“ACTION!” On the Agassiz Rosedale Bridge
As I travel the province I am making every effort to meet as many of the staff as possible. I am proud of the commitment and dedication of so many people within our Ministry.

My message throughout the province has been and will continue to be SERVICE. We must continually strive for excellence.

The greatest disappointment to me is when I receive a letter or phone call relating an incident whereby a citizen was not treated or dealt with in a professional and polite manner by a Ministry employee.

It is understandable that jobs can be tedious at times and I also know that people can sometimes be testy, but I appeal to each and every one of you to represent our Ministry so that you cannot only be proud of your own performance but of each other as well.

This current Session of the Legislature will be exciting for me as our Ministry will be putting forward major changes to the Motor Carrier Act and the Motor Vehicle Act.

Many of these changes are targeted at cutting red tape and providing B.C. citizens with better SERVICE!

Cliff Michael
Minister
Coq Toll Fix

An important feature of the FRP (Fiberglass Reinforced Plastic) toll booths that MNG Plastics Ltd. built for the Coquihalla Highway in B.C. is that they can usually be repaired after sustaining damage.

"The first seven we made were on their way to B.C. last summer by rail when the train they were in collided with a second train," says MNG’s Neil Richardson.

MNG removed the damaged panels and replaced them with new ones.

Recently, a car crashed into one of the booths at its highway location and damaged the panels on one side of the structure.

Again, replacement panels were provided by MNG to repair the damage.

Transpo Trivia

1. When did the first four-wheel drive car appear?
2. When was the first auto race?
3. What is the busiest road in the world?
4. What is the longest road in the world?
5. Who was the real "father" of the modern four-stroke engine which is the direct ancestor of our modern automobile engine?
6. Why was Indy called "The Brickyard"?
7. What kind of a car did the television character "Colombo" drive?
8. In most of his films James Bond drove what kind of car?
9. What kind of car did James Bond drive in "Diamonds are Forever"?
10. Where and when was the first parking meter installed?
11. Where and what was the first electric traffic light installed?
12. When was the first licence plate issued?

Answers on page 30
Don't Let It Get You Down

In any organization, if the employees aren't well, the company's not well. It's the same in the public sector as it is in the private sector. The "company" loses money in sick time, in early retirements, and in loss of creativity. People are beginning to see that stress-related problems can cost the "company" good people as well as money.

That's why the Ministry of Transportation and Highways hires people like Dr. Barbara Tinskamper, a nutritionist and stress management consultant in Vancouver.

So, if you feel under stress on the job, if you have that "sinking feeling" don't get your tie in a knot. Turn to page 5 and read Stress Management "Highway" to Health, Success. As the good doctor says, "Stress management assists us in achieving a lifestyle that puts us more at ease with ourselves, our co-workers, our family and friends. It helps us gain, or stay in control of our emotions, our reactions, our health, and actually, our whole lives. It's the 'highway' to success and health."

My son, who is a Ministry of Highways employee, has told me that the Roadrunner is now being published again after an absence of five years. I am now retired but would like to receive copies of the magazine so that I can keep track of my former fellow employees. Is there any way that future copies could be mailed to me at the above address. If there is a subscription fee, please let me know.

I always enjoy reading the Roadrunner, so am pleased to hear that it is once again available. Keep up the good work.

Albert J. Senechal
70 Mile House.

Congratulations on the "first" new format Roadrunner.

All of the Vanderhoof district crews have nothing but praise. The Transport Trivia had our coffee room guessing for a while.

Keep up the good work.

Dave Foster
Field Editor, Vanderhoof

It was with mixed feelings that I received and read the Roadrunner. I was ecstatic to see this terrific publication back in service. My only displeasure is to see that nothing has changed with regards to Region Two. As in the past there is next to nil reporting of any kind from Region Two and its Districts.

I am an amateur photographer and a relatively good writer and if you need someone to report for Region Two I would be very pleased to do the job. We are a very productive Region with very productive and interesting people and projects.

If there is any way I can serve this very interesting publication in anyway, please do not hesitate to call upon me to assist in any way I can.

I remain.

Annie Collins
Kamloops

Recently a retirement party was given jointly for two construction Branch personnel.

Owen Jackson retired after 18 years and Don Johnson, retired after 30 years. Mr. Johnson was a senior Project Supervisor.

A dinner and dance were held with several toasts and a presentation of gifts made by some of the 80 guests in attendance. A bass Transit was presented to Mr. Johnson by Rod Fru.

At the time of the engagement we did not realize that the Roadrunner would be published again.

John J. Ross
Engineering Assistant
Surrey

Thank you for the Roadrunner, it is great to see the old and new faces, with their respective happenings. I hope the Roadrunner will be able to continue being published. The phrase "I don't know how I ever had time to go to work" from many retirees, is getting well worn, showing that more planning and activity is going into retirement.

Tom Yearsley, Retired
Region 1
Stress Management—“Highway” to Health, Success

There is a lot of emotional and social stress inherent in our modern lifestyle — pressure to perform well at work and pressure to meet social expectations and obligations.

The job can often require a high degree of concentration and circumstances are in a constant state of change. And all too often, it seems there is little time for physical exercise or peace and relaxation.

“Have you ever stopped taking breaks for lunch and coffee because you just don’t have the time?” asks Dr. Barbarah Tinskamper, a nutritionist and stress management consultant in Vancouver.

“Too much stress shows in many different ways — irritability, headaches, sleep problems, tense muscles and resulting aches and other ailments,” she says, adding, “Most of our common diseases today are linked to stress.”

That includes heart disease, diabetes and ulcers. Doctor Tinskamper says some people “sense” stress more than others and some feel the urge to escape it.

Is the Job closing In on you?

“That usually means turning to alcohol and/or drugs,” she explains.

“It doesn’t change the situation. But the person ends up forming a bad habit that usually tends to make the situation even more difficult. Both performance at work and behaviour at home are affected.”

So how do we deal with stress?

“Take a rational approach,” Dr. Tinskamper advises. “What is the problem? What are the alternatives? Can someone assist you? Do you need some other skills to tackle the situation? Map out your strategy.”

Something may bother an individual about another person and that other person may not even be aware of this bothersome behaviour. “If you don’t point it out to the other person, things won’t change, she says. “Often we are afraid that the other person may feel hurt or does not understand.”

“Be constructive in your remarks,” she advises. “Tell the person about your reservations and concerns. Don’t just focus on what bothers you, but try to make a suggestion about how he or she could act or behave differently.”

This is the age of information and communication, and that also applies to the communication between individuals regarding their expectations, views and feelings.

“For many of us there seems to be a lot of room for development and improvement in this area,” Tinskamper says.

“Communication can also serve to release tension,” she explains. “Allowing a person to express dissatisfaction, anger or unhappiness often reduces their level of stress.”

Dr. Tinskamper says that by listening and trying to understand the other person, “we may give them the support that they are looking for.”

“Conversely,” she adds, “if something bothers us, it is often healing to share it with someone we trust.”

In the technical world we live in today, many people tend to keep emotions and feelings to themselves, forcing them to go “underground” where they start their “subversive action” in the form of emotional and health problems.

“We need to learn to deal with our feelings and those of other people in a better way, a more positive way, and find proper ways of expression,” the doctor says.

Tinskamper adds that when a person is under stress, the body responds in a way that prepares the person for physical action — “fight or take flight.”

It increases our blood pressure and makes more energy available in the form of extra fat and sugar in the blood. But running away or getting physical isn’t exactly acceptable on-the-job behavior.

“So, since we don’t act out our frustration, anger or anxiety physically, and mental processes do not use up extra energy, an outlet of some sort has to be found.” Tinskamper explains.

Exercise is a good way, she says, to put that extra energy to use and prevent health problems such as high blood pressure.

“Aggressive or competitive exercise can also be a tool to release tension and bad feelings,” the doctor says— “Exercise can also take our minds off problems because it makes us focus on something else.”
Weighscale Operations Move From Pattullo to Nordel

"It's history! It's history!"

Well, to some it may just be an old building that has had its day.

But to those both in the Ministry and industry — and there's a lot 'em — it means a lot more.

Hugh Mortimer has a long memory, especially when it comes to the Pattullo Bridge weighscale station.

Mortimer is a Weighmaster 3 at Pattullo and in March of this year "that old building" was torn down to make way for progress.

It wasn't exactly a pretty building with great architecture and aesthetic style. No, it didn't have the criteria to be a heritage building.

But it sure had a lot of history during its 50 year life. "Sometimes when you think about it, it can get pretty emotional," says Mortimer, with the Ministry since 1962.

"There are so many memories. But its the staff and the people you deal with over the years," the 59 year old Weighmaster explains. "Not only our staff but the RCMP and the kind of cooperation you get from them all," he adds, recalling one of the occasions when he radioed for the Mounties help while pursuing a gravel truck that had refused to stop.

"The RCMP were there in a minute and a half. Its really rewarding to know you've got that kind of backup in any kind of situation."

Hugh grew up in New Westminster and even recalls the Pattullo Bridge being built.

That old building, Hugh figures, was built "early '37 or late '36, to house the toll booth operation staff." It's also been home to a 10 man RCMP detachment. When they moved to Whalley, the Department of Highways moved in. But the weighscale operations, which had been operating pretty much out of a small booth across the road since 1959, didn't get in the "main building until about 1967."

Since then, the Pattullo Bridge weighscale station has become the key to the branch's operations in the lower Fraser Valley.

"It's become a very central location — the information centre for our division in Vancouver," Mortimer says.

Now in the name of progress, this "information centre" will swing over to the new Nordel site, on the Annacis System.

Nordel is in a key location on the new Annacis Highway System, which connects with Highways' 99 and 10, the Westminster Highway, River Road, Marine Way, and also with the Richmond East-West Freeway, which is currently under construction.

The new "information centre" will have the same telephone system. That's good, because as Mortimer explains, all the other weigh scale operations relied on Pattullo.

"It's the central information point, as far as they're concerned...It's like you dealing with the same barber. You get used to it."

"Even the industry," Mortimer says. "They'd sooner deal with the scales directly. I've had guys say to me, 'your scale's been there so many years and we've always dealt with you fellows.'"

So, while the location may change, the lines of communications, that so many have come to rely on, will remain.

The entire Pattullo operation including the computer terminals — and the kitchen sink, moved to Nordel in March, and the bulldozers moved in. After the building is gone, work will soon follow on a new off-ramp for the Pattullo Bridge, as well as an ALRT Park and Ride station. Another Pattullo weigh scale operation will be built in the area and may open sometime in 1988.

A Good Story

Like most people, Hugh Mortimer likes a good story.

A native of New Westminster — (his father was one of the first police officers for Surrey, but that's another story... — Hugh was appointed Weighmaster 3 in charge of the Pattullo Bridge Weigh Scale facility about three years ago.

But prior to that, he worked the portable weighscales for just over 13 years, from 1971 to 1984. Much of that time there were only two portables operating out of the Surrey area.

"I loved the mobile," Mortimer grins. "I actually wore out the platform on a set of scales. We had to re-deck them because they had become too slippery for the trucks to get up on them."

The years on the road tend to collect memories and stories — some of them hairy, some well...
...Likes a good story

"It was in Richmond. I was patrolling Highway 99 at the south end of the Oak Street Bridge," Hugh begins the story about the time he waved over a gravel truck only to find the driver sobbing.

"I asked him what was wrong, and he said, 'my little girl just got hit by a car and I'm rushing to the hospital, I've got to get over there...haven't got time to get weighed."

Hugh was sympathetic to the man's emergency, but...there was a job to be done. He could tell just from a visual check, the truck was "grossly overloaded." The man's weigh slip from the gravel pit confirmed it.

"I said I'm sorry but I'm going to have to detain you," Hugh goes on. He weighed the truck, and all the while the man is crying that he had to get to the hospital.

"I really felt sorry for him," says Hugh. He took all the pertinent information, told the man he would follow up on charges later, and then, "I apologized for the delay and suggested he be on his way."

The tearful trucker got into his vehicle and drove off.

Just then, an RCMP car pulled up and the constable got out of the squad car and approached Hugh.

"He said to me, 'I see you just had Tony so and so...I said yes. Do you know him?"

"The constable then proceeded to tell me how he had encountered the man a few weeks earlier, then asked...'did he tell you about his little girl?"

"I said, yes."

"Well," says the constable, 'he pulled the same stunt on me. He was even crying!"

Hugh laughed and told how he later discovered that Tony had no children and was single.

Weighmasters Now Enforcing Transport of Dangerous Goods

The transport of dangerous goods in British Columbia will now be enforced by Weighmaster Inspectors, Transportation and Highways Minister Cliff Michael announced recently.

Michael said the Ministry has just completed training all Provincial Weighmasters as dangerous goods inspectors, and in addition four persons will conduct on-road inspection in conjunction with the enforcement program carried out through the fixed Weigh Scales sites.

"The safe and legal transport of dangerous goods is an industry responsibility," the Minister said, "and the safety of the public is of prime concern to our Ministry. The Transport of Dangerous Goods legislation supports and ensures the public's safety in this area."

Michael said the Commercial Transport Division of the Motor Vehicle Department has provided information and assistance to the carrier industry on the transportation of dangerous good in B.C. and inspectors will now begin to issue tickets or appearance notices to carriers found to be in non-compliance.

The Highways Minister explained the enforcement thrust will cover three major areas — documentation requirements, vehicles will be required to display safety markers, and the inspectors will check for training certificates.

"The documentation required and the information provided on the documentation will ensure that the dangerous goods carried are accurately described on the carriers' waybill," Michael stated.

Vehicles carrying dangerous goods are required to display safety marks indicating the class of dangerous goods carried. Safety marks may take the form of a label, a placard, a sign or a product identification number. "The display of safety marks should not be interpreted as a danger to the public, but rather as advice to response crews on what emergency action should be taken in order to reduce potential injury to the public," Michael explained.

Regarding the inspection of training certificates, the Minister went on to point out that regulations require each operator transporting dangerous goods to be a trained person, and that person must be in possession of a certificate indicating the areas of training received.

"Our enforcement program will ensure that only operators holding valid training certificates will be transporting dangerous goods on our highways," Michael said.

"The implementation of the dangerous goods enforcement program is the result of considerable effort by our Ministry and we will continue to protect the public and other users of our highways," he added.

A Limit To Long Haul

The ministry, through our Motor Vehicle Branch plans to introduce legislation limiting the number of driving hours per shift and per week for long haul truckers and bus drivers, says Superintendent Keith Jackman.

The legislation will likely set a maximum of 10 driving hours in one shift as part of a Canada-wide safety code designed to protect motorists from dangerous trucks and exhausted drivers.

The legislation will also tighten up enforcement of maintenance standards in the transport industry.

A maximum limit of hours on long-haul is currently contained in the Canada Labour Code, Jackman says, but it isn't enforced.

The new legislation will include enforcement by requiring drivers and employers to keep log books. The regulations will be compatible with the U.S., where the majority of states require truckers to rest for eight hours after driving 10 hours, Jackman says.
Meet the New Deputy

Our new Deputy Minister, Roy Illing, comes to us from the Ministry of Energy, Mines and Petroleum Resources, where he was Deputy Minister to Honourable Jack Davis. Mr. Illing was named Deputy Minister of Energy, Transport and Communications for B.C. in 1977, and the following year became the first Deputy Minister of the newly organized Ministry of Energy, Mines and Petroleum Resources.

While Deputy Minister of Energy, Mines and Petroleum Resources, he was responsible for developing and recommending energy and mineral policies for the provincial government, and also regulatory administration of all oil and gas production and mine operations in the province.

Several of our Ministry staff worked with Mr. Illing when he was Deputy Minister of Energy, Transport and Communications.

Immediately prior to 1977 Mr. Illing was appointed Marine Administrator for the Federal Ministry of Transport, responsible for the Canadian Coast Guard, the National Harbours Board, the St. Lawrence Seaway Authority and the four Pilotage Authorities. His position involved the development of a new ports policy and a new international shipping policy for Canada, and he was also involved in the reorganization of the Marine Administration to bring a concept organizing Crown Corporations and public service organizations together.

From April 1972 to December 1973 he was Surface Administrator for the Federal Transport Department, where his responsibilities covered the federal government’s ferry services to Newfoundland and Prince Edward Island, federal highway planning and the federal Traffic Safety Program. He was also involved in federal railway planning and was liaison at the senior level between the federal government and the major railways.

Mr. Illing was Director of Corporate Planning and then Group Vice-President for Warnock Hersey International, a multi-divisional Canadian International conglomerate, from October 1969 to April 1972, and from early 1968 to late 1969 he acted as consultant of re-organization to the Royal Bank of Canada.

For seven years, 1960 to 1967, Mr. Illing was Head of Organization, Productivity and Planning Division for Iranian Oil Exploration and Producing Company. IOEPC was formed by a consortium of 17 international oil companies to carry on oil production and exploration in Iran under a 1954 agreement. Mr. Illing was responsible for overall planning and implementation of a major construction program to double oil production to five million barrels a day. This involved extensive analysis of technical and organizational requirements and the identification and construction of facilities needed: pipeline, production, marine terminal, highway and other facilities were constructed as part of the multi-billion dollar expansion.

Prior to 1980, he served in both the RAF 1952/53 as a navigator and later in the RCAF 1955/60 as a technical officer. He is a Chemical engineer and prior to and following his graduation in 1951 he worked in the glass and chemical industries.

Tribute to Tom Johnson

Departing Deputy Minister Tom Johnson was pleasantly surprised recently when Highways Executive Staff gathered at Victoria’s Executive House to formally say goodbye over a reception in his honour.

Highlight of the occasion was the presentation of an old brass transit instrument all shined up, together with an Electronic Road Sign in miniature which had the message below programmed into it. A corsage was also presented to Mr. Johnson’s wife.

The message was in a humourous vein relating to his career and from all reports it received lots of laughs and Tom was deeply touched by the whole affair.

The Roadrunner prints it here for your enjoyment:

Great Protector of Fish and Wildlife
Creator of Parks
Controller of Waste Materials
Manager of Water Resources
Prohibitor of Acid Rain
Great Surveyor and Mapper
And that’s just Environment & Parks
Pending Ministerial approval the following Ministry of Transportation & Highways changes have been recommended:
The name Coquihalla Highway to be changed to the Johnson Toll Road
The Geotech lab on Kingston St. to be called the Johnsonon Institute
The Annacis System to become the Thomas Johannacis system
Annacis for short
The M.V. Klatawa to be renamed the Thomas R. Johnson after the First Deputy Minister to be powered by natural gas
The Buckland Taylor Cable Testing Lab be called the Johnson Stress & Pain Clinic
Tom Johnson has become a legend in his own time and will long be remembered by his staff and…
especially British Wire Ropes
The Minister found him to be very enlightened… especially when it came to the Lion’s Gate Bridge, Deas Tunnel and the Port Mann Bridge
Although a proper dresser by nature
Fergie says… next time you are in Quesnel, don’t forget to wear your tie
Dave and Ron will always remember that when all else fails…
You’ll think of something
Property Agents Essential To Highway Projects

Their mandate — to acquire land for highway projects, which includes gravel pits, ferry sites, drainage easements, land leases, and much more.

"Soft words don't always avoid conflict," says Al Brown, Director of Property Services, "and there are times when you are threatened with physical abuse, set upon by dogs and subjected to verbal attacks."

In spite of such hazards however (and without danger pay) their track record of amicable negotiations and right-of-way settlements is commendable, and on the average over 1,200 agreements are completed each year with less than one per cent per year having to be settled by litigation.

"If you were to draw our branch in a cartoon," says Al, "the negotiator would be in the foreground with an olive leaf in one hand and a settlement form in the other. Our role is to be the forerunner in construction projects, to gain a negotiated settlement and entry before construction starts."

In the first stage of highway construction, the Planning Branch, together with the Design and Surveys Branch prepare highway location plans as well as deal with any environmental problems, municipal concerns and concerns of local interest groups.

"Hopefully these hurdles have been cleared before we receive the approval to begin contacting land owners who may be a farmer, businessman, layman, commercial corporation, crown agency or an Indian Band."

All acquisitions are carefully documented and when payment is made, the Crown takes ownership both by way of establishing the areas as highway in the B.C. Gazette, and/or conveying title should the Ministry buy the entire parcel.

Some of the most sensitive settlements, according to Al, have been with elderly people. "They find it very traumatic when informed that a highway is going through their house or within a few metres of their front porch. Many of them become highly emotional and feel threatened by 'big' government wanting some or all of their land. This is where a negotiator must have empathy with an owner, justify the Ministry's need and be fair and equitable in all his negotiations.

To give some idea of the work involved, there were 834 claims settled and a further 1,125 in the process of negotiations at the end of February 1987. The claims to date did not involve arbitration. The total cost of acquiring the land came to $19.2 million.

In addition, the branch has a section which does extensive research involving roads on Indian reserves which has been well received by Band Councils and has proven effective in resolving a number of controversial road problems.

Al has been with the Branch for 30 years starting out in the Kamloops office. Before that he held a number of jobs including real estate salesman, CPR Freight Claims Investigator, Claims Agent for the White Pass and Yukon Railroad, and Administrative Officer with the Department of Northern Affairs at Whitehorse.

Besides being responsible for the regional offices, Al has a staff of eight at Victoria Headquarters including Don McSween, Manager of Operations; Jim McDonnell, Headquarters Property agent, and Jim's assistant, Rick Hadley.

The clerical staff process all gazetting, correspondence and handling of compensation forms, recording claims, and other paper work.

"While statutory authority provides for the "taking" of a persons land, our Minister is very concerned that all persons be treated fair."

"In this regard I am sure practically all claimants would agree they have been treated in such a manner," Al concludes.
People On The Job

The Making of the Roadrunner

Executive Editor Charlie Shave has the first copy.

Editor-Designer Mike Rogers checking pages hot off the press.

Co-Editor Martin Lay finds the Roadrunner great reading.

Even the Minister likes to see his name in print. Honourable Cliff Michael and Mrs. Michael obviously enjoying reading about themselves in the first issue of the Roadrunner since 1982.

Manning Press Staff at Sidney Put It All Together.

Checking The Fold

Running The Press

Shooting The Pages
56 Years of Service
As Dick and Les Retire

Left to right: Pearl and Les Johnson, Dick and Theresa Claridge.

DICK CLARIDGE, MO 2 Sign Truck and LES JOHNSON, Sign Maintenance Man — Vernon District, were honoured at a retirement party held on November 1, 1986.

DICK CLARIDGE worked for Highways from February 12, 1954 in various positions (Labourer, Axeman) involved in sign maintenance. Dick served as industrial first aid attendant in the 1960's and was appointed District Safety Officer in 1967. Dick retired on October 31, 1986 after 33 years of service.

LES JOHNSON (District Sign Maintenance Man) started with Highways on April 13, 1964 as a Labourer. He worked in various positions prior to taking over as Sign Maintenance Man on June 1, 1969. He was a member of the District Safety Committee and was also a Field Editor for the Roadrunner magazine. Les retired after 23 years service on November 26, 1986.

Remember this, Les?

HANS RAABE is District Stockman in the Terrace Highways District. Hans started with the Ministry in 1973 in Stewart. After transferring to Merrit in 1976, he returned to the Northwest in 1981. Hans is married and has two children. His number one hobby is fishing. Hans recently caught a 43 pound spring salmon.

KEN HRECHKA is a Trades Senior Supervisor in Terrace. Ken moved to Terrace in August 1986 from the Quesnel District garage. Prior to moving to Quesnel, he worked in shops in Lytton, Langford, Duncan, Port Alberni, and Nanaimo. Ken is married, has two children and spends his spare time fishing.
**People On The Job**

**Safety Is Job One**

John Phillips is a busy man, and for him "Safety is Job One."

Director of Administration and Safety Programs for the Motor Vehicle Branch since 1980, Phillips' job covers everything from pedestrian safety to dangerous goods programs in B.C.

He's the man who develops and coordinates administrative functions. He also researches and develops policies relating to vehicles, drivers, passengers, and yes, pedestrian safety.

"In the road user safety field, I'm in contact with safety councils, other ministries and other governments," says Phillips.

But the biggest part of his job deals with dangerous goods where he often represents the Province in Federal-Provincial negotiations.

"Negotiations are held mainly to detail the responsibilities of each government," says Phillips.

"For example, the Province is responsible for on-highway transport of goods, while the feds are responsible for handling (manufacture and storage), and for offering (packaging) for transport," he explains.

The negotiations also cover court costs, permit issuance, designation of federal and provincial inspectors, and cooperation on public awareness programs.

"We have some 3,200 different dangerous goods broken down into nine classes," says Phillips. These are: Explosives, Compressed Gases, Flammable Liquids, Flammable Solids, Organic Peroxides, Poisonous and Infectious Substances, Radio Active Materials, Corrosives, and Miscellaneous Dangerous Goods.

"The most visible would be the Flammable Liquids class which the public sees such as trucks carrying gasoline, home heating oil, aircraft fuel, that sort of thing."

Phillips also coordinates the enforcement of the Dangerous Goods Program in B.C.

"The enforcement side of the program has now been completed with 140 weighmasters designated Dangerous Goods Inspectors, also we have trained many law enforcement officers to enforce dangerous goods regulations," he adds.

Phillips began employment with the Motor Vehicle Branch as a Driver Examiner in 1963 at the Georgia Street Motor Licence Office. After working out several Lower Mainland offices, he transferred to Cranbrook to operate a travelling driver exam unit in the East Kootenay area. Four years later he was promoted to Office Manager-Driver Examiner in Mission. In October 1977, he was promoted to Administrative Assistant to the Superintendent of Motor Vehicles.

Phillips is a graduate of the Executive Development Training Program at the University of Victoria, and prior to working for the Branch was employed with Air Canada and before that, the Bank of Montreal. He is married with two children.

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**Environmentalist Enjoys Her Work**

ANGELA ABRAMS could have been a typist, a teacher, a bookkeeper or beautician. Instead she is an Environmental Coordinator whose job is to identify sensitive environmental land use issues, assist in coordinating multi-disciplinary studies prior to highway design and to lessen the impact of a highway on the environment before design and construction can proceed.

Born and raised in Chilliwack, Angela holds a B.Sc degree in Geography from the University of Victoria, specializing in resource management. She worked on contract assignments with the Lands Department for several years, also with the Housing Corporation of British Columbia, the Canada Mortgage and Housing Corporation and prior to becoming the Assistant Environmentalist Coordinator in 1980 worked with the Geotechnical and Materials Branch.

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**RUTH ROY is the secretary to the Superintendent of Motor Vehicles in Victoria. She was born and educated in Nova Scotia and moved to B.C. in 1960 and has been working for the government since 1970. Ruth's hobbies are skiing, sewing and curling.**
The theme of this year's Motor Vehicle Department Managers Conference was "the professional role of the manager" and "field office interface with other areas and organizations."

Guest speakers included representatives from the R.C.M.P., the Insurance Corporation of B.C. (ICBC), instructors from the British Columbia Institute of Technology (BCIT) and the Ministry of the Attorney General. Motor Vehicle Department Program Managers, and representatives from Personnel Branch also made presentations on current and planned programs.

Commercial Transport Division Conference

Commercial Transport Division's management team met in 1986 for their Annual Regional Supervisors' Conference in Victoria. Topics discussed included operational and management issues, legislation, regulations, policies, enforcement, highway safety, vehicle design, the new Coquihalla Highway, personnel programs and training.

From left to right — Back Row: John McDicken, Manager Commercial Transport Division; Ken Good, Regional Supervisor, Kelowna; Ron Henry, Regional Supervisor, Prince George; Dave Ward, Regional Supervisor, Dawson Creek. Front Row: Harvey Monnette, Regional Supervisor, Cranbrook; Vedder Morton, Regional Supervisor, Lower Mainland; Murray Brown, Assistant Manager, Commercial Transport Division; Ray Jago, Regional Supervisor, Vancouver Island.
BERNICE LINDAL, Secretary to the Regional Director in Burnaby. She joined the Ministry in 1981 and was a Clerk Steno in the Planning Department before moving to her present position. Along with her secretarial duties she is editor of our Regional safety bulletin, the Highwayman.

DAN DOYLE has been the Regional Director for Region 1 since August 1985. He has been with the Ministry since 1969 and has held several positions, including Regional Director in Region 5, Regional Manager, Maintenance in Region 6, D.H.M. in several Districts and Construction Branch Project Supervisor on Highway 17 in Victoria.

BARRIE CARLSON joined the Centreline Marking Branch of the Ministry in April of 1967. He worked as a Centreline Foreman in Regions 2 and 3 from 1969 to 1977. Presently, he coordinates Centreline Operations from the Cloverdale office. His extra-curricular activities include golfing and volunteer fire fighting. Barney is the Roadrunner field co-ordinator for the Centreline District.

ANDY BUSH started with the Ministry of Transportation and Highways, Centreline Marking Branch in August of 1980. For the past two years he has been working as a Machine Operator 6 in Region 6. Andy enjoys camping, kayaking and motorcycling.

How Many Employees Does It Take To Read a Roadrunner?

7,008

An ADM to authorize it... An auditor to scrutinize it...
A Lab Tech to analyze it... An office manager to prioritize it...
A planner to theorize it... A secretary to diarize it...
A draftsman to customize it... A writer to editorialize it...

and the rest of you to patronize it!!!

The Roadrunner is Your Magazine. Read it. Drop Us a Line.
Letters To The Editor: The Roadrunner, 5th Floor, 940 Blanshard St., Victoria, B.C. V8W 3E6
Highways Personnel Involved In “Stakeout”

By

Mike “Hollywood” Proudfoot

It was a dramatic chase and a spectacular crash. The place — the Agassiz-Rosedale Bridge. A little touch of Hollywood came to the Chilliwack highways District in March as Touchstone Pictures filmed a chase scene for the motion picture production “Stakeout.” Highways Department crews were on hand to assist the Hollywood crew.

It all started in early January as Touchstone, a part of Walt Disney Productions, requested the use of the Agassiz-Rosedale Bridge for the site of some dramatic chase and crash scenes for their production. In conjunction with this, requests were made for Ministry crews to complete some “cosmetic refinements” to the site to accommodate the safety and aesthetic aspects of the film.

The chase scene goes something like this. The bad guys are being pursued by the Wyoming Sheriff and the Highway Patrol. As they approach the Colorado River (Fraser River) they evade capture by completing a “hair raising” manoeuvre off the bridge-end fill to a lower service road.

This is where the Agassiz Maintenance crew comes in. To successfully complete the stunt, Foreman Jim Bodner, Art Kroli M.O. 7, Tom Flanders M.O. 5, Rolly Fielder M.O. 3, and Don Ferguson M.O. 3, removed the protective barrier, placed granular fill atop the asphalt shoulder curb, and installed and compacted a few loads of fill over the depressions and protrusions of the original slope.

A ditch on the lower service road was also filled temporarily to maintain uninterrupted passage of the stunt vehicle. Later, Disney personnel salvaged local moss and vegetation and transplanted it on the highway shoulder and stunt slope to provide a “natural” setting.

Highway signs had to be removed and there was also a considerable amount of traffic control required. All signing and traffic control was co-ordinated by Rosedale sign foreman Don Armstrong and his crew, Todd McLean, Bill Gorisca, and Dale Stade.

Graffiti was removed from the bridge piers, a tourist information sign and other interfering signs such as the highway speed limit signs were removed. “Mile Per Hour” signs were erected to fit the Wyoming setting.

Highway closure signs and advertising in local newspapers were initiated a week in advance of the film dates to ensure traffic inconvenience was minimized. Filming was completed in three 12 hour shifts which required total closure of the bridge for one hour on each of the shooting days and additional minor periods throughout. Six traffic control persons were required on each day, including sentries at Hope and Bridal Falls to advise through traffic to remain on Highway 1 or face delays.

For recording clear sound tracks it was often necessary to halt traffic even though the action was off-highway in the service road area. The travelling public was co-operative once they had the opportunity to view the surprisingly large quantity of equipment, vehicles, technical personnel and actors at the site. As many as 150 Disney staff members were needed on each day of the three day shoot. Touchstone Pictures absorbed all costs incurred by the Ministry in preparing, controlling and restoring the site.

All in all it was a fun and memorable experience and one the Ministry crews won’t soon forget! As they say in showbiz, “break a leg!”

“Between Takes.” It’s a tough job, but somebody’s gotta do it. R.R. Field Correspondent Mike “Hollywood” Proudfoot poses with Location Manager Tracy Jeffrey (centre), and Publicist Brigitte Prochaska. Mike coordinated the Ministry’s operations with Tracy and provided photos for the Roadrunner. Professional photos were supplied by Brigitte.
Setting up the "roadblock".

Todd McLean paints highway closure signs for advance notice to motorists.

"Take five" to let traffic through.

The bad guys.

Rolly Fielder places some fill on the service road.

Art Kroll prepares roadway and fills ditches for stunts and high speed chase.

Monitor provided the replays."
“Stakeout”

It’s an action packed thriller.
“Stakeout” stars Richard Dreyfuss, Emilio Estevez, Madeleine Stowe, Aidan Quinn, and Canadian actors Ian Tracy and Jackson Davies. Directed by John Badham and produced by Cathleen Summers and Jim Kouf, the film is based on a screenplay by Kouf, and is a presentation of Touchstone Pictures in association with Silver Screen Partners II.

Dreyfuss and Estevez are two detectives who are ordered to stake out a woman’s home after her one-time boyfriend, a notorious criminal (Quinn), escapes from prison. Against his partner’s advice, one of the detectives becomes romantically involved with the woman (Stowe), setting into motion a suspense-filled chain of events.
It wasn’t a dark and stormy night... but the following story which appeared recently in the Polar Press “Bear Tracks”, Bear Lake District News was submitted to the Roadrunner by grader operator Jim Scott and we thought it was worth a re-run...

"It was a grey and snowy afternoon when two unsuspecting Department of Highways employees became part of a chain of events that led to a surprising end.

"Percy Lucci was flagging for Jim Scott, who was operating a grader further up the highway. Suddenly, from out of nowhere, a grey sedan careened wrecklessly toward the flagman. In a split second decision Lucci leapt to safety over a snowbank into four feet of slushy snow as the car sped past, its occupant laughing hysterically.

"With lightning quick reflexes, Lucci ran to his radio and called Scott in the grader. Scott managed to get a good description of the vehicle and the license number as it sped past him. Scott relayed the information about the reckless driver to his boss at the highways yard, who in turn called the RCMP in Mackenzie. All this was done in such an efficient manner that the RCMP were able to nab the offender just a bit up the highway.

"This is where the story takes a strange twist. You see, the driver of the car turned out to be a long-time friend of Lucci. He was just playing a bit of a trick on the flagman by swerving toward him and never intended any harm. The RCMP gave him a severe reprimand and a speeding ticket. This summer there are bound to be flag people you know working on our highway. They work long hours in hot, dusty or cold and soggy weather, dealing with impatient travellers. Be courteous to them. Tricks and pranks, no matter how well intended can be dangerous.

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Lady: (Holding out bone to dog) “Speak!”
Dog: “What would you like me to say?”

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In October, 1986 two Design and Surveys Branch crews carried out a joint survey in the mud of the first 10 km of the Stewart-Cassiar Highway 37 north of Meziadin Junction. Traffic and mud were the two major problems these crews had to deal with as asbestos, coal and logging trucks are the main heavy users of this section of highway. Co-operation between Project Supervisor Peter Davies’ Region 5 crew and Project Supervisor Herb Walker’s Region 4 crew aided in the quick completion of the project prior to the arrival of winter conditions.

Shown left to right in the top photo are Bruce Johnstone, Don Bisset, Alex Bukkos, Kenner Mitchell, Project Supervisor Pete Davies and Rick Wiese. Missing from the photo was Bob Reading.

Shown left to right in the lower photo are Ken Hawkins, Ed Gilliard, Terry Gait, Dave Peet, Kirk Bentley, Denis Barrette, Borrie Deenckaert, Adrian Vander-Velden and Project Supervisor Herb Walker.
MARK STAHL recently won through competition the position of Bridge Trade Leadhand in Kamloops. Mark came from Nelson where he was a Trade Journeyman Bridgeworker. Mark has been with Highways for eight years. He is married and likes to ski.

CATHY GATZKE, Radio Operator in Region 2 has three grown children and enjoys her single life. She has many hobbies which include sewing, knitting and reading. She is also an active member of the Royal Canadian Legion ladies auxiliary.

JIM WILLIAMSON, Radio Operator in Region 2, has worked for the Ministry since 1978. Jim is married and he and his wife Joan enjoy their home and garden.

GERRY OWEN was recently promoted to Road Foreman 3 at Birch Island. Gerry has been with the Ministry since 1963. He started as a labourer in Vernon, progressed to an M.O. 7 and then to a Foreman 1 in Vernon and Quesnel. Gerry is married and has three married children. He likes to fish, hunt and tinker in the garden.

DAN STOROSCHUK recently won the position of Trades Journeyman Bridgeworker in Kamloops District. He has been with Highways for 5 1/2 years and transferred from Dease Lake where he was a Bridgeman 2. Dan is married and has a one year-old son. Dan likes to play hockey and is an avid hunter.

PAULINE THOMAS, Clerk Steno 4 has worked for the Ministry for 20 years, the last 16 as Secretary to the Regional Director. Pauline is happily married and some of her hobbies include cooking, gardening, camping, hiking and attending car rallies with her husband Vern.

Siesta Time!
There's more than one way to spend your lunch break, as Brian Meadmore demonstrates.

“TIMBER”
. . . No that's not a falling tree, it's TIMBER JOHNSON who was a mechanic in the Kamloops District for several years. He is now working in the Vernon Electrical shop. We asked Timber how he got his first name and—you guessed it—his father was a logger.

ODD SPOT
Then there's the woman sitting in a car parked in front of a parking meter. A man asked her if she was pulling out . . . “Not for 15 minutes,” she replied, looking at the meter. “My husband says I waste too much money.”
“Rock Hound” Raven

DAVE RAVEN is Regional Approving Officer for Region 6 at Nanaimo. Dave completed Senior Matriculation at Salmon Arm High School in 1954, and started with the Ministry of Revelstoke in 1956 as an axeman in the district survey crew. He worked on the reconstruction of the highway along Mara Lake south of Sicamous for a while, then moved to Lillooet in the spring of 1958 as an Engineering Aide 2 where he carried out a survey for the reconstruction of the Lytton/Lillooet Highway. Dave was promoted to the Saanich District as Engineering Aide 3 in 1960 and in 1965 worked as acting resident engineer (Dial. Tech.) responsible for various construction projects. In 1968, he was promoted to Subdivision Technician and later reclassified to Technician 2, in charge of all regulatory work within the District until 1980 when he was promoted to his present position. Dave is married to wife Nancy and they have two daughters, Barbara and Patti, both enrolled in college programs. Dave’s hobbies include stamp collecting, playing duplicate bridge, rock hounding and lapidary, and also enjoys walking.

RIGHT-OF-WAY

BOB BURNETT is the Regional Negotiator for Region 6 at Nanaimo. Bob first joined the Civil Service as a junior clerk in 1966. Since then he has worked as an appraiser for the Real Property Taxation Branch, an independent fee appraiser and in 1975 rejoined the Ministry as a Property Negotiator in Burnaby. After four years as Regional Negotiator in Kamloops, he and his family moved to Nanaimo in 1981. Bob is currently a Director of the Appraisal Institute of Canada, a chapter President of the Inter-national Right-of-Way Association, and a Director of the Rotary Club of Nanaimo North. His hobbies include automotive repairs and maintenance, puttering around home, collecting plates and working on his home computer. Wife Nola and daughter Lisa enjoy Nanaimo as relatives are just a short distance away in both Duncan and Victoria. Bob’s short term goal is to have a fully integrated computerized office, while his long term goal is to retire early and run for public office.

Model “A” Gent

GREG MERITON is a Property Agent for Region 6 at Nanaimo. Greg transferred from the Lands Branch in September of 1970, and has worked as a Property Negotiator in Headquarters, Prince George and currently Nanaimo. Greg’s interests include salt water fishing, wood-working, and vintage cars, with a special interest in a Model A, 1965 Mustang, and a 1956 Ford. Greg also likes to take a crack at cooking such things as French and Mexican cuisine.

Mobile Dash

RON DASH is the Regional Manager Construction for Region 6 at Nanaimo. Ron has worked his entire career with the Construction Branch, and has been involved in such major projects as the North Thompson (Yellowhead) Highway, Vancouver Island, and Highways 1 and 7 from Vancouver to Hope. Ron is currently looking after the freeway upgrading East of Abbotsford and projects on Highway 99 from Horseshoe Bay to Whistler. Despite a mobile lifestyle, he and his wife Evelyn have raised three sons, all of whom are involved in B.C. Highway Construction. Other interests include camping, skiing, and fishing. Future plans include building some highway projects on Vancouver Island.

The Next Voice You Hear . . .

CHARLAINE SHEPHERD (left) is a Radio and “E” mail Operator for Region 6 at Nanaimo. She began with the Ministry nine years ago. Charlaine has been answering the telephone and giving out the road reports in her sweet little voice. Her interests include cooking, reading and various outdoor activities. In the summer months she can be found at the nearest river, lake, or ocean, soaking up the sun. Charlaine also likes to travel and is a real homebody caring for two cats, three fish and someone named “Bob.”
People On The Job

Instrumental

SHAUN SWEENEY is a Regional Maintenance Systems Technician for Region 6 at Nanaimo. Shaun worked in Ontario, Quebec and the Yukon in underground mining and heavy construction before joining the Ministry as an E.A.3 in Burns Lake in 1971. Shortly after moving to Courtenay in 1974, he became involved with the fledgling maintenance management system as a District Co-ordinator and later transferred to Kamloops District in 1977. From Kamloops, Shaun transferred to Nanaimo in 1980 into his present position. Shaun has been instrumental in the format developing of the road crew scheduling techniques and continues to promote scheduling via the application of micro computers at the district and foreman level. Shaun lives with Pat and her two sons, Jeremy and Shane. His hobbies include raising tropical fish, playing guitar and scuba diving.

SIMON NG is a Regional Systems Assistant for Region 6 at Nanaimo. He began his employment with the Ministry in 1981 in his present position. Besides the Maintenance and Systems functions, he also spent the past summer as the Coatings Inspector for Region 6. Simon is married to wife Mavis and has three children, Nathan, David, and Gloria Grace, ages 7, 4, and 3 respectively.

JAE CARPENTER, Regional Personnel Assistant, started with Highways December 1977. Jae enjoys personnel related work and has worked in this field for a number of years. Outside interests include involvement with the Legion, home study courses, darts, reading and pool. She lives in Qualicum Beach with husband Bernie and cat Keeta. Her future plans are for an early retirement in order to get serious about golf, grow a garden and become more involved with community affairs.

VIRGINIA CURRIE is a Regional Property Clerk for Region 6 at Nanaimo. Born in Edmonton, Alberta, she moved to Nanaimo with husband Fred and two daughters, Cheryl and Andrea, in 1969. Before a move to the Highways Ministry in 1978, she worked in the Nanaimo office of the Provincial Emergency Program. She completed the U.B.C. Diploma Program in Urban Land Economics in 1984 and received official professional certification from the Real Estate Institute of B.C. in 1986. Her career goal is to become a Property Agent.

Phlying Phil

Dateline—HALIFAX—B.C.'s not the only province with a Phlying Phil.

Nova Scotia's highways minister is in trouble because he's got a radar detector or fuzzbuster in his car.

Opposition MLA's complained that Guy LeBlanc could use the device for only one reason—to break the provincial speeding laws. And, they say, he should get rid of it.

In B.C., ex-highways minister Phil Galliardi earned the label Phlying Phil because of his penchant for speeding on the highways.

007

ALFIE WILLIAMSON, Courtenay District, Foreman 1, on Quadra Island won this competition in January 1986. Alfie was a M.O. 7 in Campbell River previously. Agent 007, as he is known by some, keeps track of all secret projects on his Island. Alfie enjoys fishing and hunting in his spare time and Quadra Island is the ideal location for both.

39 and Holding

RAY DYKHUIZEN, Courtenay District Mechanical Foreman, recently received a singing birthday message and birthday kiss from this friendly clown. Ray was pleasantly surprised when the clown and a trail of followers entered the shop singing "Happy Birthday." Ray is 39 years old and holding.
“68 Years of Grading Roads”

STAN CAIRNS, M.O., 7 Courtenay Highways District, recently retired after 35 years of service. Stan is shown at left receiving his “Meritorious Service Scroll” from BILL BALL, District Highways Manager. Stan was a grader operator for 35 years and thought of as “the best.” On the right, Foreman CHUCK MILNE presents Stan with a model replica of his last Grader. Stan’s retirement ends an era started by his father JOHN CAIRNS, grader operator from 1919. Father and son grader operators spanned 68 years for the Courtenay Highways District.

PHIL HIND, Courtenay Highways District, recently won his Foreman 1 position for Hornby Island. Phil had been an M.O. 3 on Hornby Island for a number of years. Phil is learning the technical side of being a foreman by working on the compact portable computer. Most Courtenay District foremen are receiving computer training.

TORSTON CARLSON, (left) Foreman 1 on Malcolm Island, Courtenay District recently won a competition for a Foreman 1 position at Logan Lake. BILL BALL, District Highways Manager, (right) says Highways personnel in Courtenay District will miss Torston’s friendly smile.

Globe Trotter

CHRIS OLYNYK from the Courtenay Highways District recently returned from a Caribbean holiday to St. Lucia. Chris is an Office Assistant 2 and loves to travel. She is already planning next year’s holiday to the Caribbean. Her other hobbies include skiing, aerobics and cycling.

Gold River Foreman MAURICE WUTZKE supervised the replacement of culverts and rip-rapping after a wash-out on Muchalot Drive, Gold River, near the Highways Yard.
People On The Job

New Boss

Stephanie Wierda proudly displays her grandfather, RALPH MCDONALD, Mission Road Foreman. Stephanie is the daughter of Sheila Wierda, Storesworker in the Chilliwack District.

Although Stephanie's management experience is limited, Ralph and Sheila both agree that they know who the new boss is.

Congratulations Sheila and Andy.

Phyllis and Sandy Off To Birch Bay

Family, friends and co-workers gathered at Decker's Supper Club in Surrey to honour PHYLLIS & SANDY SCHIMNOWSKY on the occasion of Sandy's retirement after 27 years of service. Sandy commenced employment with Geotechnical and Materials Branch, Region 1, in September, 1960. He served as Auger Drill Foreman until Valentine's Day, 1977, at which time he was appointed Engineering Assistant and assumed responsibilities as an Inspector in the field of quality control and quality assurance.

Having just returned from a vacation in the southwestern United States, Sandy indicates he wants to enjoy a few rounds of golf in between putting up his feet at their recreation area in Birch Bay.

All the best to you, Sandy and Phyllis. We miss you. Don't forget to drop by for coffee.

Congratulations Ken

KEN HUBBS, T.J. Mechanic in Hope (right) receiving his Certificate of Apprenticeship and Certificate of Qualification along with congratulations from his Mechanic Foreman, TERRY WILTON from Hope. Ken worked with the Ministry in Chase before starting his apprenticeship in 1982, working as an apprentice in Cloverdale, North Vancouver, and completing the program in Hope.

ROD UPTON, M.O. 4, Cultus Lake, receives his Meritorious Service Award from PAT DUNN, District Highways Manager, Chilliwack. Rod retired this March following 23 years service with the Ministry. Rod worked at the Rosedale Maintenance Yard for 17 years before transferring to Cultus Lake in 1980. Since retirement, he and his wife Fern spend most of their time raising cattle and enjoying their new relaxed lifestyle at their Columbia Valley farm.

ODD SPOT

When Solomon said there was a time and place for everything, he had not encountered the problem of parking his car.

Keith participates in organized hockey, plays guitar and enjoys hunting. Last season however, he became the "hunted" rather than the hunter and will be married in August.

In October 1986, he earned through competition the position of Engineering Aide, Regulatory in Chilliwack. He is presently enrolled in evening courses to further his career prospects in the planning and regulatory areas.

Off-duty, Keith participates in organized hockey, plays guitar and enjoys hunting. Last season however, he became the "hunted" rather than the hunter and will be married in August.

Usually an Engineering Aides time is spent out in the fresh air, however, part of their duties occasionally means being in the office. HAROLD PENNER, Eng. Aide 2 is busy copying plans in the Vanderhoof Office and breathing ammonia free air. Thanks to his respirator.
People On The Job

Regional Director
KEITH BESPFLUG has worked for the Ministry for 13 years. He became Regional Director for Highways in Kamloops on February 1, 1987. Keith is married with two children. He and wife Nancy enjoy curling, outdoor activities, dancing and golfing, and especially enjoy living in Kamloops and the many outdoor recreational activities offered here.

HONOURABLE CLIFF MICHAEL and Regional Manager, Maintenance STEVE SVIATKO, enjoying a chat during the Minister’s recent visit to the Kamloops Regional Office.

SHERRIE RICHET recently won the position of Regional Personnel Assistant. She has been working with the government for 10 years and prior to her current position worked with the Ministry of Human Resources. Sherrie is married with one son. Her hobbies range from sewing and crafts to bowling and logic problems. She is also going to college to earn a diploma in business administration.

Hi-Tech Truck
RALPH MANLEY climbs into the S-8540, one of the Ministry’s new 1986 International 5-ton dump trucks. What makes this truck different is the computer which supplies the operator with such data as weights, mileages and just about anything else pertaining to the truck’s functions. For more information on hi-tech trucks see “New Electronic Sander Control” in the Winter ’87 Roadrunner.

Personnel
DENNIS JENKINSON, Regional Personnel Officer, Region 2, has worked for the Ministry for nine years, the last four in his present position. Dennis is married with two grown children. He and his wife Eve enjoy toiling around the pool and working in their garden. They also enjoy driving trips accompanied by their two dogs Teddy and Vicki.

She Earned It
SHERRIE RICHET recently won the position of Regional Personnel Assistant. She has been working with the government for 10 years and prior to her current position worked with the Ministry of Human Resources. Sherrie is married with one son. Her hobbies range from sewing and crafts to bowling and logic problems. She is also going to college to earn a diploma in business administration.

Hand Made
BOB CLARK (right) joined the Ministry in 1967 and is presently a Machine Operator 3. Here he is showing fellow employee RALPH MANLEY, Machine Operator 3, the end result of one of his hobbies of working with wood. He has hand carved this 1926 Graham. Ralph holds a bear hand carved by Bob. He and his wife Ann do leather carving together and are proud grandparents of 12.
The Creston Highways District bridge crew consists of Bridge Foreman Kip Lippa and bridge worker Trade Journeyman Harry Tkach and Don Stewart. Creston District has 29 bridges to maintain as well as being the regional Bailey bridge storage and shipping depot for bridge materials in Region 3. Bailey bridge components are stored in the Creston yard for general and emergency installation throughout the province.

PAUL MOTTERSHEAD takes a break from work on a Champion grader. Paul is currently a mechanical apprentice with the Vanderhoof Highways District; and as of April 1st. will be a Journeyman Mechanic.

Patch Work

The Engen Overpass along Yellowhead 16 west of Vanderhoof has caused more than its’ share of problems in recent years. In the picture two members of the Vanderhoof Bridge crew, ERIC FASTEN and ELDON JOHNSON prepare to patch another hole with set-45 cement. It looks warm, but it is -10 degrees C. A cold day for this winter.

Set-45 cement mix requires reasonably quick handling and MIKE NORDSTOKKE of the Vanderhoof Bridge crew shows his trowelling expertise at the Engen Overhead along Yellowhead 16.
Driver Examiners... They Don't Qualify For Danger Pay

"Old Examiners Never Die... They Just Fail Away."

So the saying goes. Remember how nervous you were when you took your driving test? Did you wonder how your Driver Examiner felt? Likely not.

But you might be amazed to learn what these professionals — these "unsung heroes" — go through on any given day. You may even ask yourself why they don't qualify for danger pay.

"The Driver Examiner is a breed apart," says Des Vosper, Senior Regional Co-ordinator for the Motor Vehicle Department in Burnaby.

"He must have tact, patience, a sense of humour and a good sense of observation on the road," Vosper adds.

The Examiners are trained to conduct visual screenings, test for hearing and general physical health, "and also he is given courses in office procedures, public relations and public speaking."

"When it comes to vehicles, he is taught to operate buses, motorcycles, semi-trailer units and is even obliged to take an extensive course on air brakes," Vosper explains.

But sometimes all that training doesn't help.

There was the Driver Examiner out on his very first road test after he had completed his training. "After a successful and rather uneventful road test, Vosper recalls, they returned to the parking lot and suddenly the applicant slumped over and dropped dead.

The Examiner, needless to say, was very upset.

"He was ready to quit then and there," says Vosper, "but after he calmed down we were able to convince him to stay on."

In the middle of the following week, one of the new Examiner's applicants had a heart attack in the middle of the road test.

"Fortunately, this one didn't die, but for months this unlucky Examiner lived in dread every time he took someone out for a road test." And inheriting the nickname "Killer" didn't really help matters either, as the fellow never could see the humour to the incidents.

And how about the time a Driver Examiner was road-testing a senior citizen on a busy downtown Vancouver street.

Here they were, buzzing along and all of a sudden the old fellow jams on the brakes, takes out his pipe and proceeds to light it. When asked by the Examiner why in heavens name he stopped, the old fellow replied he heard it was unsafe to light his pipe while the car was in motion.

But sometimes the shoe is on the other foot, Vosper says, as even Driver Examiners grow old.

One such Examiner "was having a hearing problem and a young lady approached and asked to get a driver's license. The Examiner asked, 'How old are you?' The girl replied, '17.' When the Examiner explained she would have to have one of her parents sign for her, she said, 'I can't. They're both dead.' To that, the Examiner replied, 'That doesn't matter. One of them has to sign for you.'" Vosper says.

I. Thou shalt hold nothing but thy steering wheel.
II. Thou shalt not make unto thee a god of thy horsepower.
III. Thou shalt not take thy centre lane in vain.
IV. Remember the driver behind thee, to let him pass.
V. Honour thy father and mother and thine other passengers — that ye shall all wear seat belts.
VI. Thou shalt not kill any pedestrian.
VII. Thou shalt not commit drunken driving.
VIII. Thou shalt not steal thy neighbour's eyes with thy headlights,
- Nor his ear with thy horn,
- Nor his enjoyment with thy litter.
IX. Thou shalt not bear false witness with thy signals.
X. Thou shalt not covet thy neighbour's right-of-way.

THE TEN COMMANDMENTS for Safe Driving

Left: Glory Langevin, office manager, Dawson Creek
Right: Gord Tewnion, East Vancouver
Below: Larry Wong, East Vancouver

Left: Peter Hill
Right: Terry Ashton, office manager, Williams Lake

Left: Peter Hill
Joe Angel

by

Ross Westergaard

Joe Angel, an ebullient Road Foreman in Hope, has led an interesting — if occasionally dangerous — life. Born in the Netherlands, Joe spent 2-1/2 years in Indonesia with the Dutch military, attempting to restore the vanishing Dutch colonial empire. Although he disagreed with the mission, he remarks dryly that he didn’t have much choice in the matter.

On returning to Holland in 1950, he spent six years in his father’s stamp and coin business in Amsterdam. He decided to emigrate, so in 1956 with wife Lois and their three children, the Angel family arrived in British Columbia.

His first job was with a sawmill in Yale, then with the CNR. He worked on the north side of the Fraser River, but lived on the south, and used a borrowed rowboat to get back and forth. When settling out for home in the evening, he would blink a flashlight to let Lois know he was on his way. The system worked well until the bitter winter of 1957-58, when one night an ice-flow slipped under Joe’s boat in midstream and carried him two miles downriver, before he was able to get free. If it had been his own boat, he might have left it there, but as it was borrowed — and worth about $200 — he laboriously hauled it back upstream along the bank. It took three bone-chilling hours of sweating, shivering, and trudging to return to his starting place.

Joe started with Highways in November of 1958 as a labourer. He became a Patching Foreman in 1965, supervised day labour projects and is presently functioning in the position of Relieving Foreman.

His hobby — a profitable one — is beekeeping. He and Lois have 40 hives, which yield them approximately 2,000 pounds annually. They both have Bee Master’s Certificates, gained during a Department of Agriculture course at UBC. The honey is sold locally, and they have many regular customers who return year after year. Joe grinned when asked the inevitable question about being stung... he was on a ladder, when he missed a rung and fell — on top of the swarm of bees he was carrying. He received about 50 stings, many of them on his feet and legs when the bees got inside his boots, but “I wasn’t counting!”

Joe takes his job seriously, and is friendly but firm with his crews. He feels that he has a responsibility to the public, and he intends to fulfill it.

New Appointments

Congratulations to the following personnel on their new appointments:

D. Cunliffe, District Highway Manager, Merritt to New Westminster; B. Stanley, District Highways Manager, Terrace to Prince George; E. Hicks, District Highways Manager, Fernie to Nelson; L. Kelly, District Highways Manager, Dease Lake to Prince Rupert; E. Redman, District Highways Manager, Lillooet to Kelowna; B. Eastman, Regional Manager, Geotech & Mat.

The Dawson Creek Mechanical Crew and Stock People

Jim Parker, Roger Smith, Deter Wedemayer, Ross Robertson, Bill Hall, Mike Wagner, Ross Pagdin, Mark Francescutto, Ken Daub, Jim Sargent, Ted Oldfield, Ken Fordyce, Octave Hebert, Wolf Cramer, Henry Moore, Roy Thompson, Ben Anderson, John Beenan.

Engineering to DHM Cranbook; F. Rizzardo, District Highways Manager, Fort St. John to Merritt; M. Webster, District Ops. Engineer, Fort St. John to DHM, Fort St. John; D. Stead, District Technician, Quesnel to DHM Dease Lake; L. Fransson, District Highways Manager, Creston to Lillooet; R. Harold, Reg. Maintenance Systems Technician, Burnaby to DHM Creston; and P. Wightman, District Ops. Engineer, Nanaimo to DHM Terrace.
Frank’s Passion For Ships Preserves Highways History

Some people play golf, others garden or collect stamps in their leisure time.

Frank Clapp’s hobby—sorry, scratch that and substitute something more appropriate, like passion—is shipping.

Coastal, deep-sea, he’s into shipping in all its facets, and over the years he’s made a particular point of collecting facts, figures and photographs relating to British Columbia’s ferry systems, coastal and deep sea shipping.

He’s pretty good at it too. Good enough to have written a mini-book which was hailed by ship buffs and historians alike when it first appeared in 1973.

In fact, had Frank taken up journalism as a profession, he’d be down in his editor’s book as an investigative reporter, or, as they’re known in the business, a “digger”.

Because of his persistence, a rich chapter of the history of transportation in the Province has been preserved for future generations.

And his work (really it’s a labour of love) has continued as evidenced by the updated edition of his book which was published in 1981.

Although Frank retired as the Ministry’s lands survey officer on April 30th after 44 years, he will still be with the Roadrunner as our Historical Writer.

As the highway fleet’s unofficial historian, what Frank doesn’t know about the system isn’t really worth knowing.

Collecting and tracking down the data has required an incredible amount of letter writing and painstaking research in dusty newspaper files, libraries and archives.

Frank’s files, chock full of correspondence and other memorabilia compiled in his spare time over the years, provide the proof.

Where does he get all the information?

There are, of course, the Ministry’s own records, and Frank is greatly aided by his membership in the Steamship Historical Society of America (he’s West Coast Editor of its quarterly magazine), and the World Ship Society.

Ferreting through old files and personal contacts, though, often provide the best leads.

Somehow, in conversations with just about everyone he meets, Frank manages to steer the topic around to ferries, often with surprising and rewarding results.

He has found the most casual chats with acquaintances and total strangers can yield useful nuggets of information.

Someone recalls an old-timer who just might have some old, yellowing photographs of an up-country ferry way back when. Or a coffee shop conversation might produce the name of a retired shipping official who knew a marine architect involved in the design of a particular ship.

One thing, says Frank, tends to lead to another.

His collection of photographs, including many he has taken himself, contains some which date back to the 1880’s. They show just how far the ferry system has come over the years.

The highways ferry fleet consists of seven certified ferries, six reaction ferries, four cable ferries, one subsidized and one leased.

And the fleet also includes two tugs and five barges, maintained for emergency purposes.

It plays a big part in transportation in British Columbia. But then, ferries have always played a major role in the Province because of its rugged topography, its mountains, inlets, rivers and lakes.

How did Frank get into it all?

His only sea experience was one year on a tug in Powell River, where he was born and raised, but even as a boy his parents told him he was always keen on anything related to ships.

In his 33 years of research, letters have gone back and forth around the world to such diverse locations as the U.K., Spain, Japan, Hawaii and Holland, and of course, all across North America, and many of his correspondents have become friends.

“You do meet some great people,” Frank says.
The year 1915 brought “modern” transportation across the Fraser River at Hope.

The Lady Fraser was owned and operated by the Hope Transfer Company under a Department of Public Works charter agreement. In that agreement, the operator had to meet all east and west bound CPR passenger trains and “cross passengers whenever signalled and required between the hours of 7 a.m. and 8 p.m., Sundays excepted.”

The ferry operated from two points on the left bank of the river to a point near the Haig Station, then known as Hope Station. The fares for foot passengers between Hope Town Landing and Haig Station was $.50, and between Hope Upper Landing and Haig Station $.25. A driver with two horses and wagon, loaded or unloaded was $.75; a driver with four horses and wagon, loaded or unloaded was $1.00, which was also the rate charged for an automobile and driver. Children travelling to and from school were carried free.

The Lady Fraser operated for only a short time when traffic was routed over the presently used CPR bridge, after it was completed on August 31, 1915.

Prior to placing Lady Fraser in service, during April 1915, Hope Transfer Company Ltd. used their launch Hope Transfer as the ferry for a number of years.

The first ferry charter at Hope was granted in 1859 when service began with a flat boat capable of carrying eight horses or a four horse loaded team and driver.
System In Full Production
Success Signs Showed Quickly

Our "Material Management System", which greatly improves and increases the quality of control over one of the Ministry's larger investments, has been successfully implemented into six pilot districts.

Congratulations goes out to the Ministry's Information Systems Branch along with Equipment Services Branch, the Maintenance Services Branch, the stock task force and all participating field personnel.

Floyd Mailhot, Manager Systems Services of ISB, one of the key players contributing to the success, says "Wang PC's in highway district garages have been connected via telecommunications to one of the Wang minicomputers in headquarters.”

"These PC's act as terminals to access each district's stock data base,” says Bill Sunderwood, chairman of the stock task force.

And Malcolm McGregor, project leader for ISB and another key player adds, "The stockmen, many of whom are in garages, can inquire on stock levels, add items to the stock inventory, make withdrawals from inventory and produce a number of reports.”

It is anticipated that quality of control and efficiency will be vastly improved,” says Jon Buckle, Director of Maintenance Services Branch, also a key player in implementing the new Material Management System.

"The early signs of success showed quickly,” says Bill Sunderwood. He adds, "The system that saw the first six pilot locations up and available for training the first week of November performed so well it went into full production December 2.”

Doug Rhodes, (Acting) Director of the Information Systems Branch says this is the first new system for Highways developed in the Wang environment and "the first of many development projects” where a Highway User Group will work closely with the ISB to guide projects from the beginning to completion.

The members of the group are: Chairman, Bill Sunderwood, Regional Maintenance Systems Technician Nelson Region; Dave Drew, Acting Regional Stockman; Burnaby Region; Gary Arnett, District Stockman; Smithers District; Hugh Hollins, Road Foreman; Kelowna Site; Keith Lisk, Mechanical Foreman, Prince George Site; Malcolm McGregor, Sr. Systems Analyst, Admin. Systems, ISB. Committee Advisors are: Lawren Wager, Maintenance Programs Engineer, Maintenance Services Branch; Fred Wyatt, Headquarters Stockman, Equipment Services Branch; Glen Rickard, Assets and Inventory Officer, Financial Services Branch; Shaun Sweeney, Regional Maintenance Systems Technician; Nanaimo Region; Brian Hunter, District Highways Manager, Penticton District; Judy Collington, District Office Manager, Saanich District.

"The pilot system includes a total of 21 sites,” says Paul McKitrick, Manager of Administrative Systems Development. “That includes nine garages, six district offices, and six regional offices.”

The pilot locations are: District Shops: Cloverdale engine shop, Cloverdale district office, Nordel mechanical shop, Penticton mechanical shop, Cranbrook mechanical shop, two terminals at the Prince George mechanical shop, the Terrace mechanical shop, and Langford mechanical shop; District Offices: New Westminster, Penticton, Cranbrook, Prince George, Terrace, Saanich, and the Regional offices.

Transpo Trivia Answers

1. 1908.
2. 1887, it took place in Paris, France, and was a 20-mile race with a top speed of 16-mph.
3. The Harbor and Santa Monica Freeway Interchange in California, with an average of more than 420,000 cars a day.
5. Carl Benz.
6. Because it was paved with bricks.
7. A Peugeot.
8. An Aston Martin.
10. Oklahoma City, in 1935.
11. In New York City, in 1918.
12. In 1901, in New York. In England the first plate was issued in 1903 and was sold in 1959 for $7,000.

THE ROADRUNNER
is
Your Magazine
Would You Like to Contribute?

Is photography your hobby? Do you like to write? If humour is your thing and you are a budding cartoonist, the Road Runner would like to hear from you. If you are interested, contact your local or nearest Field Correspondent (listed on page 2) or contact the editorial office in Victoria, for more information.

The Road Runner — Your Magazine
5th Floor, 940 Blanshard Street, Victoria, B.C. V8W 3E6
Did You Hear The One About...

This "funny page" is a trial balloon, as we have had a number of suggestions for such a feature. If you like the idea, send a letter to the editor. But more than that, we need "in-house" cartoonists to contribute. If Ministry staff, or retirees like Les Johnson (see page 11) from across the province contribute, this page will continue to be a feature of the Roadrunner. So...let's hear from you.

Ed

Transportoons and Highlaughs

SIX PHASES OF A PROJECT

1. WILD ENTHUSIASM
2. TOTAL CONFUSION
3. DISILLUSIONMENT
4. THE SEARCH FOR THE GUILTY
5. PUNISHMENT OF THE INNOCENT
6. PROMOTION OF THE NON-PARTICIPANTS

"If you were to draw our branch in a cartoon," says Al Brown, Director of Property Services, "the negotiator would be in the foreground with an olive branch in one hand and a settlement form in the other... while the equipment waited in the background." (see article page 9)
"It's great to be back home again," Rick told the waiting crowd as he crossed the B.C. border. Among the well-wishers at the border ceremony were MLA Doug Mowat, Vancouver Little Mountain; Bill Reid, Minister of Tourism, Recreation and Culture; Premier Bill Vander Zalm and Mrs. Vander Zalm; and Bruce Strachan, Minister of Environment and Parks.

No order is too tall for Chuck Barnes of the Ministry as he assisted in raising the welcome sign for Rick.

Ministry staffers (left to right) Chester Clarke, Curtis Culp, Dave Griffith, and Tony Molendyk were on hand at the B.C. border to assist with traffic control as the Hansen convoy entered B.C.

Ministry of Transportation and Highways crews were on hand at the Yellowhead Pass to cheer B.C.'s "Man in Motion", Rick Hansen as he finally crossed the border into British Columbia.

At Roadrunner press time, Eric Eastick, a centerline marking supervisor with the Ministry, was taking his turn at the wheel of the 14-ton Highways that is part of the convoy.

Asked if he was pleased to have been chosen to accompany Hansen, he smiled broadly and said: "Just a touch."

A pair of flashing orange lights on the truck alerts motorists to the slow moving caravan. If someone manages to miss all of these warnings and plows into the back of the tour convoy, the truck provides another function.

“We call 'em buffer trucks," says Trav Williams, a highways department driver trainer who took the tour from the B.C. border to Clinton. "We use them for protecting flag people." The truck also carries spare gasoline for the tour and that came in handy on the stretch of Yellowhead Highway between McBride and Prince George where there are no services for hundreds of kilometres.

Before Williams left the Hansen entourage he said it is "a real honour" to have drawn this duty. "It's a once in a lifetime opportunity to travel with a person like Rick Hansen."