for the Kamloops Region in May, 1981. Ross worked for the Insurance Corporation of B.C. as a bodily injury adjuster for the past six years and also for a private adjusting firm. He has a fourth year diploma in Urban Land Economics from the University of B.C. Ross is married, has two children and enjoys tennis and snow-skiing.

BILL WELLWOOD won through competition the position of District Technician at Stewart in the Prince Rupert Highways District. Bill comes to the district from the Geological Branch in Terrace where he was head Laboratory and Design Technician. He looks forward to the winter when he will be involved in avalanche control. Bill is married and has two children. Among his hobbies are woodwarking, gardening and curling.

DOROTHY MORTIMER began with Highways in Kelowna in 1962 as an Office Assistant 2. In May, 1969, she transferred to Human Resources as Clerk Schemographer 4 and in 1974 transferred to Safety Engineering Services before going to the Regional Office of Protection in November, 1974. When this position became obsolete she applied for the Office Manager Trainee position in Courtenay in 1980 and joined the Merritt District office as Office Manager in June, 1981.

CHARLIE HILLIS, Machine Operator, recently won the District Driver Trainer position for Smithers. Charlie has been with Highways since 1971 when he started as labourer. Since then he has held positions as Machine Operator 4, Machine Operator 6 and Machine Operator 7 but due to physical problems, he gave up the Machine Operator 7 position and won a Machine Operator position in 1979. Charlie holds an Industrial First Aid "B" ticket, and enjoys soccer and hockey.

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BOBBY WELLOD won through competition the position of District Office Manager in Prince Rupert. Bobby was the payroll clerk before her promotion to Office Manager. In her time off, Bobby enjoys racquetball, travelling and lying in the sun.

JANET COLUSSI has won through competition the position of Clerk 3, Payroll Clerk in the Prince Rupert District. Janet comes to the District from the B.C. Forest Service where she was involved in accounts as a Clerk 4. Janet's hobbies are sewing, fishing and camping.

JOHN MacDONALD recently won through competition the position of Mechanic Foreman 5 in the Nanaimo District. John previously worked in Nanaimo and Courtenay, where he started in 1975. John enjoys photography in his spare time.
DAVE CUNLIFFE won through competition the position of District Technician in Prince Rupert. Dave comes to the District from headquarters where he was an Engineer in Training. Dave's hobbies include canoeing, fishing, and hiking. Since his move to Prince Rupert his spare time has been filled renovating his new home.

BILL V. MARSIDEN won a Machinist Operator 3 position in Kitwanga in May, 1981. Bill began with the Smithers Highways District in 1978 as a Labourer. Prior to this, he was involved in commercial fishing out of Prince Rupert. Bill is married, has three children and lives in Kitwancool where he participates in local sports, including soccer, hockey and baseball.

LEONA GARSIDE has been appointed Office Assistant 2 in the Nanaimo District. Leona is currently working with the Maintenance Management Program and previously worked with subdivisions and permits. Leona is married and she has gone through the difficult task of relocating a house on her property and renovating it. Her hobbies include soccer and softball.

DOUG FOSTER recently won through competition the position of Auditor, Clerk 5 and is now assisting in the auditing and development for Weigh Scales and Motor Vehicle Department Inspection Stations. Doug began with the Ministry in November, 1976, and worked as a Weighscale Accounts Clerk. He is married with one daughter and is currently taking the fourth and fifth levels of the CGA course.

AL GRIFFITH recently won through competition the position of Senior Captain, Woodfibre Ferry (M.V. Garibaldi II) in the North Vancouver District. Previously Al was Shift Captain on the same route and before that Relief Mate/Master on the Gabriola Island Ferry. Before joining the Ministry he was Deck Officer and Captain with CP Ferries for 11 years and served deepsea for 10 years with Furness Ship Management as apprentice and deck officer, running between the U.K. and North, Central and South America, on freighters and passenger liners. Al is divorced with three children and lives in Squamish. In his leisure time he enjoys bowling, hiking, volleyball, going to concerts, movies and plays, and having his children visit him.

RONALD S. MEERS recently won through competition, the position of Captain on the M.V. Garibaldi II in the North Vancouver District. Ron joined the Ministry of Transport in 1973 and worked on various northern runs for B.C. Ferries until 1976 when the vessel and crew were transferred to the then Department of Highways. In 1979 Ron was promoted to Mate on Gabriola Island and worked as a relief captain until winning the recent promotion. Ron is married with four children, two of which are attending Simon Fraser University. His hobbies include sailing and hunting.

R. H. "DICK" HOCKMAN recently won through competition the position of Captain on the M.V. Garibaldi II, North Vancouver District. Dick joined the Ministry in 1967. In 1974 he took six months leave of absence to attend navigation school. Upon completion he received his master's certificate and was promoted to Mate on the M.V. Garibaldi II. Dick is married with seven children and enjoys many hobbies. He is a successful artist with paintings hanging in private collections in New York, Jamaica, Ontario and British Columbia. In the winter months he spends time with a ski resort and is a volunteer with the R.C.M.P. and works on amateur filmmaking.

MRS. SUSAN DUNN recently won through competition the position of District Office Manager in North Vancouver. Susan held the position of Assistant Office Manager in North Vancouver from 1976 until her recent promotion. From 1965 to 1976 she served with the Ministry of Health, mainly in Victoria. Susan's recreational interests are camping, hiking, snow-skiing, and gardening.

LEONA GARSIDE recently won through competition the position of Junior Captain, Woodfibre Ferry (M.V. Garibaldi II) in the North Vancouver District. Prior to that she was a Junior Captain on the Gabriola Island Ferry. Since joining the Ministry in 1979 she has served on the Gabriola Island Ferry. Before joining the Ministry she was a Junior Captain on the Gabriola Island Ferry. She is married with one daughter and enjoys many hobbies. Her hobbies include sailing and hunting.

RICK McGEE recently won through competition the position of Mechanic 4, Assistant Mechanic Foreman, in North Vancouver. Rick comes to North Vancouver from Blue River, where he held the position of Mechanic 3. Since joining the Ministry in 1974 he has also served in Langford, Princeton and Nanaimo. Rick is married with three children. In his spare time he serves as a volunteer with the R.C.M.P. and works on his Highway Technology Training Program. He is also active with the Royal Canadian Legion.

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TRANSFERS

M. G. G. BRISCOE was the successful candidate for the Engineering Assistant position in Region 1 Planning. Glen transferred from New Westminster District Office where he performed similar duties. He enjoys dealing with the public and playing a part in the Provincial transportation system. Glen owns a house and land in Maple Ridge where he is attempting hobby farming with his earlier landscaping experience as a guide. His winter hobby is skiing and he has skied most of the larger ski areas in the Pacific Northwest. Other hobbies he enjoys occasionally are flying, skydiving and sailing.

DIDIER BRARD was transferred from Burns Lake to Terrace as an Engineering Aide 3. Didier and his wife Irene will hopefully be able to continue their hobbies of fishing, curling and slow-pitch softball at their new home. They have a son, Christopher.

KEITH LIST was transferred on promotion to Vanderhoof from Burns Lake this summer. Keith was employed in the Burns Lake garage as a Mechanic 4.
ABOUT PEOPLE...

TED SHARPE began with the Ministry in 1972 in McBride as a Vandalman. In July, 1977, Ted and his wife moved to Valemount and Ted is now working in the Tete Jaune shop. He enjoys fishing and bingo. Before working for Highways, Ted was employed by the C.N.R. for 29 years until 1968. He then worked in Yoho National Park for two years. In 1971, on the advice of a friend, he moved to McBride. Ted is looking forward to his retirement so that he can spend more time fishing and playing bingo.

CLARENCE D. ROBERTS, Machine Operator 4 at McLeese Lake in the Quesnel District, has been on long-term sick leave since January, 1980, after developing a heart condition. Clarence, who enjoys the outdoors, likes fishing, camping, photography and working in his garden. He likes to rebuild and tune-up equipment of yesteryear and is pictured here with his 1948 four-ton White truck. Clarence was honoured at a party and roast by many members of the Highways crew from the Quesnel District, and also friends in the McLeese Lake and Soda Creek area, who all wish him good health for the future.

STEVE KIMMIE, Machine Operator 7 at Wells, in the Quesnel District, worked in the logging industry and sawmills and also did some road building before joining the Ministry at Wells in 1980. He started on backhoe as a Machine Operator 1 and was promoted to Grader Operator. Steve worked throughout the district including McLeese Lake, where he helped build the new yard. Steve’s hobbies include fishing, hunting, traveling by motorcycle, woodworking and making archery sets.

J. C. “CLARK” FORMAN, Machine Operator 3 at Wells, in the Quesnel District, worked for several years as a Crusher Operator at Boss Mountain mine located at 100 Mile House. Before moving back to Wells, Clark joined the Ministry and worked as a mechanic in the Lillooet District for five years. He started work in 1973 as a Machine Operator and has operated all types of equipment used in the area. Clark enjoys sports like skiing and baseball and also is big on hunting, fishing, camping and travelling.

JOHN VANDERMAATEN, Machine Operator 7, began with the Courtenay Highways District in December, 1958. He was a Grader Operator for many years and now enjoys operating the Warner Swasey gradall, John, a real hockey fan, coaches the Highways recreation hockey team. He is an avid fisherman and hunter and enjoys his annual moose-hunting trip to the interior.

MAUREEN BYSOUTH, Office Assistant 2, Auxiliary, has been with Regional Property Negotiations since starting with Highways in July, 1977. She is involved in title-searching and indexing of right-of-way files for acquisition and assisting the Regional Documentation Clerk. Maureen has one child and is involved in various hobbies such as crocheting, macrame, embroidery, bowling and cross-country skiing.

MIKE BUTLER is a Technician I at Courtenay. He spent a short time as a driver, axeman and a spray truck operator for various companies before he came to work with the Ministry in 1952 as a Leveller Grade 1. Two years later he was reclassified to Engineer­ing Aide 3 and has since worked his way up to Technician 1. He married a Comox Valley girl, Ann, and they have two daughters. Mike spends many long hours working with the local Little Theatre Group. Besides his interest in stage lighting, he has a very impressive greenhouse where he grows great vegetables and flowers.

IAN ANDERSON began with the Ministry in 1966 as a Stockman 3 in McBride. When the district shop was moved from McBride to Tete Jaune Cache, Ian bid on a Mechanic 1 position in McBride and was successful. Ian is currently classified as a Mechanic 2, is married, and he and his wife Frances have one daughter, Rachel. Ian’s hobby is rebuilding antique cars.

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J. C. “CLARK” FORMAN, Machine Operator 3 at Wells, in the Quesnel District, worked for several years as a Crusher Operator at Boss Mountain mine located at 100 Mile House. Before moving back to Wells, Clark joined the Ministry and worked as a mechanic in the Lillooet District for five years. He started work in 1973 as a Machine Operator and has operated all types of equipment used in the area. Clark enjoys sports like skiing and baseball and also is big on hunting, fishing, camping and travelling.

JOHN VANDERMAATEN, Machine Operator 7, began with the Courtenay Highways District in December, 1958. He was a Grader Operator for many years and now enjoys operating the Warner Swasey gradall, John, a real hockey fan, coaches the Highways recreation hockey team. He is an avid fisherman and hunter and enjoys his annual moose-hunting trip to the interior.

MAUREEN BYSOUTH, Office Assistant 2, Auxiliary, has been with Regional Property Negotiations since starting with Highways in July, 1977. She is involved in title-searching and indexing of right-of-way files for acquisition and assisting the Regional Documentation Clerk. Maureen has one child and is involved in various hobbies such as crocheting, macrame, embroidery, bowling and cross-country skiing.

BEVERLY KOKOT, Office Assistant 2, Auxiliary, has been with Regional Property Negotiations for one year. Her job involves all kinds of clerical work throughout the office. Beverly, who enjoys the piano, sewing, skiing, biking, racquet sports, embroidery and liquid emulsion, is planning a vacation to Bermuda.

MIKE BUTLER is a Technician 1 at Courtenay. He spent a short time as a driver, axeman and a spray truck operator for various companies before he came to work with the Ministry in 1952 as a Leveller Grade 1. Two years later he was reclassified to Engineer­ing Aide 3 and has since worked his way up to Technician 1. He married a Comox Valley girl, Ann, and they have two daughters. Mike spends many long hours working with the local Little Theatre Group. Besides his interest in stage lighting, he has a very impressive greenhouse where he grows great vegetables and flowers.
DIANE MITCHELL has been the Personnel Assistant in Region I since January, 1981. Diane has brought to the Ministry considerable knowledge, and general personnel experience gained with the Ministry of Municipal Affairs and Housing, I.C.B.C., and the Ministry of Health. She has been actively involved as the Regional Amk "B" Coordinator and has participated in training programs for supervisory personnel. She is pursuing her Business Certificate in Personnel Management at B.C.I.T., and enjoys playing the piano in her spare time.

RAY FORTIN, Weighmaster in charge of the Chetwynd weigh scale, joined the Commercial Transport Section on May 16, 1972. Ray worked as a banker with the Bank of Montreal for five years in Westlock, Alberta, and Dawson Creek, before becoming a truck driver at Dawson Creek. He worked in trucking for five years. In those days there was more money in trucking than banking, says Ray. Married with five children, he likes to fish, hunt, curl, and look after his hobby farm. There are currently 107 logging trucks permanently based in Chetwynd and the traffic is gradually increasing due to coal activity in the area.

MIKE LEWIS began with the Ministry in June, 1973, in McBride under the summer employment program and transferred to Tete Jaune for the winter shift. Mike presently holds the position of a tandem Machine Operator 4 and operates the gradall in the summer. Born in McBride, Mike's hobbies include hunting and snowmobiling. He and his wife have two children.

BETTY SIMPSON, Office Assistant 2, started with Highways in Prince Rupert in April, 1980, transferring to the Saanich District office in June, 1981. Betty was raised and started her working life in Alberta running a general store at the age of 16. From there she moved into the flying industry, first as a supply clerk and then as head stewardess and training school instructor for Pacific Western Airlines. After her marriage to a pilot they were on the move over the years and she worked at many places as a stenographer and private secretary from Los Angeles to Prince Rupert. She is presently living in Sidney with her husband who is flying for the Coast Guard. Her hobby is sculpturing and they both enjoy boating and fishing.

GREGORY "GREG" THOMPSON joined the Ministry of Lands, Parks and Forestry in Victoria in October, 1974, as an Accounts Payable Clerk after working 20 months with a chartered accountant. Greg won a competition for Office Manager Trainee in the New Westminster District and became Highways Office Manager in the McBride Highways District in March, 1981. Greg is single and has many interests which include cycling, crocheting and needlepoint.

JENNIFER KING has been hired as an Auxiliary Office Assistant 1 at the Cobble Hill Yard. Jennifer acts as the local public information person. Her duties are varied and include taking calls from the public and helping the foreman. She finds residents appreciate being able to contact the Ministry without having to call long distance.

LEN O'DINE, Road Foreman 2 in the Quesnel District, was born in Burnaby and grew up in the 100 Mile House area. Len began with the Ministry at Burns Lake in 1966 as a relief truck driver but has remained on staff since. In July, 1973, Len went to Crawford Bay in the Nelson District as Road Foreman 2 before taking a lateral transfer to McLeese Lake, where he is now in charge of a 13-man crew and ten pieces of equipment. Len has attended the avalanche course at Salmon Creston Section of Highways. His hobbies include camping, fishing, hunting and travelling. He and his wife have five children.

MONTY MONTGOMERY, formerly the editor general, Air Services and now Motor Vehicles, was born in Burnaby and grew up in the 100 Mile Lake area. Monty began with the Ministry in Prince Rupert in 1967 as a relief truck driver but has remained on staff since. In July, 1973, Monty went to Crawford Bay in the Nelson District as Road Foreman 2 before taking a lateral transfer to McLeese Lake, where he is now in charge of a 13-man crew and ten pieces of equipment. Monty has attended the avalanche course at Salmon Creston Section of Highways. His hobbies include camping, fishing, hunting and travelling. He and his wife have five children.

Lynn's husband restored a 1937 McLaughlin-Buick which they enjoy driving as members of the Vintage Car Club of Canada.

ARTHUR "MICK" SMITH, Machine Operator 7, in the Quesnel Highways District was born at Walla Walla, Washington and moved to Quesnel after growing up at Margarette, 25 miles south of Quesnel. Before joining the Ministry, Mick spent some time in the sawmill industry as an edger operator. He then worked as an Operator Mechanic for a transport firm and later for a Quesnel ready mix cement company as a driver mechanic. He joined the Ministry in 1967 at Quesnel as a labourer. Mick enjoys camping, fishing, softball and bowling and is also involved with woodworking and placer mining.

RAY FORTIN is a native of Dawson Creek. He has been working with the Ministry since 1967 as a Postman and has been promoted to the position of Postmaster. Ray enjoys hunting, fishing, and is active in the local community. He and his wife have two children.

DIANE MITCHELL is a member of the Ministry's Personnel Department since 1981. She has a degree in Business Administration and has been actively involved in the Regional Amk "B" Coordinator program. Diane is married and has three children. She enjoys reading and playing the piano.

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BILL BELCHAM, recently retired reaction Ferry Operator at Little Fort, was featured in the July 30, 1981 issue of the Kamloops Daily Sentinel in which some of his varied experiences during 16 years of service with the Ministry were recounted. Some of Bill's passengers were busloads of European tourists who were seeing a reaction ferry for the first time and interrupted their trip up the Yellowhead Highway for a 15-minute ride across the North Thompson River and back. On another occasion an ice flow struck the ferry in mid-stream and took it out from under him. He grabbed the overhead cable and even though his weight pulled the cable down so that he was partly submerged in the -2°C water, he managed to pull himself to shore. Despite some bad weather and phone calls for service in the middle of the night he has good memories. Bill's retirement plans include fishing and ranching.

BEV HURLEY began with the Ministry in January, 1981, as an Office Assistant 1 in the Lillooet Highway District. She is now clerk in Subdivisions, Permits and Maintenance Management. Before coming to the Ministry, Bev worked as a practical nurse in the Maple Ridge hospital and has had training as a cardiology technician and an E.C.G. technician. The "Hurley" name is a part of the history of the Lillooet area as Bev's ancestors pioneered the area and have since had the "Hurley Pass" named after the family. Bev is very active in the Lillooet and Seton Portage areas and her main interests are hunting, fishing and photography.

MARIA MERRY, Office Assistant, began with the Ministry in 1979 in the Lillooet Highways District office. In January, 1981, Maria was promoted to the regular position of Office Assistant 2 and is now handling all accounts payable and overseeing the District data entry operation. Maria graduated from the Lillooet Secondary School and has furthered her formal education with bookkeeping and accounting courses. She came to the Ministry with two years of previous experience. Her interests include gardening, sewing and motorcycle riding.

HEATHER CHAPMAN, Office Assistant 1, is the Smithers District Voucher Clerk. Heather started in Smithers in March, 1981, after her husband, a store manager for Safeway, was transferred from Terrace. She has previous Highways experience, having worked in the Terrace District as an Assistant. Heather and her husband have two children and besides taking them to sporting events, the family enjoys downhill skiing.

DENNIS REJMAN began with the Ministry in 1970 as a Draftsman in Penticton. He subsequently transferred throughout southern B.C. to Kamloops, Merritt, Cache Creek, Hope, Creston, and Bella Coola. In July of 1978 he won the position of District Technician for the McBride District. Dennis and his wife Irene enjoy living in McBride, which they say is the perfect spot for their hobbies, fishing and photography.

ART BORLE is a Motor Carrier Inspector for the Kootenays working out of the Cranbrook office. Originally from Edmonton, Art served with the RCMP for 26 years prior to joining the Motor Carrier Branch. He is married with three boys and three girls who are all interested in photography.

NANCY LAITHWAITE is an Office Assistant 2 at the Trail motor licence office. Her job is to handle cash control and answer queries. Nancy worked as an insurance salesperson in Nelson for three years prior to joining the Motor Vehicle Department six years ago. She is married, likes animals, and the she and her husband are currently building a house. They also have a summer home on Kootenay Lake.

PAT REIMER is an Office Assistant 2 in charge of the transportation library at 2631 Douglas Street, Victoria. His job is to catalogue books and old files for retrieval purposes, order books, follow up approval and file magazines and journals by due date and title order. In addition, he does filing and typing. An ex-Navy man, Pat worked as a clerk with the Ministry of Labour prior to his librarian job, and before that worked with B.C. Forest Products. He is single and enjoys all sports.

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DONNA WILCOX was born in Nanaimo, educated in Victoria and worked with the department store there for twelve years in the accounts office before becoming a Clerk with the accounts section of Transportation Administration. Before that, she worked as a secretary for a typewriter firm. Donna likes all sports and is active in the Royal Canadian Legion’s sports and entertainment committees. Her long term plans call for a trip to Hawaii next summer.

GAIL SCHMIDT, Assistant Office Manager at the Trail motor licence office has been with the Motor Vehicle Department for the past six years. She was born in Trail and worked at several clerical positions in the local area prior to joining the Branch. Gail is married with two girls and she lives on a small farm with three horses. Her hobbies include gardening, sewing and sports.

KATHY SMITH, Clerk 4 with the Trail Motor Licence Office joined the Motor Vehicle Branch in October 1974. Her duties include looking after driver exams, visual screenings, issuing ICBC insurance and motor vehicle licence plates and permits, taking identification photos and answering customers’ questions. Kathy was born in Toronto and came to B.C. in 1955. She is married with a foster girl, 17. In her spare time she likes to ski, hike and garden.

DANNY ARMIT, Manager, Trail Motor Licence Office, will have 33 years service with the Motor Vehicle Department in September 1981, all in Trail. Danny was born, raised and educated in Trail and upon completing high school worked as a salesman in a clothing store. Danny will be married 29 years in June and his wife, who holds a degree from Ferri, works for the Government Agent in Rossland. His hobbies include growing tomatoes in his greenhouse, being active in masonry, and reading military history especially about the Crusades. His long-range plan is to visit Malta.

ROY FINES, Weighmaster, started out at the Rossland Scale in 1959 but transferred to the Castlegar scale last fall when the Rossland scale closed. Born in Trail, Manitoba. Roy moved to B.C. in 1954. He spent six months in Vancouver but decided the country living was better. He recently moved to Rossland where he ran a co-op store for five years. Roy is married with three children, all married. His hobbies and interests include golfing, curling, AOTS Men’s Club and the Royal Canadian Legion. The Fines are currently planning a five week trip to England this fall to visit their daughter and son-in-law which will also include an 11-day bus tour on the continent.

ELDRED BOISE is Weighscale Supervisor for Region 3 at the Commercial Transport Section and his area includes the B.C. boundaries to the east and west of Rossland extending north to Golden. He has a staff of 20 including six scales and two portables and his headquarters are in Ferri.

FRED STEVENSON is a Weighmaster 3 in charge of the scale at Yahk. He worked with C.P.R. as a terminal manager in Creston for four years and 15 years with the C.P.R. before joining the Commercial Transport Section. Six years ago, Yahk is a border scale and according to Fred the traffic pattern has increased two-fold since he has been there. He is married with two married sons and likes to camp, fish and hunt in his spare time.

CORNELLE FARRON. Clerk. Driver Records Section, Driver Licence Division, Victoria worked as an insurance underwriter for fourteen years in Victoria before coming to work for the public service. Corrine was born in Halifax, Nova Scotia, and educated in Ottawa. She first came to British Columbia in 1973, returned to Ottawa for a year then decided to move here permanently. Corrine’s long term plans include a tour of the northwestern United States. Her hobbies include crocheting, sewing and watching car races.

ELDRED BOISE is Weighscale Supervisor for Region 4 of the Commercial Transport Section, and his area includes the B.C. boundary and the east and west Kootenays extending north to Golden. He has a staff of 20 including six scales and two portables and his headquarters are in Fernie.

BRIAN NEWMAN, Office Assistant with the Air Transport Assistance Program, has interested in flying all his life. He has his commercial pilot’s license and is currently planning a commercial airlines career. Brian was born in Victoria and is a graduate of Oak Bay Secondary School. He also spent a year at Cranbrook in Arts and Sciences. Besides flying, Brian likes hiking, fishing and sports in general.
ABOUT PEOPLE ...

BOB STEELE, Portable Weighscale Operator, Castlegar, worked for the Highways Department for one year before joining the Commercial Transport Division in Golden in September, 1958. He moved to Castlegar August 1, 1976. Prior to the Public Service, Bob operated his own auto body shop for seven years. He was born in Saskatchewan and came to B.C. in 1947. Bob's job is to enforce provisions of all Acts pertaining to the operation of commercial vehicles, collect fees for permits issued and deposit with the Government Agent, complete reports and summaries; maintain records of traffic volume and fees collected and work with the RCMP and other police forces on road checks for equipment safety as well as licence permits. In his off hours, Bob enjoys gardening and golfing.

BERNIE ELLIS, Weighmaster, has been with the weigh scale at Golden for the past 11 years. Born in London, England, Bernie served in World War II with the British Army special commando services which did invasion landings for the 8th Army. He is a compositor by trade and worked for the Wall Street Journal in New York for seven years. Upon coming to Canada in 1954 he spent 10 years with the Ottawa Journal and eight years with the Vancouver Sun. Prior to becoming a weightmaster he worked for a mill in Golden for three years. His plan at the moment is to retire in Victoria and then travel.

LYNNE COOK, joined the Ministry in 1977 as secretary in the Planning Department of the Regional Office in Burnaby. She spends half her time working for this department and the other half in Maintenance Systems operating the regional computer. Lynne was born in Ottawa, because her father was in the Royal Canadian Air Force the family was transferred frequently. She was brought up in France, Alberta, Colorado and British Columbia. Thoroughly imbued with the wanderlust, Lynne and her girlfriend spent the year of 1976 travelling in Europe and North Africa. However, she has now spent the last twelve years in Vancouver and has recently married. She and her husband spend most of their spare time caring for their sheepdog, fishing and in other outdoor activities. Lynne plans to take up skiing more seriously this winter.

The New Westminster District sign crew took time out to pose for the RR and C. Left to right, Bill Lewis, auxiliary sign labourer, Russ Stoner, auxiliary sign labourer, Ken Synhorski, auxiliary sign labourer, John Labbé, sign maintenance man, Renault Ehlert, auxiliary sign labourer, Ron Winbow, sign maintenance man, Fred Scullard, sign maintenance man, retired, Joe Kubeck, sign maintenance man, John Harvey, Sign Foreman, R.F. 2, Missing, Dale Churchill, sign maintenance man, Bob Pierce, auxiliary sign labourer, Lief Hallberg, sign labourer.

McBride District Office staff paused for a moment to get their picture taken. From left to right, back row, Shane Murphy, Denise Rejman, Francis Bosley. In the front row are Barb Henderson, Judy Westlund, Beth Hartman and Greg Thompson.

Courtenay Mechanics and Stockmen got together for a group picture in front of the shop. In front from left to right are Courtenay Hunter, Pete Hyrko, Mike Green, Sandy Stewart, Mel Thompson, Clint Wise, Joe Franceschini, Janet Bofy, Dorothy Burgess, Ray Dukhenuen, Cal Jones, Duncan Price, Wayne Nicol and on the snow blower are Ray Dingwall and Doug Gunn.
This new bridge across the Bear River at Stewart was officially opened to traffic by the Minister Alex. V. Fraser on August 25th. The previous bridge had been destroyed by fire on June 30, 1980 (see RR&C, Volume 17, No. 3, for the story of the fire). The steel girder bridge is 111 metres in length with a roadway width of 9.75 metres. The two span bridge has a concrete deck.

Magic of time-lapse photography (we're kidding) illustrates how things can change over 41-year period. Pictures of Station Hill Road were taken from same location, near Lillooet. Top shot taken in 1935, show rough, dirt road; while above picture snapped from approximately same spot in June of this year, shows modern engineered highway and low-slung “Bridge of 23 Camels.” Railroad trestle which can be seen at mid-left in old picture, was moved about three kilometres north. Station Hill Road reconstruction was finished this year, along with new bridge, and serves as approach road to Lillooet. With the new bridge in this location, a bypass route has been set up via Highway 128 and Station Hill Road to Pemberton and Vancouver.

Vandalism of Government property signs is always a problem in Courtenay Highways District as well as others. Acts include a stolen stop-sign mounted in the chimney of a house and a beer bottle driven half-way through a sign without breaking. This sign also has over 50 bullet holes in it, courtesy of motorized morons with guns.
EXTRACURRICULAR ACTIVITIES . . .

Masquerading under the titles "Motor Vehicle Accidents" and "Slim Gyms", this Motor Vehicle Department group walked, ran (forward and backwards) and swam recently in the Capital Regional District's Annual "Fitfest" held at UVIC Stadium. This was the first year the event was open to groups outside the CRD and a number of Ministries took up the challenge. Certificates were presented by Sidney Mayor, Norma Sealey, Chairman of the Board of Directors, Capital Regional District. Left to right, top row: Doug Foster, Gail Hume, Sarah Braithwaite, Guy Lynch, Dan Kuzmirk, Karen Breault, Murg Young, Christine Savage, John Nias. Bottom row, George Hynes, Sandra Grimes, Ronnie Lee, Linda Callander, Vivian Expleen, Murray Brown, Missing, Brian Newman, Mike Williams.

MARA KUBERG, former secretary to the Insurance and Claims Officer in Victoria and member of Victoria Toastmaster Club No. 38 (First Canadian) was presented with her C.T.M. certificate by Toastmasters International of Santa Ana, California, earlier this year. This certificate is awarded for successful completion of the first Toastmasters International Communication and Leadership program — a recognized level of achievement in public speaking, leadership qualifications and self confidence. Mara left the Ministry in August after 15 years service. Born in Estonia, she is a lifelong student, studying philology, economics, history, civil and international law at universities in Europe and Canada.

The "Highwaymen" is one of the better teams in the Burns Lake District slowpitch league. Standing left to right are Jack Shelley, Kay Blair, Dave Foster, Dave Mitchell, seated: Garry Blair, Irene Brad, Didier Brad, Don Weber, Diane Edgar and Coach Al Edgar.

September 17th was a big day in the Burnaby Regional office. Mona Sharpe, Radio Telex Operator won a $10 bet from John Hynd, Regional Manager, Paving, for picking the winner of the Leonard Hearns fight of September 16th (note background picture). Mona pinned the $10 bill to her vest and wore the tear stained bill proudly for the rest of the day.

Rick McGowan, Engineering Aid 2, left, and Ken Wilson, Machine Operator 3, at Logan Lake Merritt Highway's District. Ken was just presented with a Coleman cooler and a hunting knife for having the largest fish and the one closest to the hidden weight category at the recent Merritt Highways District fish derby. Approximately 50 families took part in the third annual derby held at Davis Lake.
The village of Gibsons held its annual Sea Cavalcade Parade on August 1st. The Gibsons Highway District entered a decorated truck which won third prize. The Queen of the Sea Cavalcade was Jennifer Dixon, daughter of Carmen Dixon, Gibsons Highway District Timekeeper. Also participating in the Cavalcade was the cast of the local C.B.C. production "The Beachcombers."

The following Managers were appointed recently in the Ministry's Transport Policy Analysis Branch. Dr. Emam Khan becomes responsible for analytical services. John Olmstead will take over aviation policy, and Roy Cowley will head the rail policy section.

...APPOINTMENTS...

John Olmstead has been responsible for the Ministry's Air Transport Assistance Program since its inception in April 1978. In his new role he will be responsible for coordinating all the Province's air transportation policies, programs and strategies, carrying out required analysis and studies of air services, facilities and other aviation matters, as well as preparing reports and briefings for senior Ministry executives and for submissions to federal policy and regulatory agencies.

He holds a Bachelor of Science in Civil Engineering and a Master of Engineering in Transportation Planning from the University of New Brunswick. He was with the Province of New Brunswick before joining this Ministry in 1973. John was Acting Director of the Transport Policy Analysis Branch from July 1980 to June 1981.

As Manager of Rail Policy, Roy Cowley will be responsible for the development, implementation and coordination of Provincial rail transportation policies, programs and strategies supporting overall transportation policy and objectives of other Provincial Ministries, and will carry out related analysis and studies and prepare reports, briefings and submissions.

He holds an Engineering Degree from the University of British Columbia and a Certificate in Public Administration from the University of Toronto, he is a Registered Engineer in British Columbia and Ontario and a Fellow in the Institute of Transportation Engineers. Roy started with the Department of Highways in 1952, initially as a Resident Engineer in Construction, then as Assistant Traffic Engineer and undertook the first origin-destination surveys for Traffic Planning Studies and the first Provincial manual on uniform traffic control devices. He subsequently moved to the Ministry of Transport in Ontario, where he worked for a number of years in the municipal traffic and transportation field. A particularly interesting project was the planning, design and implementation of the "Go Transit Commuter Rail Service" for the Metropolitan Toronto area, and then into municipal bus operational planning. He later went to the Republic of China (Taiwan) as a transportation planning engineer with involvement in freeway design, railway expansion, and container shipping. He returned to the B.C. Department of Transportation and Communications as a Transport Policy Adviser and then as Technical Director to the Royal Commission on the B.C. Railway. He has just returned from two years in Malaysia as Transport Engineer on a 2.5 million acre jungle to Agricultural Development Project.
Who said they didn't have recreation vehicles in the old days? The above picture was taken in 1934 near Kelowna. Vehicle is a 1926 Chev. Note the water barrel on the running board. Left, from the Lillooet Highway District, came this shot of an old but effective means of irrigation ditching. The picture was taken in the Cache Creek area in the early 1950's. Below, this picture of unit 542, a 1932 or 1934 Chev 1½ yd. truck was taken on Highway 5 between Merritt and Princeton. In 1947 it was being used as a service vehicle. Driver Ernie Stirling, told us that the Dumperman stood on the side and pulled the trip to dump the load. Ernie Stirling, Machine Operator is still with the Ministry in the Merritt District.
"Overshot Loader" in the Lillooet District used to load gravel in the 1950's. Of course, this machine has been modified somewhat, to accommodate the type of construction methods currently being used.

Before the Ministry established ferry service across the Peace River to serve the Clayhurst area the settlers wanting to cross the fast flowing river had to journey some 18 miles into Alberta to cross on the ferry at Streppers Landing (North of Spirit River). With the development of farm land and increased settlement north of the river a ferry was established near Rolla Landing. This ferry consisted of the 36-foot wooden tunnel stern boat V292 which pushed a notched barge. Later other pusher boats and a larger barge were used. The above photograph taken about 1949 shows the 41-foot wooden hull tunnel stern tug Clayhurst and a steel pontoon ferry which were both built in 1947. The tug remained in use until 1960 when it was replaced by the present more powerful steel tug Clayhurst.
A second Road Foreman Training Session was held at Allison Pass Highways Camp May 11-15, 1981. The first session was in October, 1980. The week long residential training session included classroom lectures, group tasks and practical field exercises. The subjects were selected in advance by the foremen and covered the most basic daily problems encountered by Road Foremen. All speakers and resource personnel were from Region 1. Left to right: back row; Ralph Turner, Jim Gurr, Bob Miller, Pat Doublon, Gen Trace, Eric Douglass; 4th row; Frank Charlesworth, Lorne Richmond, Ed Araki, Larry Anderson. 3rd row; Murray Nosek, Ralph Mcleron, Bill Geyer, Rod Upton; 2nd row; Frank Kwak, Reg Gustafson, Murray Dick, Norm McDonald; front row; Andy Nehaj, Joe Robin, John Black, Joe Angel.

The Lilooet Highway District recently held its first truck rodeo in five years. The rodeo, organized mainly by the Lilooet District employees with assistance from the Kamloops Regional Office, was a success. Employees competed in the four-ton and crew cab class categories. Winners of Ministry awards were, in the four-ton class, first, Wayne Aitken, Mechanic Foreman, Lilooet; second, Chuck Higgins, Mechanic 2, Lilooet; third, a tie, Les Cambride, and Wayne Yasinskowski, Machine Operator in Ashcroft; the crew cab class, first, Jim Dew, District Stockman, Lilooet second, Valerine Caruth, Engineering Aide, Lilooet, third, Errol Redman, District Technician, Lilooet. Chaining up competition winners were four-ton class Wayne Yasinskowski, Machine Operator, Goldbridge; crew cab class Roger Graham, Bridgeeman, Lilooet. The Goldbridge Foreman Area won the overall area award and the Lilooet Foreman Area won the award for having the cleanest and best operational truck.

Ken Hreichko, Mechanic and Del Jackson, Relief Foreman at Lyt­ton with the sign carrier constructed by Ken. The carrier hooks onto the tailgate of a raised box and then the box is lowered and the carrier is off the ground. The signs are lasting much longer because they do not get scratched and dented as they would in a box on the truck.

St. John Ambulance safety-oriented first-aid multi-media courses were held throughout the Lower Mainland area during April and May, 1981. This is the Chilliwack Highways District Office Staff, left to right are; Tony Larsen, Engineering Aide 2; David Vogt, Engineering Aide 2, Summer Student; John McDonald, Engineering Aide 2; Olga S. McDonald, S.O.F.A. Instructor; Stewart Christensen, Paving Branch; May Colter, Office Assistant 1; Chris McCombs, Office Assistant 2, and John McGimpsey, Engineering Aide 2.

Olga S. McDonald, safety-oriented first-aid is shown demonstrating correct techniques for mouth-to-mouth resuscitation on "victim" John McDonald, Engineering Aide 2, for the Chilliwack District, as part of the St. John Ambulance Safety-Oriented First-Aid Course.
With the Region 2 distributed data entry network terminal are Bob Tollefsen, Regional Systems Assistant; Jon Buckle, Maintenance Systems Engineer, Victoria; Doug Hecker, Regional Maintenance Systems Technician; Susan Lapp, formerly the Regional Systems Assistant and Pat Sweeney, Secretary and the Key Terminal Operator. The Northern Telecom Systems 445 terminal was the first in the Province. The installation of the 445 and seven smaller 405 models in the district offices involved personnel from Northern Telecom, B.C. Telephone Company, B.C. Systems Corporation, B.C. Buildings Corporation and headquarters, region and district ministry personnel. The "tight" installation/implementation schedule resulted in total installation and operator training in all Districts within Region 2 in three weeks. This equipment is currently being used mainly to communicate information for the maintenance and equipment management systems. Other users are the Design and Surveys Branch and Construction Branch.

The Region 4 annual safety awards banquet was held in Williams Lake on April 2. The Williams Lake District won two awards, the trophy for the District with the lowest accident frequency presented by H. F. Coupe, chairman Headquarters Health and Safety Committee, to Jim Raven who accepted on behalf of the District, and the Most Improved District award presented by the Regional Highway Engineer Les Brodsky to Bill Telford. A. F. Park presented the Branch award to Art Beaumont and Herb Walker who accepted on behalf of the Regional Design and Survey Branch. The Good Housekeeping award was reported in the previous issue of the B.C. Left to right, Art Beaumont, Herb Walker, Bill Telford, Jim Raven, Ken Isaacs and Stan Phillips.

SAFETY AWARD LUNCHEONS
Region 5 has initiated a new Safety Awards Program which came into effect January 1, 1980, after a survey of all safety awards presented indicated the system was not recognizing the efforts and achievements of many personnel throughout the Region.
Region 5 was divided into foreman/crew areas. 57 individual crews were established. A survey indicated that individual crews had completed numerous years of work without having a countable accident. A large number of these crews were not in the District or Branch with the lowest yearly accident frequency rates and, thus, never received any recognition of their efforts, other than the Canada Safety Council Award.
In order to give them credit, the District and Branch Banquet Award was discontinued and all crews that completed one year without a countable accident were given recognition with a safety luncheon and were presented with a Scroll of Achievement.
From the first of January 1981, Region 5 had 24 individual crews who had completed one year without a countable accident. This is a total of 332 workers whom were individually recognized for their effort and achievements and credit was given where credit was due.
This program is on a three year trial basis in Region 5 and comments from most crew personnel and supervisors indicated a very positive reaction to this program. Most stated that they had finally received some recognition for their achievements.

Lunches for the Francois Lake ferry crew about to be served, left to right, John Mussick, Captain Ken Miller, Gregg Knoblauch, Captain Verne Harms, Jan Ehm, Pat Giesbrecht, and Dave Bentley.

McBride District Highways safety committee, left to right are, George Roobis, Chairman; Mike Molendyk, Jack Neale (sitting), Rick Harrison (rear), Lorne Merwin, Dennis Rejman, Morris Bagg, and Phil Jensen.
VICTOR M. TAYLOR, Acting Corporal, Highways Patrol, North Vancouver. Ministry of Transportation and Highways recently received a cash award of $400 for an entry in the Government's Suggestion Awards Program. The suggestion involves the use of an abandoned British Columbia Railway right of way at Horseshoe Bay as an overflow parking area for the ferry terminal.

This suggestion will result in greater safety to the public as the present hazardous practice of parking in one of the freeway lanes will be eliminated. The intent is to make the delay while waiting for the ferry more acceptable to the public by the provision of an off-road parking lot.

Implementation of this suggestion depends upon successful negotiations among the Ministry of Transportation and Highways, the British Columbia Ferry Corporation, British Columbia Railway and the municipality of West Vancouver.

NELSON CARLOW, Machine Operator 3, Saanich District, has received the Compensation Board Belt-Up Award. This award is given to workers who have been following regulations and wearing seat belts when involved in a motor vehicle accident, saving themselves from more serious injury. Nelson was travelling on Highway 1 north of Victoria on March 4, 1981, when an oncoming car crossed the centre line and hit the auxiliary gas tank of his vehicle, causing it to explode. Because he was wearing his seat belt and did not lose control of his vehicle, Nelson was able to pull to the side of the road and escape from his burning vehicle.

The award is a certificate of commendation and a belt with a specially designed buckle. The presentation was made by Langford Foreman, Bill Friesen, and District Highways Manager, George Harper at the regular monthly Safety and Health Committee meeting held in the Langford yard.

MARK GOODWIN, Machine Operator 3, is the Project Coordinator for a Regional project in the landscape program. The project is being carried out in the Smithers Highway District. Mark, who supervises a crew of five students, is making use of plot sections to examine three alternative methods of noxious weed control, cultural control using hydroseeding, hand seeding mechanical control using cutting equipment and biological control throughout North America. Mark, a native of Victoria and is in his fourth year of study at UBC. He plans to be involved in vegetation control when he obtains his agricultural degree.

ANDY BIEGANSKI, Dawson Creek District, has just received a certificate qualifying him as a Defensive Driving Instructor. Andy is also one of the District operators trainers and is a qualified traffic control instructor. Furthermore, he is the chairman of the Level One Safety Committee and has put out much effort during the past ten years to promote safety among his Ministry's work force.

DON JACKSON, Ferryman, left, and John McKay, Head Foreman of the Lytton Ferry, proudly pose for the Road Runner and Carrier just after receiving a plaque from the Royal Canadian Humane Association for "Heroism and presence of mind in assisting in the rescue of a girl from drowning in the Fraser River near Lytton on May 5, 1980."

MICHAEL MAIBAUER, left, Heavy Duty Mechanic at the Quesnel District garage, is shown receiving his Certificate of Qualifications for Heavy Duty Mechanic. With him is Al Hentsch, Mechanic Foreman at Quesnel.

HARRY WALKER, left, Acting Road Foreman at Houston in the Burns Lake District accepts the annual Personnel Safety award on behalf of the Houston crew. Making the award is Neville Hope, Regional Maintenance Operations Manager, Terrace.
MINISTRY BRANCHES AND DIVISIONS CO-OPERATE

The "buddy" system is alive and well within the Transportation and Highways Ministry. We're not talking about personal relationships though we like to think these exist too, rather we're referring to the way the various branches and divisions co-operate with each other.

Obvious examples spring to mind. For instance, the Motor Vehicle Department checks out all the trucks and other vehicles which belong to the Highways Operations Branch to make sure they're up to standard. In turn, the operations branch services and maintains all the vehicles used by the Motor Vehicle Department.

Take licence plates and decals. Millions of these are produced every year for the Motor Vehicle Department and it's important that they're of top quality since they're exposed to a tremendous range of weather conditions. To ensure they're tough enough to meet requirements, the Geotechnical and Materials Branch undertakes an extensive testing program for the Motor Vehicle Department. The licence plates are tested for colour uniformity, clarity, resistance to gas and other hydrocarbons, impact resistance (so paint won't chip), the hardness of enamel and the like. Plates selected at random are also exposed to an accelerated weathering program to determine their durability.

Even the decals undergo testing. There's nothing more frustrating than trying to peel a "stubborn" decal from its cover and Geotechnical and Materials staff make sure the decals for license plates come away easily and even "bend" a bit without cracking or breaking.

Our Air Services Branch, when it's not flying mercy ambulance missions, finds time to fly Ministry personnel around the Province and also to conduct aerial photography work for Highways Operations.

Then there's the Highways Bridge Branch, which advises our Commercial Transport Division on weight restrictions involving the movement of special equipment and the like. And if Commercial Transport needs a new weigh scale, our Property Services Branch acquires the land, our Building Service Branch designs the building, including its electrical wiring and Design and Surveys comes up with the site plans.

Our Air Transport Assistance Program (ATAP), which is helping develop community airports across the Province, wouldn't function nearly as efficiently without the close co-operation which exists with a number of other branches. When an airport site is being considered, a highway material testing crew is likely to be asked to check out the site and examine such aspects as its subsoils and the site's suitability for grading and construction, as was the case in the Chetwynd Airport.

Highways is responsible for operating and maintaining most Crown-owned gravel pits and a large portion of gravel used for airport construction under ATAP comes from these pits. Normally, a royalty is charged but in the case of an ATAP program, the royalty is waived. And still with ATAP, our Highways Paving Branch is often consulted on such things as the design and thickness of asphalt pavements. In addition, airport paving projects have been carried out in conjunction with highway paving jobs and highways personnel have undertaken supervisory duties involving ATAP projects at Chetwynd and Salmon Arm.

In Nanaimo, for example, Highways personnel built and paved the access road to the airport and up at Anahim Lake, our paving Branch let and supervised the contract for the Anahim Airport runway paving. There's a dollar saving in all this as well. Highways, because of its wide range of experience in estimating and maintenance and construction projects, regularly helps out on ATAP projects with technical assistance and advice. If this wasn't available, ATAP officials would be forced to go outside and hire consultants. When it's considered that $11 million has been spent on community airport development by ATAP, "in-house" aid and assistance results in considerable savings. Aside from the material savings, such cooperation makes for a more efficient operation overall within the Ministry. It helps develop a sense of teamwork and this pays off in projects that are the best of their kind. In effect, the "buddy" system works and is here to stay.

New Bridge at Lillooet Officially Opened

Oldtimers Oris Swart and Pete Diablo, two of the men who worked on construction of the old Lillooet Suspension Bridge back in 1911, got together with Transportation Minister Alex V. Fraser on June 27 to help officially open the new Bridge of the 23 Camels shown in top picture. Unique name was chosen to commemorate era when camels were imported for use as pack animals in the days of the Cariboo gold rush in the 1850's. Opening of the bridge was a gala affair organized by Lillooet District Highways Manager Rod Chapman, who also did sterling job as master of ceremonies. Guests included Kamloops Regional Highway Engineer Roy Githins, Lillooet Bridge Foreman Howard Survey, Director of Highway Design and Survey Dick Readshaw and Public Information Officer Dave Shepard. Who was first to "christen" bridge? None other than Forests Minister Tom Waterland, who as Yale-Lillooet MLA, drove his mobile constituency office across in fine style. New bridge took about 18 months to build and approaches were constructed by the Lillooet Highway District. Above picture shows the old Lillooet Suspension Bridge, the one that Swart and Diablo worked on, which was replaced by the new bridge.
A continuing program is the Fulton Bridge, south of Granisle, in the Burns Lake District. To ease the trouble the bridge has been super-elevated and spiraled at one end. Specially cut shims of different sizes to fit on the cap were custom cut by a local mill. Figure on the right is Dick Vassey, Acting Bridge Foreman. Don Stewart is above unloading bridge decking. Another problem encountered was that the bridge is over a spawning creek for sockeye salmon at the Fulton River fisheries. Note plastic sheets laid in the dry channel to catch sawdust and other garbage to prevent it from contaminating the channel. The Burns Lake bridge crew completed the work in two weeks.

The Frost Creek Bridge, located approximately 20 kilometres south of Chilliwack on the Columbia Valley Highway in the Chilliwack Highways District is currently under construction. It is scheduled for completion in 1981. The bridge is being constructed of steel H piles, concrete abutments and pre-stressed concrete stringers. The original untreated log crib abutments were undermined in 1980 causing the deck to settle during the flood. The Mission Bridge Crew are pouring the south abutments. The Bailey bridge in top picture provides access while the new bridge is under construction.

Pier piles on the Middle Arm Bridge, Richmond were damaged when struck by a barge moving up the channel. The pier shown in the above pictures supports one end of a swing span. The collision, which occurred at approximately 9:00 a.m. on a week-day morning, necessitated the closure of the structure which is one of the crossings to the Vancouver International Airport. Crews were called in immediately and new steel piles were driven to support the pier. Crews worked 12 hours a day to complete the work. The bridge was reopened to traffic at approximately 7:00 p.m. on Saturday. Fraser River Pile Driving did the work under the direction of Don French, Regional Bridge and Works Engineer and Howie Bell, New Westminster Bridge Foreman.

Pouring concrete forms for redecking of the Burns Lake Bridge sidewalk is the bridge crew. From left to right are Russell Petch, Geotechnical, Terrace, Tom Roberts, Peter Nolleweg, Bill Woode, Darcy Ashe, and Darcy Remanda. A batch of forms ready for laying can be seen in the background.
Lonny Powers, Shift Foreman at Mica Creek, in the Revelstoke District sizes up a rock slide on Highway 23 North, approximately 60 miles from Revelstoke.

What's this? Just one of the dangers that are braved by our intrepid culvert maintenance crew in the Smithers District. This is the dangerous (tail) end of a porcupine.

After a job well done by the Terrace District Shop, Erich Stauffer, Mechanic Welder, left, Fred Amett, Mechanic 2, and Paul LaFrance, Mechanic 1, took a breather to have their picture taken. The job consisted of the fabrication and installation of a deck and accessories to the Terrace bridge truck. The deck features welded steel construction, a telescoping collapsible steel boom in addition to the Hiab and winch, and is probably one of the best such units in the Province.

Structural examination of bridges has been difficult in the past because it was hard to gain access to the undersides. But thanks to a new unit called "Servi Lift" this is no longer true. This unit is mounted on a tandem truck, and through the use of hydraulically operated booms, carries inspectors to the underside of a bridge. The inspectors may be lowered to a maximum depth of 18.3 metres or down 6 metres and across 12.2 metres. The unit has dual controls and may be operated from the truck or the cage located on the end of the boom. There is an intercom for communication between cage and truck. The unit is the only one of its kind in Canada. It cost $250,000 with headquarters in Cloverdale. It is shown here at top, the Val Haynes bridge on road 22 south of Oliver which provides access to the Okanagan River Channel and above the west bend bridge on West Bend road, just off Highway 37 near Penticton. In the cage are Albert Proulx, Penticton Bridgeman and Rankin Smith, lift operator.
A long needed improvement was carried out recently by Saanich District with the reconstruction of a curve on Highway 14, Sooke Road, at the Glen Lake Road intersection near Victoria. The old time railway crossing and almost right angle turn was first transformed into a sharp curve after the extinction of the C.N.R. The growing population of the area put more pressure on the existing roads and created the need for a properly designed curve. These objectives were accomplished with purchase of more right of way, transferring some hydro poles and incorporating a left turn lane, where cars can wait now, and safely make their turns to Glen Lake Road.

A section of 3m x 7m long steel biowall was constructed by the Merritt District bridge crew and Coalmont road crews along the Coalmont Road.

In February 1981, a change in the traffic flow pattern for the morning rush hour was instituted at the George Massey Tunnel on Highway 99 in the New Westminster District. The new traffic pattern dubbed "contra-flow" involves converting the left southbound lane of the tunnel into a northbound lane. Top photo shows the crew placing cones through the tunnel to divide the northbound traffic from the southbound lane. Shown are Bob Devaney, Auxiliary Labourer, left and Brad Gerhardt, right. Middle photo shows traffic at the south end moving into the third lane. Above photo shows traffic exiting the tunnel at the north end.
For the past two years the Lillooet Highway District's Goldbridge foreman area has been putting a great deal of effort into the construction of a road surrounding Gun Lake. This picturesque area, about 110 kilometres north of Lillooet, has attracted a substantial influx of people who have purchased property near the lake. The Ministry is providing access to the area. Recently two tenders were released for clearing and grubbing a part of the road. District forces are grading and gravelling this part of the road, now completed. The Goldbridge Road crew are shown hauling gravel from Road 40 on the Gun Lake Road.

Part of the Dawson Creek Highway District's survey crew preparing for a road location access to Northeast Coal. Left to right are Pete Korbay, Crew Chief; Rob Graff and Gary Lange. Engineering Aides. This crew has expended much effort, faced cold weather, mosquitoes, black flies and miles of trail on the job locating road into the Northeast Coal resource area south of Dawson Creek.

A gradall bush cutter at work on the Alberni-Tofino section of Highway 4. Alder tree growth in this area is 1.06 metres to 1.21 metres per year and as a result an extensive brushing program is required each year.

The unit shown here is an Athey force feed loader which was used with success in the Parksville Foreman Area in the Alberni District. Prior to loading, a grader was used to loosen the sod to facilitate removal by the loader.

Snowmobile trail ride into Petro-Can, N.E. Coal Duke and Duchess Mountain sites. All Ministry of Transportation and Highways employees are, left to right, Stan Gladysz, Les Paul, Ron Donkersley and Gordon Arneson. Arnold Campbell is not in photo as he is at the camera. Hundreds of miles of trails into remote areas have been explored by this group. Photo was taken at the Petro-Can camp.

A fleet of heavy duty equipment starts up after lunch at the Meadow Creek Road improvement project in the Merritt Highways District. Equipment used included, a TD-25 and ripper, a D9R and ripper, three 631 Cat scrapers, a John Deere 862, self elevating scraper, and a Dynapac 25 vibratory roller.
ON THE JOB...

A familiar sight to travellers in Lardeau country along Highway 31, is the Highways maintenance establishment in the New Denver Highway District. The shop, on the left in case you couldn’t tell, was salvaged from the Gerrard Townsite in 1945 and reassembled at Meadow Creek where it stayed until 1954. At that time it was dismantled and moved to its present location in Lardeau. The oil shed was originally a freight shed at Bovwotl, located at Mile 17 or 18 along the C.P.R. line north of Lardeau, and was brought to Lardeau on the bridge truck.

Repainting containers for the litter barrels at picnic and camping sites in the Burns Lake District are Don Lacy, Yardman, and Al Opdahl, Laborer. These containers have been a great help in keeping sites tidy. Wildlife and domestic animals (as well as vandals), can’t or don’t damage them.

Part of the Dawson Creek crew cleaning out beaver dams on end of culverts. Crew members are, left to right, Tim Brown, Laborer, Wally Grosve, Machine Operator and Frank Mountney, Road Maintenance Foreman 2.

Left to right, Rick Harrison, McBride District Highway Manager, Dennis Raymond, District Technician; Terry Burgess, Regional Landscape Supervisor. Paul Erickson, Senior Landscape Supervisor at Mount Robson viewpoint and site of Mount Terry Fox cairn during early preparations for dedication ceremony held September 22.

Yahk’s modern weigh scale is seven miles from the United States-Canada border at the junction of Highways 3 and 95. The town itself has a population of mostly retired people and contract loggers working for Crestbrook Forest Industries. Originally a C.P.R. sawmill town, the name YAHK, according to the Kootenay Indians, means land of plenty or meeting place, named because of the abundance of natural food available such as berries, wildlife and fish.
Dawson Creek District Bridge Foreman, Earl Tremblay, left, assisted by member of Bridge Crew, Fred Longer, preparing and loading bore holes at Mile 25, Heritage Highway construction site where rock had to be blasted to grade.

On the job at the Golden Scale is Weighmaster Jim McAlister.

Realignment of Route 26, Barkerville Highway, at Cottonwood River was necessary to align the highway with the new McLarry Bridge, located 26 km east of Quesnel. Preparation for paving started on June 3, 1981 and paving was completed by June 16, 1981. Total cost of the paving was approximately $120,000. Shown here going over final grade plans are, left to right, Bob Petho, Engineering Aide 2; Elmer Green, Engineering Aide 3; Al Petty, Project Supervisor; and Gerry Allen, Engineering Assistant.

Andrew Irwin, Clerk 5, Kamloops motor licence office has spent over 25 years in the public service. Her duties consist of checking documents, collecting revenue, issuing motor vehicle licences and ICBC insurance, answering inquiries and operating the camera for identification pictures.

On the job at the Golden Scale is Weighmaster Jim McAlister.

Mary Godin is a Clerk 4 with the Trail motor licence office. Her duties include issuing ICBC insurance and motor vehicle licence plates and permits, taking photographs and answering telephone and counter inquiries.

OBITUARIES

ALVIN GEORGE HAMILTON, 53, of the Chilliwack Highways District died suddenly on May 17, 1981. He began with the Ministry of Transportation and Highways in 1964 and was a Machine Operator 7 at the Rosedale Yard. Born and raised in Rosedale, George is survived by his wife Shirley, two sons and one daughter.

JOHN GRONER, 53, Labourer, Nanaimo Highways District died May 2, 1981. John started with the Ministry on May 1, 1973 as a labourer. He is survived by his wife Emily. At her request donations were made to the B.C. Heart Fund in John's memory.

J. R. (RON) PELTIER, 44, died July 24, 1981. Ron commenced employment with the Ministry in April, 1970 and worked primarily on the Nanaimo and Cassidy patch crews. Ron is survived by his wife Bernice and four children.
ON THE JOB . . .

Picture shows members of the Burns Lake District Engineering crew checking lift of asphalt at Fulton Bridge approach south of Granisle. Included are Dave Mitchell, Bookie, Neil Lachter, Level and Dan Weber, Rodman.

A new practice in the Nanaimo District is shown here. It involves barging 19 mm crushed granular surfacing to Gabriola and Thetis Islands ending the costly chore of trucking the product by ferry from Vancouver Island when needed. Shown are the production barge, with hoppers, conveyor and power plant. The services of local truckers and the federal dock were used to bring the product to Thetis Island.

Funded under the "Safe Route to School" program administered by Highway Safety Engineer Jack Lisman, this new footbridge over Shawnigan Creek was named "Coal Bridge" after an old time resident. Cost of this structure was kept down by using old wooden stringers from Burnt Bridge and by pre-assembly of the rail supports and construction was carried out by the Nanaimo District bridge crew. The structure eliminates the necessity for busing children around a loop which includes part of the Trans-Canada Highway.

Last winter the first year in the Tete Jaune area when patching was performed in mid-December, Highway 16 just west of Mount Robson, in the background was the locale for the picture. While patching in mid-December may sound a little out of the ordinary, it was accomplished with the help of the pavement recycler. The patching crew, left to right, consisted of Bill Roe Jr. and John Gerin.

Renfrew Road was the site of a face lift for Burnt Bridge in late April this year. After removing the old bridge, including stringers, the Nanaimo bridge crew under the direction of Bridge Foreman Ray Kukawski raised the concrete abutments and prepared for the new concrete box stringers. Due to lack of room for the crane's outriggers, two smaller cranes were used to place the new stringers. Box beams are shown resting on the old stringers.
MOUNT TERRY FOX DEDICATION SEPTEMBER 22

Part of large crowd at viewpoint before Mt. Terry Fox dedication ceremony September 22. Premier Bennett and Fox family arrived by helicopter minutes later to unveil the plaque and signboard after earlier ceremony on the mountain top.

Covered signboard prepared under jurisdiction of Senior Landscape Supervisor Paul Erickson and Region 4 Landscape Supervisor Terry Burgess after official unveiling by Fox family.

Large bronze plaque for Mount Terry Fox roadside site is mounted on 2,000 kg stone by Dieter Kostain, right, with the assistance of Frank Zambano from the McBride District. Ministry personnel also arranged transportation and catering for guests from Vancouver and Prince George. Landscaped and seeded, new roadside site also provides magnificent view of Mt. Robson.

Large 12-place helicopter takes off on test run from Mt. Terry Fox viewpoint parking area watched by Dave Aldridge, Region 4 Roadsides Development Co-ordinator, left, and Paul Erickson, Senior Landscape Supervisor from Headquarters.

Crews from McBride District prepare roadside site for Mt. Terry Fox dedication. Paved parking area, concrete paths and patio and picnic tables were features of the new site.
ON THE JOB . . .

Dave Swoboda, fourth year Apprentice Mechanic, from Cranbrook District overhauling a cylinder head in the mechanic shop in Cloverdale.

Robin Shaw-Maclaren, Apprentice Mechanic, second year, installing a brake shoe while performing a major check on a 4-ton truck at the Cloverdale shop.

Rick Wobischewich, Apprentice Bodyman, third year, at the Cloverdale shop refinishing paint work on a 4-ton truck after an accident.

Mike Webster, Apprentice Mechanic, third year, installing a hydraulic cylinder while doing an annual major check on a mower at the Cloverdale shop.

D. Trail, Mechanic 2, Bridge Lake, Lillooet District, checks out front mount plow bracket while Machine Operator 3 Dave Colgan works to assist in repairs.
Modern traffic problems are catching up to Burns Lake as a flashing light is erected at the junction of Yellowhead 16 and North Francois Highway. The Burns Lake District road and bridge crew assisted the Regional Electrical crew.

Don Stem and Dick Vessey service the gears at the top of the tower at the ferry terminal at Southbank, Burns Lake District. Both Don and Dick work with the district bridge crew.

Modem traffic problems are catching up to Burns Lake as a flashing light is erected at the junction of Yellowhead 16 and North Francois Highway. The Burns Lake District road and bridge crew assisted the Regional Electrical crew.

Left to right: Earl Kilner, Mechanical Foreman; Ed Turner, Bridge Foreman; and Cliff Lippa, Bridgeyard of the Creston Highways District standing in front of new bridge truck.

Soil sampling equipment being removed from drill hole at Flatbed Creek, North East Coal development. Drilling section personnel are: left, John Sumpter, Machine Operator; Hans Shatz, Machine Operator; and Mike Smallwood, Diamond Drill Foreman.
Happy fellow in snappy fedora is Fred Gilbert, an ex-airforce pilot of the Second World War who was employed by the provincial government from 1943 to 1953. Cameraman caught Fred in pose beside one of three war surplus Avro Ansons purchased for the government by McDonald Brothers, of Winnipeg. The aircraft has been identified as CF-BCA and was primarily used to service the engineering branch of the then Department of Highways under the then Deputy Minister Evam Jones. It was also used for VIP transportation. The other two Avros, CF-EZN and CF-EZI, were attached to the Photo Survey Branch of Lands and Forests. BCA was destroyed in crash at the Pat Bay Airport in 1961 and the other two planes were subsequently used for firefighting practice at the airport and were destroyed in 1964. The hangar at one time was owned by Trans Canada Airlines (now Air Canada) and is presently used by the Victoria Flying Club. Picture is believed to have been taken around 1951 or 1952. Note style of wares parked at far right.

CAR TIPS FROM GERRY: TO STOP A CAR THIEF

(By Gerry Brown, Manager, Motor Vehicle Inspection Division)

According to the Attorney General's Data Services Section there were 12,341 motor vehicles (including cars, trucks and motorcycles) stolen in British Columbia in 1980 and of this number 10,722 were recovered. In a five year period ending December 31, 1980, there were 6,000 motor vehicles stolen in the Province that were never recovered.

Here are a few simple precautions which anyone can take to keep his car from being stolen.

First of all, statistics show that the majority of car thefts occur after the owner leaves the keys in the ignition. If the thief then finds your driver's licence and vehicle registration in the car, he can impersonate you, if stopped by police.

Also, there is nothing more inviting to a thief than expensive items left on the car seat in plain sight. If your vehicle is locked this may still not deter him from attempting entry.

Points to remember:
- upon leaving your car be sure you lock all doors and windows and take your keys with you.
- keep your driver's licence and vehicle registration cards in your wallet or purse.
- always try to park on a busy well-lit street and never leave your vehicle in a dark, out of the way spot.
- don't leave anything valuable in plain sight. Always lock your valuables in the trunk. If you park in a garage or commercial lot, leave only the ignition key with the attendant, not the trunk key.
- cars parked at the end of the block are more likely to be towed away than those in the middle of the block. Also, turn your steering wheel sharply to one side or the other as this will lock the steering column and prevent the vehicle from being towed from the rear.