INSIDE:
Meet the New Minister
1986 A Banner Year
Highways at Expo
Deputy Minister Comments

I am very pleased that the Roadrunner, which has been so popular with our staff in the past, has now been re-established.

Ours is a far-flung Ministry with 7,000 employees scattered throughout the province. It is also a diverse one, encompassing both operation and policy and planning responsibilities.

The Roadrunner in the past made our employees feel part of a team, whether it was running a snowplow in Atlin, conducting a driver examination in Fernie, or operating a word processor in Victoria. Hopefully it will once again provide us with an opportunity to meet our fellow workers and to learn about the different kinds of activities going on in our Ministry.

May I also take this opportunity to thank each and every one of you for your conscientious efforts over the past year. Our many accomplishments would not have been possible were it not for our hard working and competent staff. My congratulations to you all and my very best wishes for a healthy, prosperous and happy new year.

Tom Johnson
Deputy Minister
B.C. Stabilizer Paves the Way

The Ministry is always looking for a better way to do the job, and B.C. Stabilizer not only gets the job done, it saves time, and money.

The high cost of conventional asphalt pavement construction, consisting of the construction of multiple layers of dense graded asphalt mix over prepared granular bases, can be prohibitive to extending hard-surfaced roads to remote areas.

"B.C. Stabilizer" may be plant-mixed, as shown here, and placed by spreader or paver, or may be mixed-in-place with graders.

As an alternative, the Paving Branch is constructing several sections of hard-surfaced roads under contract using a new process developed and patented by the Ministry.

The process consists of the construction of granular base stabilized with five per cent "B.C. Stabilizer" on a shaped gravel base primed with asphalt emulsion. The surface of the stabilized base is sand sealed to prevent water intrusion and to prevent deterioration from traffic. A single 50mm layer of asphalt pavement is applied to complete the process.

The work is based on the results of successful pilot projects undertaken at Nakusp and Vernon.

The patented "B.C. Stabilizer" consists of equal proportions of calcium Lignosulphonate (a by-product of sulphite pulp and paper processing), SS-1 slow setting asphalt emulsion, and water. It is plant-mixed with the aggregate at a ratio of 5:95. The stabilized base mixture may be placed by grader or paver, and consolidates easily with conventional compaction equipment.

Overall, the process permits the lower cost construction of high quality paved surfaces for medium traffic volumes to serve less densely populated areas.
Welcome Back Roadrunner!

A definite morale booster for many years, the Ministry's staff publication has returned. You'll notice many familiar sections inside, but you'll also notice new items and a different format. Be patient with us as we try out a few new ideas and we want to hear from you — so write! Tell us what you think, give us your opinions and suggestions. Along with "About People", "On The Job", "Yesteryear", the Roadrunner will also include a little news on people, new techniques and innovative solutions to old problems, features, articles on how the various departments operate and why, and a little humour to boot.

So, read and enjoy, and drop the Roadrunner a line.

Mike Rogers

A New Editor

Well, we're back after a five-year absence.

First of all a big thank you to all field editors and those of you who submitted items from other departments.

Since the last issue in 1982 Ray Baines and Art Schindel have both retired and our new editor is now Mike Rogers. Mike is no stranger to the writing field having worked with the Hamilton Spectator, Lethbridge Herald, Nelson Daily News and Times Colonist. He is a native of Victoria, a graduate of Victoria High School and a graduate in Journalism from Lethbridge Community College.

The format is a little different but the objective will still be the same — lots of pictures and staff news.

The deadline for our next issue is February 27. A Happy New Year to all and keep the items coming.

C. N. (Charlie) Shave
Executive Editor

Transpo Trivia

1. What American car had the first V-16 motor?
2. What car had the largest production engine ever?
3. When was the Ferrari introduced?
4. When was the Datsun first made?
5. How long was the first car guarantee?
6. What was the year of the first Thunderbird?
7. When was the development of the rotary engine announced?
8. When was the car radio introduced as an option?
9. Where does the name Mazda come from?
10. What was the first car purchased in the United States?
11. What is the record for failures on a drivers test?
12. What was the first speed limit?

Answers on page 32
The only paved portion of the road at that time was the section from Vancouver to Chilliwack. The rest was gravel and crushed rock, and narrow bridges that discouraged any thought of an overloaded truck making a few extra dollars.

From 1951 to 1958 Mr. Fraser was the Chairman of the Village of Quesnel, then Mayor of the Town of Quesnel from 1958 to 1969. A life member of the Union of B.C. Municipalities, he was president of the UBCM from 1963 to 1964. He was first elected to the B.C. Legislature in 1969 and has been the MLA for Cariboo ever since, re-elected in 1972, 1975, 1979, 1983 and 1986. He was appointed Minister of Highways and Public Works, December 22, 1975; appointed Minister of Transportation, Communications and Highways, December 4, 1978; and appointed Minister of Transportation and Highways, November 23, 1979.

In June of 1986, Hon. Mr. Fraser had his larynx removed in surgery. While he is recovering very well, Mr. Fraser is no longer the Minister of Transportation and Highways. He will be missed and certainly not forgotten by those of us who have come to know him over the years.

The Roadrunner wishes the Hon. Mr. Alex V. Fraser, a continued speedy recovery and all the best in the future.
Meet our new Minister of Transportation and Highways, the Honourable Cliff Michael.

First elected to the B.C. Legislature in 1983, Mr. Michael is the MLA for Shuswap-Revelstoke. He and his wife, Dily, have four children.

Dily, who enjoys working and travelling with her husband, gave up a successful real estate career to be with him and give assistance whenever possible. Mr. Michael credits Dily's "perfect memory for names and faces" and with creating a lot of goodwill at the local constituency level.

Those who know him all agree Mr. Michael is an energetic and a hardworking MLA — with a "get things done" kind of style he brings to Transportation and Highways.

Always on the lookout for good ideas and innovations, Mr. Michael is excited about his new portfolio, and as a hands-on type of person he looks forward to the future.

A straight shooter and very approachable, he is described as "a man you can talk to, someone who will tell you what he is thinking," says former Enderby Mayor Bill Attlesey. Mr. Michael listens to people's concerns and tries to get their problems straightened out.

And it wasn't long after being named Minister of Transportation and Highways that Mr. Michael met Ministry staff at headquarters on Blanshard Street in Victoria.

A strong believer in the work ethic and proud of his managerial skills, Mr. Michael believes consultation and co-

operation are the best tools for making things work.

That recipe, he says, leads to a healthy economy for everyone.

He was born October 5, 1933, in Lashburn, Saskatchewan, raised and educated in Port Alberni and Victoria. Mr. Michael worked at the B.C. Forest Products mill in Victoria and was active in the IWA local 1-118. At age 25 he was the youngest IWA Business Agent. He later moved to Salmon Arm to take over the local there.

In 1962 he won a scholarship to the National Institute of Labour Education at the University of Michigan, being the only Canadian selected. In 1965 Mr. Michael became the personnel manager for the logging company Federated Co-op and later became industrial relations manager for the firm.

As well as the scholarship to Michigan, Mr. Michael's education includes the Banff Industrial Relations Training, 1969; American Management Association Management Instructor Training in New York, 1971; and a graduate of the Banff School of Advanced Management in 1976.

Also, he served on the Salmon Arm school board from 1978 to 1983, the last three years as chairman.

He has been active in Chamber of Commerce, Minor Hockey, Boy Scouts and service groups. Mr. Michael and his wife both enjoy golf and snow skiing, although it is often difficult for a cabinet minister to find time for recreation.

The Roadrunner welcomes our new Minister and the staff look forward to working with Mr. Michael in serving the transportation needs of British Columbia.
Ministry of Transportation and Highways

Winter Driving Serious Business

While you ensure your car or truck is winterized, our Ministry of Transportation and Highways Maintenance Services staff across the province works long and hard to keep our roads clear.

The objective of the Ministry is to provide a safe surface condition for the travelling public. This means bare pavement with good traction characteristics.

A light snowfall or freezing rain can transform our winter roads into treacherous paths of ice, and the use of de-icing chemicals is often the most practical and effective means to deal with these conditions.

Sand and other abrasives can be used to improve traction where icy conditions already exist, but only chemicals can prevent an initial snow-ice build-up on road surfaces.

De-icing chemicals are not effective in all conditions, and more-over, they are very expensive.

Our Ministry uses two kinds of chemicals for winter applications. The kind most frequently used is sodium chloride, more commonly referred to as salt. The other is calcium chloride.

Salt is an effective de-icer in temperatures above 25°F, as it requires warmth to initiate its melting action. Either direct sun or vehicle traffic are usually sufficient for salt to begin melting snow.

New Electronic Sander Control

Each year the Ministry of Transportation and Highways spends millions of dollars making roads safe for public use. A significant portion of the work involves salting and sanding to improve tire traction and keep the road free of snow and ice. Road salt is necessary but it attacks concrete, rusts vehicles and affects the environment. These factors combined with high costs make an efficient use of salt and sand very important. In 1981 the Equipment Services Branch developed an electronic salt/sand control system for use in the Ministry's fleet of trucks. The control system maintains an even application of material at predetermined levels regardless of road speed.

This year a new and improved version of the electronic salt/sand control system is being introduced. The new control system has expanded data recording abilities and has been designed to work with up-to-date hydraulic components. The salt/sand control system has a panel with an LCD displaying: material selected, rate of application, outside air temperature and hydraulic oil temperature. Distance travelled during salting/sanding and snow plowing operations are recorded and displayed. The control system also monitors its operation and warns the vehicle operator of various system faults. For example, “CHAIN STOPPED” will flash on the display to tell the operator that the conveyor chain is jammed and not moving. A communications port will allow the collected data to be transmitted to a PC type computer some time in the future. The data could then be incorporated into the maintenance management and equipment management systems providing information on vehicle utilization and productivity.

The aim has been to provide a salt/sand control system which gathers data important to managers and operators while presenting it in an easily accessible format.

ODD SPOT

Give me the liberty to know, to utter, and to argue according to conscience, above all liberties.

John Milton
Winter Driving
From page 7

Calcium chloride works quickly and at lower temperatures than salt. It dissolves faster than salt, but won’t remain on the road surface as long, and also costs more than twice as much as salt. So the salt is the predominant chemical used by the Ministry and is primarily used to prevent the build-up of ice or snow.

That means it must be applied at the start of a snowfall or before the road freezes. When salt is applied to a moist surface, it dissolves to form a salt and water solution called brine. Snow won’t stick on the brine covered surface and the resulting slush is easily ploughed off the pavement.

Timely applications of salt will also prevent the formation of black or glare ice.

In applying the salt, maintenance crews take advantage of the normal rising temperatures in the earlier part of the day, as warmth increases the effectiveness of chemical application.

Ready for the Road

All winter maintenance equipment is checked and fully operational long before old man winter arrives on the scene. Above right, Olav Thyvold checks controls in truck cab.

The spreading equipment for chemical distribution installed on all Ministry trucks is calibrated before the winter season. A chart showing application rates as a result of various chain settings and road speeds is mounted on the dash of each unit.

By checking how fast he is travelling, an operator can determine what chain speed is required to achieve a certain rate of application.

Road speed varies during chemical distribution and it is sometimes necessary to adjust the chain setting at frequent intervals. On hills, for example, the operator would reduce the chain speed, but when the unit is travelling faster, the chain speed would be increased.

Application rates vary with existing weather conditions and generally there are three categories: light, average, and severe.

“Light” conditions include freezing rain and black ice and the salt is spread at the rate of about 200 lbs. per two-lane mile.

Just before a snowfall, or prior to ice formation, conditions are considered “average”, and the application rate increases to about 300 lbs. per two-lane mile. A “severe” condition results when there is already snow build-up, or a serious icing problem. In this case, application of approximately 450 lbs. of salt per two-lane mile is required. But for most storms in British Columbia, an application of about 300 lbs. per mile is sufficient.

When salting, the road crews give particular attention to shaded areas, bridges and overpasses, because these areas are more susceptible to ice formation. In forested areas, sunlight does not reach the road, lowering pavement temperatures. On bridges and overpasses, cold air passing underneath cools the deck surface. At these locations therefore, it is often necessary to apply chemicals more frequently, or at a heavier rate.

Keeping our roads clear and safe is no simple task for the folks in maintenance.

So the next time you see the crews out there on the road, tip your toque and give a smile and a wave.

<table>
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<tr>
<th>ODD SPOT</th>
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<tr>
<td>The largest earth mover is the 110.2 ton T-800 built at the Lenin Tractor Works in Chelyabinsk, USSR, announced in September, 1984.</td>
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SURVIVAL!

Your kit should include:
1. Battery booster cables
2. Matches and candles
3. Paper towels
4. Small sack of sand
5. Windshield scraper
6. Shovel
7. Flashlight with extra batteries
8. First aid kit with pocket knife
9. Tire chains
10. Blankets, sleeping bags or something to keep you warm.
11. Two 1.5 kg (3 lb.) coffee cans, one for sanitary purposes and the other to hold candles which could be burned for heat
12. Transistor radio with extra batteries
13. Food supply (high calorie, non-perishable foods such as canned nuts, dried fruits, candy, etc.)
14. Hand-held Citizens Band (CB) radio

Out in the Cold? Winterize!

By now your vehicle is fully winterized, in top operating condition, and there’s no problem getting to work, right? No?

Well, there is a six-point check list recommended by the Ministry’s Motor Vehicle Department. Let’s see how you score.

Did you check your battery and electrical system?

A battery that’s 100 percent efficient at 27°C (80°F) will be only 64 percent efficient at -1°C (30°F) and only 33 percent efficient at -23°C (-10°F).

If your car has been slow to start, have the battery and charging system checked. Often you may find the trouble is no more serious than a corroded or loose battery connection. Check the electrolyte level and add water as needed. And remember, when working near a battery, be sure that there is no open flame. Do not smoke. Batteries emit explosive hydrogen gas.

Next is fuel and ignition systems. How long has it been since you had a tune-up? If you have to stop to think about it, you may have put it off too long.

When starting a cold engine, much of the car’s available battery power is diverted to the starter, so there may not be enough voltage left in the system to fire worn spark plugs. New spark plugs nearly always are part of a tune-up. Periodic tune-ups can sort out those parts that should be replaced to prevent failure in cold weather. Hairline cracks in the distributor cap and rotor, or faulty wiring are notorious for this. On cars with distributor breaker points and condenser, regular attention to tune-up services is especially critical.

One other thing...keep the gas tank as full as possible to minimize condensation. Freezing of moisture in the fuel system can cut off fuel flow.

Now on to the cooling system. Be sure that the system is clean, that you have adequate anti-freeze protection and that all hoses and belts are in good condition. Frayed or worn belts should be replaced, as should soft, brittle or bulging hoses.

Oil...clean oil of the correct weight, or viscosity, is important to cold weather starting. In all but the most frigid temperatures, 10W-30 is recommended. In temperatures consistently below -18°C (0°F) 5W-20 may be preferable.

You’ve seen all those TV commercials about automobile oil. Viscosity is a big word in those ads — but do you know what it means to us little folk who have to buy the product? Viscosity: The property of a fluid or semi-fluid that enables it to develop and maintain an amount of shearing stress dependent upon the velocity of flow and then to offer continued resistance to flow. There! Feel better?

Now on to that all important item that gets you there and back — tires. Tread condition is crucial when driving on ice and snow. Also check inflation — and we don’t mean the consumer price index. Tire pressure decreases one pound for every 5°C (10°F) drop in the thermometer. If you have not checked your tires since the thermometer read in the teens Celsius (55°F to 65°F), they may be seriously underinflated.

One other thing. Do not, ever, mix radial and non-radial tires. That is a short cut into the rhubarb.

Windshield wipers and lights. Keep plenty of windshield washer-anti-freeze solvent in the reservoir. How are your wiper blades? Consider installing winter blades, which feature rubber boots to prevent ice build-up on the blades. Be sure all your lights are working and occasionally clean off road dirt and salt.

Last thing. If there ever was a time NOT to break our mandatory seat belt law, it is now. Buckle up. Drive safely, share the road, and be careful out there.
Avalanche control in the high mountains like the Coquihalla Highway summit (above) can mean long hours of hard work.

There’s Comfort Knowing They’re Out In The Cold

The Ministry’s Snow Avalanche Section has a big job maintaining an avalanche management program in some 40 avalanche areas, which affect about 1,000 km of highway in 20 districts.

The well trained, dedicated technicians work long and hard to minimize interruptions to traffic and maintain the safety of the travelling public. But they also must maintain the safety of our Ministry maintenance personnel, who spend more time than anyone else in avalanche areas.

Snow avalanche staff in Victoria provide direction and co-ordination to district technicians and others throughout the province. The headquarters staff includes Geoff Freer, head of the Snow Avalanche sections; Janice Johnson; Jim Bay; Martin Madelung; Barry Walker; Barbara Gray-Wiksten; Bill Moffat; Chris Peck; Kathryn Arnet and Brenda Madelung.

District Avalanche Technicians and their assistants forecast day-to-day avalanche hazard to specific highways. It’s these people on the front line who recommend preventive closures to their District Highways Managers.

They also train Ministry staff and others in avalanche awareness, safety, search and rescue techniques and weather observations.

The technicians in some locations also conduct avalanche control through the use of explosives and as well when necessary, conduct search and rescue operations.

From his base in Hope, District Avalanche Technician Ed Campbell and his assistant Paul Bernstein, forecast avalanche hazard for the Fraser Canyon, Allison Pass, Mt. Cheam-Floods and Hope-Portia on the Lower Coquihalla.

At Lillooet, Technician Scott Aitken and his assistant Nic Seaton forecast the Bridge River Road between Lillooet and Gold Bridge and the Duffy Lake Road from Lillooet to Pemberton.

In the Merritt area, Technician Jack Bennett and his assistants Randy Stevens, Doug Kelly, Paul Thompson and Bob Hansen, work from their Coldwater Camp base forecasting avalanche hazard to the new Coquihalla Highway.

From his base in Revelstoke, Bruce Allen and his assistant Scott Davis monitor the Trans-Canada Highway east to Glacier and west to the Three Valley Allen also covers Highway 23 north to Mic’a Creek, and to Galena Pass, south of Revelstoke.

Avalanche Technician John Tweedy and his two assistants, Willy Geary and Dave Smith, are based at Kootenay Pass Camp in the Creston district and closely monitor the Kootenay Pass Skyway between Salmo and Creston.

Mike Zylicz forecasts avalanche hazard to Highway 16 between Terrace and Prince Rupert. Zylicz also provides assistance with respect to avalanche hazard on Highway 37 from Terrace to Dease Lake.

Mike Boissoneault and his assistant, Tony Moore, are based in Stewart, and together they monitor the Bear Pass, between Stewart and Meziadin Lake.

From North Vancouver, Gordon Bonwick maintains a natural hazard safety program for the Squamish Highway. It involves assessing stream, terrain, snow and weather conditions and natural hazard activity. He also provides up-to-the minute weather forecasting information and recommends short term hazard control requirements.

Any Ministry personnel interested in finding out more about what the Snow Avalanche Section does are invited to talk to their local District avalanche staff, drop in the Snow Avalanche Section office when in Victoria, or come up and chat when Section staff visit your area.
Johnson Deputy Minister

Thomas R. Johnson, a 23-year veteran with the Ministry, was appointed Deputy Minister January 1, 1986. He replaces A. E. (AI) Rhodes who retired at the end of 1985.

Mr. Johnson had been Assistant Deputy Minister of Operations since March 1, 1978.

He is married with one daughter.

Mr. Johnson, a native of Cranbrook, age 48, graduated from the University of British Columbia in 1961 after high school and elementary school education in the Langley area. He is a registered professional engineer in the Province of British Columbia.

He worked with the department as a summer student for several summers. Then, after working two years as a high school teacher Mr. Johnson joined the Department of Highways as a regular employee in July, 1963.

He has advanced steadily in the Ministry, first as a member of the Paving Branch and subsequently with the Traffic Branch.

In 1973, Mr. Johnson was appointed to the senior position of Services Engineer responsible for all equipment management and for the Ministry's ferry operations.

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In February 1, 1977, he was appointed Executive Director of Operations, and in that capacity took over all road maintenance control in the Ministry.

Mr. Johnson has been prominent as a management representative in labour relations and negotiations and has proved himself to be an outstanding administrator and manager of a very broad range of the Ministry's activities.

Experience Pays Off In Promotions

In recent Construction Branch competitions, H. E. (Pat) Wilde and Michael (Mike) Makayev were the successful applicants for the position of senior project supervisor. Pat and Mike worked at opposite ends of Phase I of the Coquihalla Highways project and have now moved on to other phases: Mike to Kamloops and Phase II, and Pat to Westbank and Phase III.

Appointed as new project supervisors are: Dennis F. Dodsworth, Joseph B. Mottshaw, Terrence King, Alfred R. Atkins, Michael R. Newton, Bruce F. Mackay, and J. Morgan Sheremeta. All of these employees have gained considerable experience working on the Annacis and/or Coquihalla projects.

Promoted to Engineering assistant positions were Greg Loewen, Mike J. Hovde, Bill Smith, Bill Shovar, Steve Johnston, Dan Templeton, Bruce Johnson, Dan Harris, Ron Chadwick, Fred Downer, Gerry Wells, Bill Rose, Kathy Stewart, and Malcolm Makayev.

Newly appointed engineering aide 3s include: Gary L. Stewart, Jaiwant Chauhan, Vernon J. Lange, Gordon A. Kilian, Marion

South Portal. Construction of the Coquihalla's Great Bear Snowshed was just one of many tough challenges of the project.


44 Years Service, Rhodes Retires

Long-time public servant A. E. (AI) Rhodes, Acting Deputy Minister, retired December 31, 1985, after 44 years service.

During those years of dedicated service Mr. Rhodes proved to be a man of initiative, tireless energy and a capable and efficient administrator.

Born in Merritt, Mr. Rhodes was educated in Merritt and Victoria and began his career as a Junior Clerk with the Forest Service in 1941. From 1942-1945 he served overseas with the Canadian Army. When he returned home in 1946 he rejoined the Forest Service where he worked his way up to Chief Accountant.

In 1958 Mr. Rhodes joined the Highways Department to become Comptroller of Expenditure and in 1976 was appointed Assistant Deputy Minister of Administration. Then in August, 1983, he became the Acting Deputy Minister of the Ministry of Transportation and Highways. He is a member of the Certified General Accountants of British Columbia.

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On the Job

Promoted to the position of Executive Director of Operations, has won through competition the Clerk-Steno 4 position as secretary to N. R. Zapf, Executive Director of Construction.

Upon the appointment of Norman R. Zapf to the Executive Director, Construction position, Rodney L. Chapman, former assistant to the director, was successful in his bid for the director's vacancy. He was appointed as Director of Construction on July 25, 1986.

A graduate of the U.B.C. Engineering faculty, Rodney began his career with the ministry as an Engineer-In-Training, working out of the regional office in Kamloops in 1976. In 1978 he was appointed as District Highway Manager at Lillooet. Six years later he received the assistant director's position in Victoria with H.Q. Construction Branch.

Rodney is married, and by the time this is published, he should be the proud father of his first child.

Ian B. Sayers, Allen B. Chisholm, Al M. Ross, Barry A. Bergstrom, Allan R. Jones, Peter A. Zimmerman, and Doug Bain.

Barbara A. Howard, former secretary to the Director of Construction, has won through competition the Clerk-Steno 4 position as secretary to N. R. Zapf, Executive Director of Construction.

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New Faces At Headquarters

A new Deputy, two new ADMS, an Executive Director and seven new Directors have been appointed since the last issue of the Roadrunner (an article on the new Deputy appears elsewhere in this publication).

New ADM’s are Ray White, Highway Operations, and Al Limacher, Administration and Services.

Both are long time public servants who bring a wealth of experience to their new positions.

Bill Higgins

Bill Higgins joined the Ministry in 1947 as Junior Clerk in Victoria. In 1951 he went to Courtenay as Office Manager-In-Training. He later served in the Department in Nanaimo and Nelson before becoming Regional Office Manager in North Vancouver. He later went to work for the Superannuation Branch for five years, then in January 1975 returned to Highways as the Senior Personnel Officer until his present appointment June 2, 1986.

Peter Brett

Peter’s appointment was effective November 1, 1986. Peter hails from Suffolk, England, and joined the Bridge Branch in 1967 as a Design Engineer after attending Birmingham University (U.K.) and the University of Western England. He moved to the Dept. of Public Works in 1971 as Project Engineer but returned to the Bridge Branch in 1977. He was appointed Consultant Liaison Engineer in 1981 and his main project was the Alex Fraser Bridge from initial design to final construction.

Norm Zapf

Norm was the Superintendent in constructing the Hope-Princeton; the Hart Highway and Anarchist Mountain Highway. He studied engineering at the University of Saskatchewan. War intervened and after two years in the RCAF he worked in DOT. In February 1950 he became Resident Engineer in the Design and Surveys Branch. In 1959 he became Assistant Director and later was appointed Director. In 1971 he was appointed Director of Construction until his present appointment.

New Directors include Peter Brett, Director, Bridge Branch; Bob Buckingham, Director of Financial Services; Bill Higgins, Director, Personnel Programs; Rod Chapman, Director of Construction; Orlando Tisot, Director of Paving; Jon Buckle, Director of Maintenance; and Larry deBoer, Director of Geotechnical and Materials.

Ray White

Ray joined the Forest Service as an engineer in 1957 and was transferred to the Highways Department as District Engineer at Nelson in 1963. In 1967 he was promoted to Regional Location Engineer and in 1969 to Regional Highway Engineer at Nelson, transferring to Kamloops in 1970 in the same capacity. In 1977 he was promoted to Executive Director, Construction, in Victoria and on January 22, 1986, was appointed to his present position.

Al Limacher

Al started work in Nelson in 1947 as an Office Manager Trainee and transferred to Quesnel in 1951 as Office Manager. In 1956 he went to Prince George as the Regional Manager of Financial Services and Personnel and in 1965 was transferred to Victoria to become Administrative Assistant to the Deputy. He was appointed Director of Personnel in 1971 and Assistant Deputy Minister on January 22, 1986. Al brings knowledge and experience in a background including both field and headquarters experience.

Norm Zapf, former Director of Construction, was appointed Executive Director of Highways Construction in May, 1986.

Bill Higgins

Bill Higgins joined the Ministry in 1947 as Junior Clerk in Victoria. In 1951 he went to Courtenay as Office Manager-In-Training. He later served in the Department in Nanaimo and Nelson before becoming Regional Office Manager in North Vancouver. He later went to work for the Superannuation Branch for five years, then in January 1975 returned to Highways as the Senior Personnel Officer until his present appointment June 2, 1986.
**About People**

**Rodney Chapman**

Rodney Chapman was appointed Director of Construction July 25, 1986. Rodney is a 1974 grad from UBC in Civil Engineering. He joined the Ministry in June 1974 as Engineer-in-Training. In 1976 he went to Region 2 to work in Maintenance Management and in April, 1978 became the District Manager in Lillooet. He was appointed to headquarters as the Construction Engineer in April 1982 which position he held until his present appointment.

**Larry de Boer**

Larry deBoer has been our Ministry’s Director of Geotechnical and Materials Engineering Branch since August 1965. A design engineer, Larry has been head of the Geotechnical Design and Terrain Evaluation group since 1975.

**Jon Buckle**

Jon Buckle was appointed Director of Maintenance Service in September, 1984. He started with the Ministry in 1967 working summers for the Location Branch in various regions of the province. After graduating from UBC (Civil Engineering) in 1972 he joined the Ministry Engineer-in-Training Program. Within a year he was appointed Regional Maintenance Methods Engineer in Nelson, and in 1975 Jon was brought to Victoria and appointed Maintenance Standards Engineer. In 1978 he was appointed Maintenance Systems Engineer.

**On The Job**

He received his Civil Engineering training in Holland and came to Canada in 1955. He spent two years in Manitoba as a resident engineer on highway design and construction.

After finding Manitoba winters “rather unusual” Larry was happy to accept an offer from the Ministry in 1957, and became the first Regional Geotechnical and Materials Engineer in Kamloops from 1957 to 1969 when he transferred to Victoria.

**Bob Buckingham**

Bob Buckingham, appointed Director of Financial Services in September 1986, brings with him the necessary credentials and expertise to meet the demanding challenges of his position.


Bob joined the public service in 1978, working with the Office of the Auditor General. In 1981 he was appointed Director, Finance and Administration in the Ministry of Lands, Parks and Housing. Later he moved to the Education Ministry where, in 1986, he was appointed Ministry Comptroller.

**Orlando Tisot**

Orlando Tisot has been our Ministry’s Director of Paving Branch since July 16, 1986.

Born and educated in Italy, Orlando arrived in Canada in July, 1956 and worked for the Esquimalt and Nanaimo Branch of the Canadian Pacific Railroad during that year. From January 1957 to December 1959 he was with the B.C. Power Commission.

Orlando started with the Paving Branch of the Ministry in January, 1980. He also worked for the Bridge, Construction and Maintenance Branches of the Ministry during the Fall to Spring periods during the 1960’s. He has been a member of the Association of Professional Engineers of British Columbia since 1970.

**Let’s head up-country...**
About People

What’s New Since ’82

Since The Roadrunner interrupted publication in 1982, Regional Offices have seen numerous people move on to greener pastures, either by way of retirement or promotion. Many new faces can be seen now and The Roadrunner will attempt to bring you up to date.

On The Job

Prince George

In Prince George, Art Beaumont, Regional Manager, Design and Survey, retired and was replaced by Bob Standen. Geoff Warrington, Regional Manager, Equipment Services, transferred to Burnaby and Larry Churchill left sunny Kamloops to replace Geoff.

Ted Lord, Regional Safety Officer, retired in Vernon and Bill Hood left private enterprise to fill Ted’s position. Joe Elliott, Property Negotiator, transferred to Kamloops and was replaced by Don Kassel, also a newcomer to Government.

Larry Koper, Design and Survey Technician, joined us from Victoria and Max Walker left Kelowna to join us as the Assistant to the Approving Officer, Ken Scofield.

Lenora Fillion, the Steno in the Regional Approving Office, now has two children, Brent and Cody; she left us to raise her family and Janice Sarrazin replaced her. Motherhood is also the profession now of Terry Chaloner, Property Negotiator, who also has two children, Carly and Blake. Kathy McEachnie, former secretary for Geoff Warrington and then Property Clerk for Property Services, has moved to Terrace.

Larry Smith left his position as Road Foreman on Hornby Island to fulfill a lifelong dream. He and his family are on a working holiday in New Zealand. Larry wanted to do this trip with his boys before they left home.

We have received a letter from a sheep farm 40 miles north of Auckland. Larry is getting corrals ready for shearing. It’s spring there! The boys, Chad 12 and Shawn 14, are rounding up stock on horseback and having a ball. His wife Lynn, and Angie 20, are picking beans in a greenhouse.

They’re planning to spend a week on the farm, then head north to 90 mile beach and Cape Reinga. We were taking bets on how long it would take Larry to find a sheep farm.

Larry’s family always came first but farming is his passion. He was happiest out in a freezing barn at 2 a.m. helping deliver piglets or going to town for a couple of calves and coming home with six.

It was tough to see Larry go. He created a positive working atmosphere which extended into the community. There was always trust, confidence and shared decision making. When the chips were down his sense of humour saved us.

Larry Smith

by

Philip Hind, Hornby Island

Another new face at our front desk is Gwen Gordy, Clyde’s secretary, who came to us from Lands Branch. Cathy Melenka, who calls herself the Regional Office ‘Gofer’, fills the mail room position and relieves for Doreen Zambano, ‘George 1’. During the winter season (evenings and weekends), our relief operator is Dolores Earles.

In the Geotech Branch, AID Davidson replaced Geoff Stock as Regional Manager. Las Brody is still our Regional Director, and Keith Bespflug, Regional Manager, Maintenance.

Although there have been numerous changes, the above is a short rundown... in the future we will keep you informed and are looking forward to contributing to upcoming issues. It’s great to see the Roadrunner back!!

Janice Sarrazin

Doreen Zambano

Delores Earles

Keith Bespflug
A Fine Line

Ministry crew draws a fine line as they work to beat winter weather on the Yellowhead Highway east. The driver is Dwight "Whitney" Pape, on the top is foreman Ron Scott and at the back is Bill Eide. The line painting program was completed by the end of October.
About People

RobRoy MacGregor, featured in our "Cover Story", has just been appointed Deputy Superintendent, Motor Vehicle Department. We'll have more on RobRoy in the next issue.

NEWS FLASH...

Motor Vehicle Inspection personnel take time out for a RR photographer. Left to right, Shirley Barron, Wilma McIldoon, Suzanne Watson and Linda Cross.

Clayhurst Ferry Passes Into History

History was made on October 23, 1986, when the famous Clayhurst Ferry, after almost one-half century of service, made its last run and traffic was directed onto the new $7 million Clayhurst Bridge.

This Ferry, in addition to various other forms operating since 1938, crossed the Peace River and provided access to farmers, trappers, oil industry as well as numerous other enterprises.

The new bridge is a modern steel and concrete structure which spans the Peace River at the same location where the Ferry pried its course. Construction commenced late in 1985 by Dillingham Construction Ltd. of North Vancouver and was completed by October 24, 1986.

Above are members of the past and present crew. The crews during the final days of operation were: W. H. Green, Captain; K. A. Rose, Tug Operator & relief captain; M. E. Pearson, Tug Operator; D. K. Knapp, Tug Operator; M. R. Juell, Tug Operator; T. E. Marshall, Tug Operator & relief captain; R. L. McFaul, Deck Hand; D. Philips, Deck Hand; T. F. Bengtson, Deck Hand.

Ferry Captain Bill Green (right) and Relief Captain E. Marshall at celebration for the Clayhurst Ferry’s final run and the opening of the new bridge.
About People

The Dawson Creek office staff took advantage of a Halloween Friday this year. Left to right Linda Schaak, voucher clerk; Brenda Ingwersen, assistant office manager; Doreen Meerman, design and surveys; Elaine Moran, secretary; Liz Muluk, hired equipment clerk.

On The Job

Art Callaghan, M.O. 7 in the McBride Highways District, began with the Ministry on May 1, 1949, as a labourer and officially retired November 30, 1985, after 37 years continuous service in the McBride District. During his service with the Ministry, Art worked safely without a personal or vehicle accident. Art and his wife, Ila, were honoured at a supper and dance by fellow employees, family and friends on April 12, 1986, in McBride, where they were presented with a set of luggage and a wall clock.

New Motor Licence Office In Langley

Langley residents now have Motor Vehicle Department Services within their very own community.

The new Motor Licence Office, located at 20290 Logan Avenue, was officially opened May 12, 1986. It is open Monday to Friday between 8:30 a.m. to 4:30 p.m. and provides a full range of services related to driver and vehicle licences not handled by autoplan agents.

The need to establish a motor licence office in Langley is demonstrated by the growth of the community and should relieve the necessity for residents to travel to either Abbotsford or Surrey.

In Courtenay

Lupin Creek Multi-Plate

Art Callaghan, M.O. 7 in the McBride Highways District, began with the Ministry on May 1, 1949, as a labourer and officially retired November 30, 1985, after 37 years continuous service in the McBride District. During his service with the Ministry, Art worked safely without a personal or vehicle accident. Art and his wife, Ila, were honoured at a supper and dance by fellow employees, family and friends on April 12, 1986, in McBride, where they were presented with a set of luggage and a wall clock.

Jack Walker, M.O. 7 in the McBride Highways District, began with the Ministry on June 14, 1966, as a labourer and officially retired June 30, 1986, after 20 years continuous service in the McBride District. Jack and his wife Dalphine were honoured at a supper and dance by fellow employees, family and friends on April 12, 1986, in McBride, where they were presented with fishing tackle and a wall clock.

Lupin Creek Multi-Plate

After assembly by the Courtenay District Bridge Crew, this large multi-plate culvert was lowered onto a truck and trailer for transport to Lupin Creek, approximately 200 metres away. The culvert was slowly moved into position so that two 35-ton cranes could swing the pipe into place in the creek bed. This culvert replaced the log stringer bridge on Western Mines Road, Buttle Lake. Bridge Foreman, Chuck Arnold, supervised the operation.

ODD SPOT

A traffic court judge asked him “Have you ever been up before me?” He said, “I don’t know, judge. What time do you get up?”

Dan McLellan, Stockman 4, transferred to Courtenay District from Nelson District in April, 1986. Dan has worked for the Ministry for 9 years in Nelson and is happy to come to Courtenay. Dan is married and has two children. He enjoys fishing and is active in cubs and scouts.
1986: A BANNER YEAR FOR TRANSPORTATION

The Dry Gulch Bridge is perhaps the most spectacular of all the many bridge structures on the Coquihalla Highway.

As Spring of 1986 came and opening day of Phase I of the Coquihalla Highway, workers nearing completion of the toll booth (left) while others put the finishing touches on the Great Bear Snow Shed and placed medians along the new Freeway.

Following the Bridge opening ceremonies, sandwiches and an enormous cake topped with a center are Gertrude and Alex Fraser.

It wasn’t long ago that the first Phase of the Coquihalla looked like this.

The Coquihalla just outside Merritt. It’s one beautiful highway.

It was a banner year for our Ministry with projects undertaken in more than 20 years.

The $444 million Alex Fraser Bridge alone opened in September.

In May we saw the opening of the first phase - the section from Hope to Merritt offers a new benchmark.

The Coquihalla is one of the most dramatic undertakings in North America.

The Annacis system was designed to empty the Fraser River and within hours of the opening.

Ministry personnel involved in these two projects take pride in their achievements. The success of the project is a result of the talent, drive and ability of our staff.

The public often recognize those closer to the project - planners, designers, engineers and project managers - highly deserving of the praise they receive. But behind the scenes who handled the paper work, the general staff in the field offices, so many dedicated people worked smoothly. Congratulations!!

The Coquihalla is one beautiful highway.
With the completion of two of the most ambitious
highway projects in British Columbia's history
— the Coquihalla and Annacis Highway system—
traffic congestion on existing crossings of
the Fraser River has been relieved and the
new third route into the interior.

These two significant undertakings can take
great personal pride. The dedication and con­
struction of these projects is an outstanding example of
the Ministry of Transportation and Highways,
which is one of the top in the projects like these such as
coordinators. And while these employees are
praised, congratulations must also go to all those
who work in contract documents, financial services, the
dedicated Ministry staff who ensure things run
smoothly.

As the two sides come together the Ministry was ready for the "Bridging The Gap" ceremo­
ny, held March 10.

The Alex Fraser Bridge is the nucleus of the
Annacis Highway system. All those involved deserve high
praise for the quality of work carried out.

Ribbon Cutting
Thousands of British Columbians attended the official opening ceremonies of the Alex
Fraser Bridge and Annacis Highway system September 22. The colorful ceremonies in­
cluded cavalcades of heritage motor vehicles, a flypast of classic aircraft in formation and a
sailpast of Fraser River workboats.

Only a few months ago the 32.5 km of the
new multi-lane Annacis Highway system —
above is the Annacis south of 64th Avenue — was still taking shape.

The day before the "official" opening the
Alex Fraser was opened to pedestrian traf­
and thousands of people from the lower
mainland turned out to see the new Bridge
and show support for British Columbia's
own Rick Hansen. More than $19,000 was
raised for the "Man in Motion" world tour.

As there were coffee and refreshments, sand­
an icing display of the Alex Fraser Bridge. In the

The Alex Fraser Bridge is the nucleus of the
system. All those involved deserve high
praise for the quality of work carried out.
About People

Ray Dingwall, Courtenay Highways District bodyman, is responsible for painting and bodywork of Ministry equipment. Ray has worked for Highways for approx. eight years. Courtenay’s bodywork crew handles much of the bodywork north of the Island. Ray’s interests include fixing used cars.

Mike Trask, Courtenay Highways District, Survey Crew, was recently promoted by competition to Engineering Aide 3-4. Mike enjoys survey work as the instrument man. His interests include hiking, canoeing and all outdoor activities.

Cliff Grieve, Denman Island Foreman, Courtenay District, retires after 37 years of service. Bill Ball, District Highways Manager, presents Cliff with a 37 years of service award.

On The Job

Promoted

Merv Berglund began working for the Ministry of Highways in Squamish in 1969 as a mechanic 1. In 1972 he moved to North Vancouver as an Assistant Mechanic Foreman attaining Foreman status later in the same year. In 1974 he transferred to the Ministry of Lands, Parks and Housing in Kamloops to become Regional Mechanical Superintendent. After 10 years the job became redundant and Merv began working for Highways again in Dease Lake as a Foreman “B”. In April 1986, he won through competition the position of Mechanic Foreman in the Creston District Highways Shop. In his leisure hours Merv and his wife enjoy hunting and fishing.

Anita Wellspring worked in the Government Agents office in Creston for six years prior to beginning work in the Creston District Highways office in 1972. In 1974 she transferred to the Fish and Wildlife Branch to work part time. In 1976 she began working in the Creston District office again and in 1985 won through competition the position of Office Manager supervising a staff of four employees.

Hugh Williams began work with the Ministry in October, 1985, as a mechanic’s helper in Vanderhoof, and moved to the Creston Highways District Shop in October, 1986, as an apprentice mechanic. Outside interests are fishing, swimming and weight lifting.

In Creston

Merv Parsons started work for the Ministry of Highways in September, 1967, as an equipment operator in Prince George. He moved to Williams Lake in July, 1976, as a Foreman I and in July, 1980, to Anahim Lake as a Foreman II. In June, 1986, Merv was promoted as Senior Road Foreman “A” to the Creston Highways District. Merv and his wife Lil live in Erickson, a short distance from work. In his spare time he enjoys fishing and travelling.

Jeanne Romano worked for the Attorney General’s office for 10 years prior to coming to Creston in January, 1986. Jeanne won through competition the position of receptionist for the Creston District Highways Office. In her leisure time she enjoys camping and fishing with her husband Mervin.

Hugh Williams began work with the Ministry in October, 1985, as a mechanic’s helper in Vanderhoof, and moved to the Creston Highways District Shop in October, 1986, as an apprentice mechanic. Outside interests are fishing, swimming and weight lifting.
**About People**

Kathy Tompkins, her husband Dean and two small children arrived in Creston in 1984 from Whitehorse. Kathy began working in the Creston Highways District office in June, 1985, as the office receptionist being promoted to accounts payable clerk in December, 1985, a position she holds to the present time.

**In Creston**

57 Years of Service
As Esquiro, Floer Retire

Between the two of them, George Esquiro and Harold Floer have accumulated a total of 57 years of service.

George Esquiro began work for the Ministry of Highways on May 1, 1954, in Atlin as a truck driver and grader operator. In 1964 he transferred to North Vancouver as a graderman, after one year he returned to Atlin as a Foreman II. In 1968 he transferred to Prince George also as a Foreman II and was subsequently promoted to a Foreman IV in 1970. George and his family moved to Creston in December, 1976, where he was Senior Foreman until his retirement in April, 1986.

Harold Floer began work for the Ministry on May 15, 1961, as a labourer in Creston. He was promoted to graderman working on the Salmo-Creston Summit in 1964 and periodically as a winter shift foreman. Harold eventually returned to the graderman position which he held until his retirement in April, 1986. Harold completed 25 years of service with the Ministry and attended the Awards Dinner in Victoria in December with his wife Veronica.

Retirement parties were held for both George and Harold by fellow workers, family and friends and presentations were held.

George, his wife Lil and family plan to remain in Creston where he will devote full time to his hobbies of hunting, fishing and carpentry.

Harold plans to remain in Creston where he will devote his time to golfing, dancing and gardening.

**On The Job**

**In Vanderhoof**

Dave Foster is the Vanderhoof Field Editor and is seen here with friend. Apart from looking after the Roadrunner, he is also the District Technician. Dave has been in Vanderhoof for a year, after winning a promotion and transferring from Burns Lake. He enjoys golf during the summer, and skiing and badminton during the winter. Dave is also chairman of the local Library Board.

Georgina Ortis is the Grand Forks District Office Manager. Before she joined the Ministry in 1981, Georgina was employed by the Canadian Imperial Bank of Commerce. While her hobbies include camping, Georgina also enjoys collecting antiques and china.

**In Grand Forks**

Terry Brewster is the Payroll Personnel Records Clerk in the Vanderhoof District Office, and has been with Highways since 1976. Reading most kinds of music, crocheting, playing the organ and travelling keep Terry busy in her spare time.

Don Cudmore wears two hats. He is the Vanderhoof Construction Foreman during the summer and returns to his regular M.O. 3 position for the long winter months. Don has been with the Ministry since 1975. Hunting, shooting and fishing keep Don busy in his off work hours.
About People

Norm Gallagher (right) has been with the Ministry since February, 1955, as an Engineering Aide 2 in the Penticton District. In 1958, Norm transferred to Fernie as an Engineering Aide 3, and then to the Construction Branch in 1964 as an Engineering Assistant. Between 1964 and 1971 Norm and his family made nine moves with the Construction Branch, until he came to Grand Forks as a Technician 2, a position he holds today. If he's not in the cellar making wine you'll find him outdoors either tending to his fruit trees or he's probably fishing, hunting or prospecting.

In Grand Forks

Fred Larsen (left) had a long career with the Canadian Air Force before joining the Ministry. Starting with the R.C.A.F. in 1954 Fred worked as an airframe technician for 16 years, then another five as a technical crewman. He began his career with the Ministry of Highways in Grand Forks in 1974 as an auxiliary and soon received a permanent position as Machine Operator 3. In 1979 he won a competition for the position of Yardman and in September, 1985, he became the Grand Forks Stockman 4. Fred enjoys cross country skiing, golf, bicycling, hiking and curling.

On The Job

Basil Jmaiff began with the Ministry in Grand Forks as an Auxiliary Mechanic in 1974. Basil is presently a trades journeyman mechanic and became a regular employee in 1975. He is also the President of the B.C.G.E.U. social club.

Peter Voykin is presently working as a trades journeyman mechanic in the Grand Forks mechanical shop. Pete stops here for a quick pose for the Roadrunner.

Carol Woykin (above) started with the Ministry as an auxiliary in 1985 in Grand Forks as the Office Steno. Carol has since become a regular employee and is now the Office Assistant. Carol enjoys slowpitch, baseball and camping.

Fred Scherer is a trades journeyman mechanic and stops to pose for the Roadrunner photographer during a major equipment service in the Grand Forks district shop. Fred has been with the Ministry since 1968.
**About People**

**Region One**

**On The Job**

### Hester Retires to Salmon Arm

Norm Hester began his career with Highways on September 18, 1952, in Quesnel under the direction of a young engineer by the name of Maury Ingram.

During the period from 1952 to 1959 Norm and his family lived the nomadic life, characteristic of the location crews of that time. He worked on most of the major projects of that period such as the Island Highway, Agassiz-Rosedale Bridge, Agassiz to Haig section of the Lougheed Highway, Yellowhead Highway, Trans Canada Highway, Horseshoe Bay to Britannia, and the Stewart-Cassiar Highway.

In 1959, with the setup of the regions throughout the province, Norm was assigned to Region 1, with headquarters in North Vancouver. As project supervisor, in charge of a large crew comprised of a number of parties, Norm was involved in the original location and construction of the Squamish to Pemberton Highway, Floods to Hope section, Agassiz Bypass, Pitt River to Haney of Highway 7 and Gaglardi Way, plus many other smaller projects.

In October, 1972, Norm was promoted to Technician 3, assuming the responsibility of all field operations within the branch in Region 1. He remained in this role until his retirement on September 18th, 1986.

### Norm Hester receives a brass level from Dick Readshaw, Director of Design and Surveys.

One hundred and forty friends, family and co-workers attended a send-off bash for Norm at the Copper Kettle restaurant in Burnaby.

He was last seen riding off into the sunset (which is difficult to do when you’re headed north) to his brand new home in Salmon Arm. Rumour has it millions of salmon on the Adams River run turned tail and headed downstream upon hearing Norm was dusting off his fish hooks.

### Rest Area Ahead

"Signing out" after more than 30 years on the job is George Spenst, Chilliwack Signman.

George started his career with the Construction Branch in 1956 and was involved with Highway One construction in the Agassiz/Rosedale area. He transferred to the Chilliwack District Maintenance staff in 1984 and assumed sign maintenance duties in 1986. 1985-86 proved to be George’s busiest period ever ensuring all detours and signs were correctly established to meet the demands of a fast-paced, often 24-hour per day construction program.

George and his wife Marjorie plan to travel the retirement road to Alaska via Mexico, and anxiously await the arrival of their first grandchild. Adios amigo, best wishes from your many friends and associates.

"... For this was a guy with a wink in his eye

and a laugh you could hear a mile.

You can keep your boys, their computer toys,

We’d rather see Bill’s smile."
The Dock District of 1986 is much smaller and with much closer ties to the Bridge Branch in Victoria. Since the B.C. Ferries Corporation took over all the coastal ferries, the majority of our engineering work is for bridge construction, rather than ferry terminal construction.

In September, 1993, all the workers at the Deas Maintenance Yard were transferred to the B.C. Ferries Corporation. In the following month, the Dock Engineer, Tom Tasaka, was transferred to the Region One office to take up his new duties as Regional Manager Maintenance. Ellis Meads took over as Acting Dock Engineer until November, 1985, when Ellis took a new position with the B.C. Ferry Corporation. At the same time, the Ministry's coastal ferry terminal crews were taken over by the B.C. Ferries Corporation. Don French, Regional Bridge Maintenance and Works Engineer, took charge of the Dock District office.

In February, 1986, Ron McIntosh, Chief Draftsman for Dock District, took a new position as Chief Draftsman for the B.C. Ferries Corporation. In the spring of 1986 Danny McIannet and John Johnson, former Dock District Project Supervisors, also left to join the B.C. Ferries Corporation. Another supervisor, Phil Munn, was transferred to Bridge Branch to work as a Bridge Construction supervisor. The engineering and drafting staff, the clerical staff, and the sounding crew remain, as well as Ken Holter, Stockman, and Bill Alexander, Technician 2.

Pat Hassard is enjoying his new position as District Road Foreman, Chilliwack. Following 21 years as Abbotsford Road Foreman, Pat took on new duties this summer based from the Chilliwack office. Prior to his position in Abbotsford, Pat worked on Texada Island, at Williams Lake, and in the early 1950’s with the Paving Branch pulvi-mix crew. Golf, planning for retirement, grandchildren, and more golf fill Pat’s leisure hours.

‘Thar’s Gold…’

Fred Hasbrow, M.O.7, Hope, retires in January, 1987, after 35 years with the Ministry. He was a trapper and a cowboy in the Merritt Valley before joining Highways in 1952. Fred traded his horse for a bicycle and worked between Lytton and Jackass Mountain removing fallen rock, fixing potholes and in winter, “plowing” snow. Fred recalls that although he used his own bicycle, the Department did provide the shovel. Once retired, Fred plans to do more gold panning, spend time with his grandchildren and travel the country, destination unknown.

Joyce Burke is Personnel Records Supervisor for the Chilliwack District. Joyce began with the Ministry in 1979 and moved to payroll in 1980 as timekeeper before her promotion to Supervisor in 1982. Joyce is preparing the records and payroll division for the increased work load that comes with the change to rotating winter shifts for field maintenance crews. Off duty, Joyce now enjoys a quiet round of golf but is happily trading in her clubs to pursue new “leisure” activities that will come with the arrival of her first child in January.
Remember September when the weather was so much — warmer? As Donna Patrick of D'Arcy worked the weigh scales for the hundreds of truck loads of hot asphalt being hauled in the area, The Squamish Citizen diverted her attention long enough to catch a smile.

Photo credit: The Citizen.

Marc Servizi joined the Chilliwack District Engineering crew after graduating from UBC in Civil Engineering in 1985. Marc is presently involved in a major day/labor reconstruction project in Manning Park which will carry well into 1987. Marc enjoys the variety and scope of District operations and will likely pursue a career with the Ministry. Off duty, Marc maintains a hectic pace which includes participation in local sport groups, coaching women's soccer teams, and an avid interest in photography.
**Ahead of His Time**

This is Hank Skrypnek, a Pipeline Inspector from Burnaby Headquarters, and he's telling you they do things a little . . . differently in Burnaby. They start work at 4:30 p.m. — lunch at noon — and call it quits at, oh, about 8:30 to 8:00 a.m. Find that hard to believe? Look at the digital clock behind Hank. (Okay, so actually it was the dark room technician reversing the negative. You see, that's really Hank's right hand he's pointing with, his vest really does button on the proper side and . . . well, you get the picture.)

**Back to Back**

On line in Burnaby Headquarters are (left) Donna Pisoney, a Pipeline Section secretary and (right) Gloria Dewick, secretary in the Railway Section.

**Avalanche containment** areas are a major part of reconstructing five km of Highway 3 in Manning Park. Trying to beat the impending winter disruptions, Bob Cameron of the Allison Pass road crew prods on the operation of two D-8's in constructing one of the many avalanche berms. The entire project will be done by day labour, so the Allison Pass road crew will be extremely busy well into the next summer.
About People

Big White Gets October Inspection

Bob Bell (top right), ski-lift inspector from the Burnaby Engineering and Inspection branch, examines the sheave battery from a work chair as the ski hill manager looks on. "Safety first" is the main concern of Senior Inspector Tom Hamilton (top left), whose watchful eye monitors the placing of test loads on the triple chairlift at Kelowna's Big White. All ski-lift functions were examined under a full load in the October safety check.

On The Job

A-O.K.

Ministry of Highways crew Don Osborne, Rankin Smith, Vaughn Black and Bill Grieves were among those busy in September constructing a new surface, and a pedestrian walkway, for the Coquihalla River Bridge on Kawkawa Lake Road.

All Decked Out

On The Coquihalla River Bridge

Glenn Mitchell Photos, Hope Standard
About People

"Hazel" takes in Avalanche Training

Advice and tips

Motherly hug

Radio control

Hazel and her relatives

Gail "Witch Hazel" McFadden

On The Job

Surprise Halloween Visit for Terrace

It was a happy Halloween in Region Five as Terrace was graced with a surprise visit from the Lady of Halloween herself — Witch Hazel, who boldly made flash appearances and had no difficulty interrupting our Avalanche Training Seminar, had good advice for our Regional Director, Neville Hope, and tips on hired equipment for Roger Reimche, Regional Manager, Equipment Services, found time out for a motherly hug for Dale Jeffery, Regional Paving Design Technician, before proceeding on to monitor our Radio Room and advice for Jim Stainton, Regional Communication Technician. Witch Hazel brought along a couple of her relatives for the occasion — Suzie McKenzie, Regional Engineering Aide and Alma Demmitt, Regional Radio Operator. Who is this Lady of Halloween?? — None other than our Regional Personnel Assistant, Gail McFadden!

Doug Beaumont, Region 5 Property Clerk — comes to us from the public sector.

Laurie Stein completed her training in Region 5 and is now Terrace District Office Manager.

Randy Wasstrom is our new Regional Driver Trainer who comes from Smithers Motor Vehicle Branch.

Don Shaw comes to us from Prince George Bridge Branch to be our new Regional Bridge Engineer.

Left front — Gordon Sutherland, our new Regional Manager, Maintenance, promoted from Nelson District Highways Manager position. Neville Hope, Regional Director who has been with us since 1978, promoted from Regional Manager, Maintenance. Bob Corder, formerly District Office Manager, Lillooet, is our new Regional Manager, Financial Services and Marshall Burgess, transferred from Forestry to be our new Regional Personnel Officer.
‘Cold In-Place’ Shows Success

It becomes necessary, at periodic intervals, to resurface existing paved roads and highways. But conventional repair practices can be not just very costly, but may be only temporary.

Recently, the Ministry undertook an experimental project aimed at reclaiming the existing pavement layer by milling it and reducing it to a controlled particle size, mixing it in place with selected additives and re-laying and compacting the reclaimed material. That material is then covered with a single thin layer of new pavement.

The nature of the work, on Highway 95 from Castledale to Edgewater in the Kootenays, was that of research and development, with the objective of assessing effectiveness and developing specifications.

The reclamation by milling, sizing and re-mixing of the existing asphalt pavement was performed by a milling machine equipped with a "cold-recycle package" and an "additive blending system." The cold recycle package, consisting of a sizer-mixer chamber, controls the maximum particle size discharged by the machine, as well as homogeneously mixing the milled material with additives incorporated through the blending system. The blending system is proportionally regulated by the forward speed of the machine to ensure a constant ratio of additive to milled material for a given depth of cut.

Re-laying and compaction of the reclaimed material is accomplished with conventional paving equipment. On the Kootenay project, numerous types of additives were used and assessment of relative stability and durability of each product continues.

All but three km of the 48 km project is now covered by a single 50mm layer of dense graded asphalt mix so that the "unprotected" surface can be assessed as well.

Test results and field performance of projects like this will continue to be assessed as the Ministry attempts to find the most cost effective solutions to specific pavement problems. Practical re-use of existing investments, such as highway surfaces, aids the Ministry in the effective use of public funds to maintain its major highway network.

'Drivers say the darnedest things...'

Ken Knott (right), Manager of Compliance, Motor Carrier Branch, met November 26 with representatives of the B.C. Motor Transport Ass'n Moving and Storage Division at the BCMTA's Burnaby office. The meeting was termed very informative and successful. Discussions included policies and procedures as they relate to enforcement of the Motor Carrier Act.

... You See, It Was This Way...

Drivers say the darnedest things. We have found some statements actually found on insurance forms where drivers were attempting to summarize details of an accident.

"I pulled away from the side of the road, glanced at my mother-in-law and headed over the embankment."

"In an attempt to kill a fly I drove into a telephone pole."

"I had been shopping for plants all day and was on my way home. As I reached an intersection a hedge sprang up obscuring my vision and I did not see the other car."

"As I approached the intersection a sign suddenly appeared in a place where no sign had ever appeared before. I was unable to stop in time."

"An invisible car came out of nowhere, struck my car and vanished."

"My car was legally parked when it backed into the other vehicle."
Ministry Struts Its
Transportation Was The Theme

If you happened to wander through the lower lobby of the Pan Pacific Hotel during Expo this is what you would have seen. Models, graphics and photos depicting the challenge of constructing the four-lane Coquihalla freeway through the most difficult mountainous terrain in southwestern British Columbia.

The "Hands on" avalanche model allowed the viewer to simulate avalanches and showed the measures being taken by the Ministry to protect the driving public. Other displays depicted the unique methods used to meet the many construction problems faced during the building of the freeway. The display was a joint production of the Ministry of Transportation and Highways and the B.C. Road Builders Association.

The Ministry of Transportation and Highways had much to be proud of in 1986, and the World's Fair in Vancouver offered the ideal opportunity for the Ministry to show the world a few of its accomplishments.

The Coquihalla Highway project display took centre stage at the Pan Pacific Hotel, and was viewed by many of the more than 22 million visitors to the Fair.

Expo also boosted the number of vehicles travelling on the new freeway as by the year's end close to a million vehicles had gone through the toll booth.

The MV Klatawa was also on display at Expo. The Klatawa is the first passenger ferry in the world to be converted to natural gas.

The Ministry also had heavy duty snow plows on display at B.C. Place Stadium and at the Kodak Pacific Bowl.

Highways staff is proud of its development in transportation technology and Expo was the perfect setting to show the world what B.C. can do.

One of the highlights of the Ministry's display at Expo was this snowplow converted to compressed natural gas. The vehicle is a tandem axle truck equipped with front mounted snowplow, a sanding hopper at the rear of the chassis, and an underbody snowplow. The tanks visible under the cab hold the natural gas in sufficient quantities to allow the vehicle to carry out its intended tasks.
Stuff At Expo 86

And “Highways” Was There

M.V. Klatawa crew on hand to greet the people at Expo were L to R, Keith Dueck, Auxiliary Deckhand; Brenda Chase, Terminal Attendant, and J.T. (Jim) McDougall, Deckhand.

Another feature at Expo was this heavy duty snowplow truck on display at B.C. Place Stadium. The vehicle is used for mountainous regions of the province as a rollover snowplow with a twin-sanding hopper on the rear of the chassis. The latter, together with other attachments such as the underbody plow, front mount snowplow frame, hydraulic system and electronic control system for the spread of salt and sand materials, were all manufactured or assembled by Ministry staff at the Langford establishment.

M.V. Klatawa docked at the Marine Plaza during the alternative Fuels Conference August 8-18. Some 3900 visitors were received on board by Ministry staff.

The B.C. Ministry of Transportation and Highways ferry M.V. Klatawa, which runs cars and passengers between Albion and Fort Langley was among the natural gas-powered vehicles on display at Expo 86 during the “International Gaseous Fuels for Transportation” Conference.

The Klatawa (a Chinook word meaning ‘to go’) was built in 1972 by Vancouver Shipyards Ltd., and was converted to natural gas in April 1985. Complex modifications were carried out with much of the technology developed locally by members of the Ministry of Transportation and Highways, B.C. Hydro and members of British Columbia industry.

The conversion, including crew training and shore side “gas station”, is expected to pay for itself in six or seven years with its annual fuel savings of $60,000. Other benefits of burning natural gas include reduced engine wear and tear, lubricating oil lasts longer, less nitrous oxides and hydrocarbons, and refuelling with 8,400 cu. feet of CNG takes only four minutes four times a day. The completely enclosed system is safe as well with the gas stored in pressurized tanks.

The effects, savings and efficiency resulting from the M.V. Klatawa’s changeover to natural gas are all being carefully assessed, and plans now call for conversion of the Klatawa’s sister ship — M.V. Kulleet, sometime in the future.
“Jellyroll” Goes To University

The old “Lytton Jellyroll” has made the cover of the real Rolling Stone magazine, not once, but twice.

The first time was May 1979 (above left) and the second time in April 1986.

Recently, two replicas of an unusual geological structure, fondly nicknamed the “Lytton Jellyroll”, were presented to the Geological Museum at U.B.C. and the Lytton Heritage Society.

The “Lytton Jellyroll” is special because of its enormous size, some 4 by 7 metres. Usually such structures are measured only in centimetres.

Two life-size casts were prepared by P.M.L. Exhibit Services Ltd. of Calgary under contract to the Heritage Conservation Branch through the cooperation of the Ministry of Tourism, Recreation and Culture and the Ministry of Transportation and Highways. The casting program was initiated to preserve this unique feature of B.C.’s natural heritage. In fact, just three days after the replication, a large portion of the structure collapsed as a result of natural erosion.

The replica on exhibit at U.B.C. is now available for public viewing. The Lytton Heritage Society intends to eventually display the second cast at a museum centre planned in conjunction with a local heritage park development.

Transpo Trivia Answers

1. Cadillac, in 1930
2. The Pierce-Arrow 6-66 from 1912-1918, with 834 cubic inches.
3. 1947
4. The Japanese car was first made in 1912
5. 60 days
6. 1955
7. 1959
8. 1923
9. It comes from Ahura Mazda who was the supreme god, the Lord of light of the Persian sage Zoroaster.
10. A Winton, in 1898
11. One woman failed 39 tests, passed the 40th, spent $720 on driving lessons, and then couldn’t afford a car.
12. In the late 1850’s, a speed limit of two miles per hour was enacted in England by Parliament. This was the “town” speed limit. In the country a driver could go up to four miles per hour. This “Locomotives on the Highway Act” also stipulated that all “Road Locomotives” must have three men in attendance, including one who must walk 60 yards ahead with a red flag by day or a lantern by night. The act hampered vehicle progress in England for 40 years.
The first indication there should be a ferry across the Peace River in the vicinity of Taylor was made in 1913 when a British Columbia Police constable stationed at Fort St. John wrote to the Minister of Public Works explaining the need. He noted that because there was no road to connect with the one from Pouce Coupe into Alberta, settlers in the Fort St. John area had to follow the Peace River to Peace River Crossing in Alberta then go on to Edmonton — a 600-mile (965 km) journey. He suggested that it would be necessary to install a ferry as the river was too swift and too dangerous to ford.

Despite numerous requests for a ferry over the next few years, it was not until 1922 that one was placed into service at Taylor Flats. Prior to that, settlers coming from the south crossed the river in rowboats. However, in order to move their livestock and equipment across the River, the settlers had the choice of waiting until freeze-up and crossing over on the ice, — or going downriver to the Dunvegan ferry in Alberta resulting in a trip of 240 miles (386 km).

The first ferry at Taylor was a cable scow which was found to be unsuitable for the fast water of the Peace and because of driftwood catching in the cable. Because of its unreliable performance, the scow was subsequently pushed by a privately owned launch and later, government-owned launches or tugs were used.

The picture, taken in early 1942 during construction of the Alaska Highway, shows the 48-foot (14.6m) pusher tug V-51 which was powered by a 40 hp Vivian diesel engine, and the 45-foot (13.7m) by 22-foot (6.7m) barge. Later both were transferred to Clayhurst serving there until 1947 when they were scrapped.
Small Branch Plays Crucial Role

It's a small branch but it has a "high profile".

Its main activities involve transport policy development and research which are among the most essential responsibilities of the Ministry.

After all, the co-ordinated development of all modes of transport (e.g. road, transport, rail, air and marine), analysis of the operations, and the economics and development impact of the transportation system in British Columbia as it presently exists and as it may evolve, are all crucial to the future orderly development of the Province.

Sound complex? It is!

How does the Branch carry out this role?

An experienced multi-disciplined staff comprised of engineers, economists and research personnel evaluate proposed projects and expenditures in the transport field for their economic and financial viability, and assess policies, regulations and user charges pertaining to transportation. Much of this effort is aimed at the Federal Government to ensure that B.C.'s needs are accounted for as decisions are made that affect port development, airports, airlines, the trucking industry, and railways in B.C. The Branch also maintains a close relationship with other provinces, as well as a wide range of shippers, carriers and municipalities. The Air Transport Assistance Program is also a responsibility of this Branch. The latter providing grants and technical advice to assist B.C. communities to assist B.C. communities to upgrade airport facilities.

The Branch also administers subsidies to B.C. Rail for the Vancouver-Prince George passenger service and the Fort Nelson Extension.

Behind the scenes at 2631 Douglas Street in Victoria, the vitally important work carried out by this branch, though done without fanfare, is having a significant effect upon transportation in British Columbia, and whatever challenges lie in the future, this branch will be there to meet them.

ODD SPOT

Yesterday is a cancelled cheque.
Tomorrow is a promissory note.
Today is cash.
Use it.
New Rail Manager Appointed

Henry Ropertz is the new Manager of Rail Policy in the Transportation Policy Analysis Branch.

From Saskatchewan, Mr. Ropertz brings a wealth of experience to his new position. He was Technical Advisor to the Hon. Jean Luc Pepin on the Crow Rate Issue; Technical Advisor to Doug Neil, former MP for Moose Jaw, the Minister of Transport's Special Advisor on Prairie Branch Lines; and held several other Federal posts relating to transportation in Western Canada. He also served as Executive Director of the Prairie Rail Action Committee in Regina, and made recommendations on the status of prairie branch lines.

Mr. Ropertz holds a Masters degree in Transportation Planning from UBC. He has completed the Transportation Policy Analysis Program at Northwestern University and is now working on his doctoral thesis on the Western Grain Transportation Act.

Christmas Blitz A Success

Christmas 1986 at 940 Blanshard Street featured a "Christmas Blitz" food hamper drive. An ad hoc committee of Connie Lamont, Henry Niezen and Rick Dykun organized the drive which donated 10 boxes of food, toys and clothing totalling $320 to the Mustard Seed Food Bank of Victoria. Congratulations!

On The Job

Any Shmuck can quit smoking ... it takes a man to stand up to lung cancer.
A Morale Booster "COVER STORY" Award Winner

Employee Program Has Much To Offer

It started almost 20 years ago simply as a Ministry employee upgrading course and has evolved into an internationally recognized diploma granting program.

In 1986 the Ministry of Transportation and Highways and the B.C. Institute of Technology are the proud recipients of the Spotlight Award for their program Transportation Systems Technology.

The award was presented by the Honourable Flora MacDonald, Federal Minister of Employment and Immigration at the Association of Canadian Community Colleges (A.C.C.C.) annual conference, May 28 in Calgary, Alberta.

Spotlight Awards are presented by the ACCC to recognize imaginative and innovative case studies presented to the "Making Canada Productive" project by Canadian colleges and institutes.

In presenting the award, the Honourable Mrs. MacDonald called the unique B.C. program a "role model" for what others could do.

RobRoy MacGregor, manager of Employee Planning and Development for the Highways Ministry, said the program is the only one of its kind in Canada and is unique to the entire western side of North America.

"We have had inquiries from Colorado, Idaho, Alaska, Washington State, Manitoba, Ontario and the Yukon," he said.

"It has proven to be a tremendous morale booster for employees of the Ministry.

Transportation and Highways employees are able to complete the program while maintaining full time employment and the Ministry picks up the tab for the fee costs.

"It's an investment in your employees," said MacGregor, "and about 90 percent of the studying is done in the employee's own time, so there's a real investment on the part of the employee."

MacGregor said also, "It definitely increases their promotion opportunities and it gives them the chance to cross career lines."

Benefits to the Ministry include employees with higher morale, improved technical skills, increased productivity and reduced operational costs.

The program currently is serving 2,600 employees and MacGregor said the Ministry can cite examples of dollar returns on the investment in training such as $100,000 saving in bridge maintenance for $26,000 invested on courses from BCIT.

"It's a winner for everyone involved," said MacGregor.

The Ministry of Highways-B.C.I.T. program is officially recognized by the Applied Science Technologists and Technicians of British Columbia. More than simply an upgrading course today, it offers Ministry of Transportation and Highways employees certificates at three levels: the Intermediate Certificate of Technology; the Certificate of Technology; and the National Diploma of Technology, which is recognized in countries like the United States, Great Britain, New Zealand and Australia.

Cyndy Dinter joined the Ministry December 1, 1986 as Manager of Employee Relations in the Personnel Programs Branch.

Married, and a native of Victoria, Cyndy graduated from the University of Victoria in 1977 and joined the Forest Service as a Headquarters Personnel Officer.

From 1978 to 1980 she managed the Recruitment Program during the Forest Service reorganization, then was Employee Relations Officer from 1981 to 1985; Acting Manager of Employee Relations from February 1985 to June 1986; then Forest Service Labour Relations Specialist from June 1986, until joining Highways.

RobRoy C. MacGregor, manager Employment Planning and Development (left) and Jack R. Fredrickson, senior Staff Development Officer, with Spotlight Award.

Programs Available

Technical Skills Program — Ministry-oriented courses, mainly technical in nature, organized in three levels. Successful completion of each level recognized by certificate award from Ministry and B.C.I.T. Employees encouraged to enter complete program of study, but may apply for single courses. Course selection at discretion of employee, in consultation with supervisor.

Transportation Systems Technology Programs — Offers opportunity to obtain B.C.I.T. Diploma of Technology through self-paced study. Courses include highway design, construction, maintenance, supervision, health and safety. Subject to B.C.I.T. and Ministry approval, credits may be awarded through transfer and challenge procedures, or through an assessment of skills and related experience. See Program Guides and Course Calendar publications.