FROM THE MINISTER

Season's Greetings! It was just six months ago that I was appointed Minister of Transportation and Highways. I was expecting a time of learning and challenge, and those expectations have certainly been fulfilled.

I have been so impressed with ministry staff I've met throughout the province. Our people exhibit an excellent spirit that has earned us an enviable reputation for reliability and efficiency.

This is a time of great change for the ministry --- change that I believe will ultimately lead to an even more efficient operation in the future. All our staff - those in the district offices to those at headquarters in Victoria - have shown a willingness to support these new initiatives, with a highly professional and cooperative attitude.

I look back on the remarkable accomplishments of the last few months with a sense of pride and achievement, and look forward to the coming year, secure in the knowledge that all of you will continue to do us proud. We have many exciting, opportunity-filled times ahead of us. Best wishes to all in the New Year!

The Honourable Neil Vanstone, Minister, Transportation and Highways

FROM THE DEPUTY MINISTER

I hope you will enjoy this issue of the Road Runner, with its new format. The magazine will continue to be published quarterly, and its primary goal will be to keep all our employees up-to-date on programs, policies, people and the important details you need to know about the ministry's operations. You will be the people who will take our message to the public, and we want to keep you current and informed.

Please let us know of any events taking place in your area; we'd like to include them in future issues.

Good Reading!

Vince Collins, Acting Deputy Minister, Transportation and Highways
A Transportation Plan for British Columbia

A Transportation Planning process is underway in the Ministry to prepare a blueprint for action, as a guide to listing immediate priorities and long-term initiatives through the year 2000.

Staff of the Transportation Planning branch will gather extensive regional input from public submissions and through Regional Transportation Planning Committees. Regional and district managers will be asked to provide assistance in developing the plan as regional committees make requests for technical information and advice.

The transportation network of B.C. is a complex infrastructure of rail, air, transit, marine and highway systems. There are, for example, five major railways, 386 ports and harbours, 375 airports and water landing areas and 36 urban public transit systems. B.C. Ferries carries 6.5 million vehicles per year and 17 million passengers; 20 billion km are driven each year; 45,000 km of provincial highways and 2650 bridges connect our communities.

The rugged topography of the province has presented special challenges to the development and maintenance of this infrastructure. Although the system has provided a reasonable level of service, it is wearing out, and increasing traffic demands are outstripping current capacity.

Major traffic congestion and delays on the highways system are occurring on a more frequent basis throughout the province, especially in the Lower Mainland and other urban centres such as Prince George, Kelowna, Nanaimo and Victoria.

Much of the highway system is approaching the end of its lifespan.

Approximately 1500 of the 2650 bridge structures are of wood construction or over 40 years old. Of these, 600 should be upgraded or replaced in the next ten years. Over 15 percent of the trunk highways system requires substantial rehabilitation just to meet an acceptable standard.

B.C. Ferries is facing the reality of an aging fleet, increasing traffic, and the need to embark on an immediate large-scale improvement program.

Improvements to our province-wide airport infrastructure are critical to the efficiency of the air network, especially at Vancouver International Airport, where the travelling public is experiencing increasingly long delays in departures and arrivals.

In order to ensure that B.C. continues to enjoy the benefits of an efficient and well-maintained transportation system, substantial improvements are required by the year 2000 for highways, transit systems and airports.

The input for an overall Provincial Transportation Plan will come from regional transportation committees appointed by the Ministers of State and MLAs from each of eight regional areas. The committees will review a base study prepared for the Ministry by consultants from the Delcan Corporation, and will consider all modes of transportation in their regions. Public opinion will be invited. Their report will be sent to the Minister of Transportation and Highways next summer.

Upon completion next fall, the Minister will present to Cabinet an integrated Provincial Transportation Plan. Once adopted by Cabinet, this plan will form the blueprint for an implementation strategy which will see work commence on priority projects in every region of the province.

Each year, regional transportation committees will review and update the plan to ensure that priorities are reassessed.

Brochures, a backgrounder and video of the new Transportation Planning Process are available from Public Affairs office 387-3198.
Reorganization reflects our new direction

At this moment, our ministry is at the crossroads, at the beginning of a period of fundamental change. We have begun to evolve from an organization that did the work, hands-on, to one where planning, administration and supervision will be the major thrust -- for the next decade and beyond. The reorganization of the ministry reflects our new direction.

The privatization of road and bridge maintenance is almost complete, but the complex, far-reaching transportation planning process has just begun. With the energy and creativity of our ministry’s staff, we will create an efficient, responsive organization able to meet the new demands before us.

GOALS FOR THE NEWLY RESTRUCTURED MINISTRY

- Develop new business practices in light of privatization of road and bridge maintenance.
- Improve service to the public.
- Give more attention to transportation planning throughout the province.
- Achieve better control of highway improvement projects through a project management system.

Some of the key changes to meet these goals include:
- Moving more decision-making to where the work is done. Regional, district and area offices assume greater authority.
- Greater emphasis on transportation planning. A first draft of a Provincial Transportation Plan is in preparation and we expect a significant capital budget for 1989/90.
- Appointment of project directors and managers to coordinate highway and bridge projects, large and small, from conception to completion -- on time, on budget and with quality.

The prospects of change create pressures and uncertainties for all of us. But these same demands will also present an exciting range of career opportunities that will make this ministry an outstanding place to build a future.

The reorganization gives us new strengths and tools to do the job, but our mandate remains the same -- to build and maintain a first-class transportation network for the people of British Columbia.

MORE EFFECTIVE CONTROL

Project directors or managers will steer new projects through planning, engineering and construction phases.

Major projects, such as the Island Highway and Coquihalla Highway, will be handled by project directors at headquarters under Bruce McKeown, the new Assistant Deputy Minister, for Planning and Major Projects (acting). All other projects will be handled by project managers working within each of our 6 regions.

Consulting assistance accessed through headquarters will provide the required expertise and professional services through either ministry staff or private consulting services.

SCHEDULE FOR CHANGES

It is important to have the new organization functioning quickly, and to that end some acting appointments have been made in key positions.

We are moving ahead on the detailed organization of each branch and section. This process should be complete by the end of the year.

Operationally, the new organization will be fully functioning by the beginning of the fiscal year, 1989/90 and every effort will be made to confirm people in permanent positions at the earliest opportunity.

FUNDAMENTAL BUILDING BLOCKS

There is a box in the new organization chart that lists area managers, individuals whose local offices -- there are 140 across the province -- become the “fundamental building blocks” of the Ministry of Transportation and Highways.

They are the front-line “owners of the system,” most directly responsible for delivering service to the public. With maintenance now largely privatized, area managers assume new importance in evaluating the performance of contractors and their compliance with Ministry standards.

As representatives of the Ministry closest to the public, the area offices will be involved in generating local parts of the Provincial Transportation Plan, and acting as advocates for putting plans into practice.

OPERATIONS: SIX REGIONS

The regions are directly responsible for providing safe highways throughout the province, acting in the prime “ownership” role. They identify needs, plan and execute all highways programs, except major projects, where they will serve as a part of the Management team.

Highways operations have been consolidated at headquarters and six regional offices, self-sufficient and accountable to Assistant Deputy Minister Dan Doyle*. Each is listed below with the Regional Director in charge:

- Vancouver Island, Nanaimo, Neville Hope
- South Coast, Burnaby, Dave Cunliffe
-
SIX MILES OF PAVEMENT BROUGHT GROWTH AND PROGRESS

I would like to take this opportunity to thank you and your Ministry for the recent paving of the last 6 miles into Tofino.

The Provincial government's efforts have stimulated the whole community and the changes in Tofino during the past 6 months are amazing.

As only one small business we will have served 85,000 meals by year-end and our visitors have continuously commented on the overall improvements.

I realize your Ministry receives many requests for highway improvements and I wanted to know your efforts here are appreciated by us all.

Yours truly,
Ailan Pineo
The Loft Restaurant

CYCLING SUPPORT APPRECIATED

I wish to take this opportunity to express the appreciation of my colleagues on City Council and the City of Kamloops for your support for the recent Coquihalla Challenge Bicycle Race. It would have been impossible for the Committee to stage this event without the support of your Ministry. Your staff was extremely co-operative and supportive throughout. We wish to particularly acknowledge the support we received from the local manager and his staff.

The Coquihalla Challenge Bicycle Race promises to become one of the premier bicycle races on the racing circuit in years to come. With the continued support of your Ministry and other government agencies we can look forward to developing the expertise to sponsor a world class event.

D.T.G. Mallory, Alderman
City Representative
Coquihalla Challenge Bicycle Race

THANKS FOR THE FORTITUDE

RE: Stewart Avenue Improvements

This Chamber and this Committee wish to congratulate you and your respective governments and officials on their co-operative effort and job well done on the Stewart Avenue Improvement Project.

The improvement to the community is tremendous. We have not forgotten and will not forget how much fortitude it took to put aside or respond to criticism and get on with the job.

With that kind of vision, steadfastness and leadership we see this community returning to its position as one of the economic leaders of the province.

Larry W. Hume
President
Greater Nanaimo Chamber of Commerce

CHILLIWACK DISTRICT EMPLOYEES RECOGNIZED

On behalf of the Hope & District Chamber of Commerce, I take great pleasure in awarding to the Chilliwack Highways District, the Appreciation plaque that is enclosed.

The Chamber recognized three organizations this year for their outstanding commitment to the betterment of their communities and the Department of Highways is one of these. We wish to acknowledge the ongoing cooperation of Highways staff in our efforts to upgrade and improve highways signage.

We also wish to recognize the contribution of the Ministry of Transportation and Highways to the establishment of the Hunter Creek Travel InfoCentre, for both the use of their property and the work done on the paving and lighting of the site. We also thank the Ministry for its assistance and participation in the project of the Welcome to Hope Archway.

We hope that the Chamber and the Ministry of Highways will continue this relationship of mutual cooperation and look forward to working with your staff throughout the next year.

Yours truly,
Glennis Taylor
President
Hope & District Chamber of Commerce

LAPEL PIN CONTEST

Minister Neil Van at asks you - our employees - to exercise your creativity and have a go at producing a design for a new Ministry lapel pin - one which reflects our contemporary, province-wide operation.

What does that mean? Well, we'll leave it to you to determine.

Send us your ideas, sketches, graphics or designs by the end of February 88 please. We will then attempt to choose a winner, and go ahead with production of the pin.

Send your entries to the Road Runner in Victoria. We're looking forward to hearing from you!
Personnel Programs
Employee Planning and Development

In this time of change and reorganization, there are more career opportunities than ever before coming up for employees.

The shift away from front line operations to management and supervision, coupled with the increased number of early retirements and considerable movement of personnel, have combined to create a shortage of trained people in some key areas.

Rob MacGregor, Manager, Employee Planning and Development states his team's mission as, "Serving the ministry by strengthening the ability of its human resources to achieve executive goals and objectives in a highly productive manner."

One of his personal work goals is to ensure that ministry employees learn how to "seek and seize" career opportunities. We provide training and development opportunities, employees make the effort.

"The ministry is taking a more planned approach to the management of human resources."

FINANCIAL SUPPORT FOR JOB TRAINING

Training for employees is of two basic sorts. The first is the maintenance function of keeping the workforce current with their job requirements. Any training that is a job requirement taken during working hours or at night school will be paid for by the ministry.

Other training, which enhances career development and increases chances for promotion, will be funded up to 50 percent by the ministry. The request for support must be based on benefits to the ministry, and as long as the training is job related and budgets permit, financial support will be provided. "There are opportunities if people want them", states Staff Development Officer Russ Spilsbury. "The best way to start is to discuss your plans with your manager or supervisor. Once that step is completed, we can assist you directly with information and counseling."

Employee Staff Development is working in five main areas:
1. Human resource planning and management. This will enable managers at all levels to determine their human resource requirements and make timely decisions about surpluses or short falls.
2. Contract management and administration. Courses such as inspection techniques, project management, cost estimating and risk management, are being developed.
3. Ongoing correspondence programs. These are technical, emphasizing transportation systems technology through BCIT.
4. Reviewing and implementing new executive, management and supervisory training. In line with the ministry's changes, there is a requirement for highly skilled people in this area.
5. Information systems. Staff are required to develop skills in word processing, electronic communication and the use of such basic tools as spreadsheets and data bases. New, innovative, faster, good quality methods of delivery are being developed.

SETTING PERFORMANCE STANDARDS

Another "very positive area" in which the staff development group
IN THE PAST

is working, according to Russ, is the creation of a performance planning and appraisal system. "This is the process of clearly setting performance goals for individuals," he comments, "and it is tied in with performance goals for the section, branch and ministry. Supervisors will meet with an employee and establish a mutual agreement about the results to be achieved. This gives the employees standards to aim for and tells them how they're doing. It includes discussion of the training needed to achieve specific goals. The intent is to bring people up to speed, to help them change and update their skills as technology changes."

The "Guide to Training Opportunities and Services" booklet from the personnel programs branch is widely available. It is intended as a reference guide for managers, supervisors and employees who wish to make full and effective use of ministry training opportunities and services.

An audio-visual catalogue is in circulation and outlines the ministry's support components for various training programs. Video tapes, playback equipment and other aids are available from libraries at headquarters and in each of the regions.

Now is a good time to review your career plans, and perhaps take advantage of some of the ongoing programs offered by the Employees Planning and Development section.

For more information, contact your Regional Personnel Officer; or Wally Quarry or Russ Spilsbury in Victoria.

Phone: 387-5368.

50TH ANNIVERSARY OF LIONS' GATE BRIDGE

By David Marr, Design Engineer, Bridge Branch

Since it was opened to traffic on November 14, 1938, the Lions' Gate Bridge has become one of the best-known symbols of Vancouver.

November 14, 1988, marked the 50th anniversary of the official opening of Lions' Gate, which crosses the First Narrows of Burrard Inlet. The bridge is named after the two famous mountain peaks of the coast range that loom over West Vancouver.

Upon completion of construction, the Lions' Gate Bridge was the longest suspension bridge outside the United States of America, with an aggregate length of 2778 feet. The bridge was constructed, owned, and maintained by the First Narrows Bridge Company Limited. It was originally built to allow the British Pacific Properties Limited to develop residential properties in their Capilano Estates. Previously, access by automobile to North and West Vancouver was restricted to the existing ferry link or the original Second Narrows Bridge.

Monsarrat and Pratley, consulting engineers from Montreal, were retained by the First Narrows Bridge Company Limited for the design and supervision of the construction of the Lions' Gate Bridge. Major W.G. Swan, consulting engineer from Vancouver, acted as their associate. Messrs. Monsarrat and Pratley were the designers and superstructure contractors for the construction of the Island of Orleans Bridge in Quebec, previously the longest suspension bridge in the Dominion. It was considered a prototype for the Lions' Gate Bridge.

Stuart Cameron and Company Limited of Vancouver was the general contractor for the substructure. A partnership of Dominion Bridge Company Limited and Hamilton Bridge Company Limited were the general contractors for the superstructure.

On-site operations began on November 8, 1938 and the bridge was opened to traffic on November 14. Some of the finishing touches were delayed to coincide with the Royal visit to Vancouver on May 29, 1939. The total cost of the bridge, approach work, franchises, rights-of-way, and provisions for working capital was estimated by the owner to be $5,700,000. Toll booths were located at the north end of the bridge and the capital costs were amortized by the time the bridge was sold to the Provincial Government in 1955 for $6,000,000. The tolls were removed in 1963.
Privatization Initiatives Off to a Great Start

Several new businesses have been launched by former employees in recent months as a result of the ministry's move into privatization. We talked briefly with the key individuals in three such initiatives, who are off to a promising start.

TRAN SIGN

The former ministry sign shop located in Langford, just outside of Victoria, was privatized and went into business last April as "Tran Sign Ltd."

President and General Manager Gordon Damgaard - who managed the shop for the past eight years - took the plunge with 14 other partners, who all bought an equal number of shares. Tran Sign employs 23 people including three individuals who run their new branch in Delta, which opened October 1.

"We're doing pretty well so far", Damgaard says, "although October was very slow. We did a huge volume for the first few months, so things are averaging out quite well. The shop in Victoria is a big operation, with a total area of about one and a half acres, and several buildings. It is one of the province's most complete sign and design facilities, encompassing over 14,000 square feet of production area. Tran Sign's services are extensive. Along with highway, traffic and construction signs, other services include street names, all types of safety products (such as barricades, lights, cones, safety vests and sign stands), silk-screening, computerized lettering, truck and boat lettering, fine automotive art, corporate identity, airbrush illustration and creative signwork. The company has taken on a remarkably wide range of work since privatization, producing signs and decals for traffic, industry, real estate and safety.

Tran Sign has a five-year contract with the ministry covering the entire province. The contract declines in scope each year.

"There's lots of competition", Gordon Damgaard says. "We've got two salesmen on the road, who cover all of B.C. We're optimistic, however; we're going to make it. The next three months will be the toughest (December, January and February), then things will really start breaking, especially when the municipalities settle on their budgets. We'll get our share."

The payroll for 23 people, as one would expect, is large. But supplies for the complex and sophisticated shop are the big items --- especially hardened aluminum, widely used for signs up to three feet by three feet, which costs the company almost two dollars a square foot.

"Everybody has pitched in to help us get off the ground."

The staff works a 40 hour week for the same pay they earned for a 35 hour week as government employees. They also work a lot of extra hours and weekends to meet their customers' demands.

"Everybody has pitched in to help us get off the ground", Damgaard comments. "With privatization, there is definitely more of a commitment to work and to the well-being of the company. We've got a super group of talented people, a good accountant and a good bank manager on our side. Despite some startup jitters and unpredictable happenings, we're confident about the future."
CE R E M O N I E S TO TRANSFER ROAD AND BRIDGE MAI NTE N A N C E TO THE PRIV A T E SECTOR

ALPHA HYDROGRAPHIC SURVEYS LTD.

John Balogh, Sam Moiffet and Ken Hewitt launched their new business on September 26, as equal partners in Alpha Hydrographic Surveys Ltd. All three worked for the ministry as hydrographic surveyors, and now, says Balogh, "We're all doing exactly the same job --- except that we're working for ourselves." In addition, they also employ some part-time drafting assistants.

"We're working for ourselves."

Alpha has leased the old highway patrol office in Richmond, near the Oak Street Bridge, from BCBC. And from the ministry, they purchased boats, motors, sounding gear and other equipment. Their highly specialized work entails bottom surveys around bridge structures, which are done regularly all around the province. Naturally, the three-year contract Alpha has signed with the ministry requires a lot of travel, from the Yukon to the American border.

"We do the field work and the completed drawings of the sites", Balogh says, "assessing the current status of river bottoms around the structures. We're looking for changes that might affect them. It's all done electronically, employing sonar for depth and a microwave system for surface position."

How's it going? "Very well", Balogh responds. "We also picked up four contracts with B.C. Ferries immediately upon privatization. We're going to branch out into other areas as well. We're very positive on it right now, and have started our three years in really good shape --- thanks to the ministry!"

WAKEFIELD ACOUSTICS LTD.

Clair Wakefield, a mechanical engineer with the ministry since 1980, purchased the sound control studies operation last August. On September 1, he began his contract with government. This agreement represents the first successful negotiation in a series of privatization proposals that employees have identified.

Last spring Wakefield initiated the idea of transferring the function from the public sector to a business opportunity in the private sector. He is now operating as a private acoustics consultant in Victoria. Under his two-year contract with the ministry, he will be assessing noise impacts of the highway system.

Clair Wakefield says that his business has started off as well as he could have hoped: "I have set up a company that specializes in acoustical design and noise impact assessment and control", he says. "The best prospects for long-term growth lie in expanding into rapidly developing fields such as underwa­ter acoustics, ultrasonics and machinery health monitoring."

The "meat and potatoes" aspect of Wakefield's venture is represented by his contract with the ministry. He has also set his sights on potential work prospects in areas such as environmental impact studies for airports, pipelines and other projects, industrial noise and vibration control, architectural and building acoustics.

"I'm busy!" Wakefield says. "Now I have to find time to get out and do some promotion --- one of the problems of being a one-man operation."

CEREMONIES TO TRANSFER ROAD AND BRIDGE MAINTENANCE TO THE PRIVATE SECTOR

Former Ministry employee and new President, John Ryan (right) accepts hardhat from MLA Skeena. Dave Parker at a recent ceremony transferring road and bridge maintenance to 141/87 Ventures Ltd. in Bulkley-Nass (Smithers) area.
IN THE FIELD

HIGHWAYS MEN’S FASTBALL CHAMPIONS 1988

The Highways Mens team, the "Molson Silver Bullets", won the B.C. Government Mens Fastball Championship "A" division in Victoria last summer. The Hayward Cup was presented to the team following the final playoff game. This cup dates back to 1932 and is the oldest fastball award in B.C. The Cup was named after Reg Hayward who was a Member of the Provincial Parliament as well as a great sports enthusiast. This year's team kept the winning tradition alive; Highways has won the championship in 1949, 1951, 1966, 1968, 1976, 1977 and now again in 1988. The men responsible for this winning season are: Harry Atkinson, Hank Beaulac, Scott Browning, Wayne Chappell, Bob Corder, Bob Dalziel, Jim Hester, Lorne Holowachuk, Dean Lachaine, Dave Lyons, Russ McDonald, Mike McGrenere, Bill Ransford, Gregg Singer and Dave Smith.

INTRODUCING THE ELECTRICAL BRANCH - COQUITLAM/HOPE

1st Annual Electrical Branch Golf Tournament was held at the Maple Ridge Golf Club on Saturday, October 22, 1988. Back Row, from the left: Larry Miyahara, Brent Williamson, Ray Marcelin, Tom Edwards, Ian Miller, Phil Lalley, Cal Faragher, Bob Brett, Tony Miller. Front Row, from the left: Evan Davidson, Jim Murphy, Ray Reekie (1st Prize Winner, holding Globe Foundry Trophy).

Missing from Photo: Dave Prince and Wei Wong.

Senior Storesman, Ian Miller (left), and Storesman Fred Smith are actively involved in the annual purchase and distribution of approximately $3 million in electrical materials, distributed throughout the province.

Doug Cutforth and Rod Yux unload a 4000 lb. lamp standard base. This is the type of base that supports one of the 10,000 street light poles which are maintained by the electrical branch.

The Electrical Branch's Slowpitch Team won the HAL DENNIES MEMORIAL SPORTSMANSHIP AWARD last August at the Ministry of Transportation and Highways annual slowpitch tournament.
IN THE FIELD

THE ELECTRICAL BRANCH (CONTINUED)

Mechanical Crew. Left to Right: Jason Taylor, Russ Jackson (Supervisor), Dave Brown. The Mechanical Crew are busy with service and repairs to approximately 35 Electrical Branch Vehicles. They also service and repair vehicles from other branches within the Coquitlam area.

Missing from Photo: Ron Moore, Jamie Hill, John Loveday, Mike Nash, Abby Wannick (from Radio Room), Linda Christensen (from Radio Room)

Electrician, Ross Matthews runs traffic controller components through various testing procedures to insure that signal timing is up to standard.

Electrician Ron Belgrave checks out a Traffic Controller. The Electrical branch services approximately 350 traffic controlled intersections throughout Region 1.

Mike Johnson, Electrical Supervisor. The Electrical Branch maintains and repairs all of the traffic signals, street lights, service panels, generators, signalizers, message signs, etc. throughout Region 1.

Ray Reekie (Electrical District Manager) discusses a Traffic Controller drawing with Senior Electrical Supervisor Pat Vandrise and Supervisor Mike Johnson. The Electrical Branch maintains 350 Traffic Signal Controllers throughout Region 1.

Joan Eastick, Office Manager. Joan is always busy keeping track of the Electrical Branch's 40 employees, payroll and vacation records, among her various responsibilities.
IN THE FIELD

SOME RECENT RETIREMENTS — DAWSON CREEK

Martin Hornland — Has chosen early retirement after 14 years service on the Bridge Crew.

John Phillips — Retired after 13 years service. John worked where required and spent his last five years as Assistant District Signman.

Gunner Jacobsen — Spent 16 years with the Ministry as the District Lowbed Driver and was regarded as being one of the best in the industry.

Ben Anderson — Worked for the Ministry for 23 years as our Welder-Fabricator. He helped to design and build the bridge for the Clayhurst ferry, and "modified" various pieces of equipment.

David Ruscheinski — Retired from the Ministry after 23 years of loyal service. Dave worked as a Machine Operator, running backhoe, loader and plowtruck.

Wilfrid Unruh — Spent 31 years with the Ministry, stationed in the Pine Pass, Chetwynd and Pouce Coupe. Wilf's expertise as loader and snow-blower operator was an asset as he was called to work during very difficult conditions.

Roy C. Thompson — Opted for retirement after 15 years service as a mechanic's helper. Roy was one of the most dedicated employees in the District and will be missed.

Sidney Dayus — Retired after 31 years of hard, dedicated work. Sid worked as a grader operator and Area Foreman.

Herbert McAllister — Has retired from the Ministry after 24 years service as a backhoe and grader operator.

Ralph Shearer — Has retired after 20 years service with the Ministry. Ralph started on the survey crew and worked up to Grader Operator and Assistant Area Foreman.

Joe Schoenstein — Started with the Ministry 14 years ago as a lead hand on the brushing crew. He then worked the next 12 years on the Sign Crew with the last 4 years as Sign Maintenance Foreman.

Bruno Pohl — Has retired after 16 years with the Ministry. Bruno worked as a machine operator graduating to graderman in the Tomskle District where he presently lives.

David Byng, Regional Inspector, Geotechnical and Materials Engineering, sent us the picture, along with the comments, "We feel it depicts the vast area in which the Ministry operates."

RECENT RETIREMENTS - DAWSON CREEK
HIGHWAYS DISTRICT - CETHYWYND

Highways employees, Jens Berntelsen, Frank Moursew and Jim Douglas from the Chetwynd area and Ben Locke from the Mt. Lemoray area in the Dawson Creek Highways District retired on March 31, 1988.

Jens had been with the Ministry since 1963 as a machine operator. Frank started in 1965 as a machine operator and foreman. Jim became a ministry employee in 1960 as a machine operator and foreman.

Ben had been with the Ministry since 1960 as a machine operator and foreman in the Progress area and foreman at Mt. Lemoray for the past two years.

Eugene A. Bottle — Worked for the Ministry for 15 years as a machine operator, winter shift Foreman and senior Asphalt Repair Foreman. Eugene's patches were the best in the province and his talents are solely missed.

Stu Berg — Retired after 14 years service with the Ministry. Stu worked as a machine operator.

Wolfram Cramer — Spent 17 years with the Ministry as a mechanic and machinist.

James C. Lawrence — Worked for the Ministry for 20 years as a machine operator (excavator, plowtruck and lowbed). Jim also was the District Driver Trainer.

Melvin Regnier — Worked for the Ministry for 14 years as a machine operator.

“REGION 5 GOES FOR A DRIVE”

The above photo was taken by the Region 5 (Terrace) Drill Crew.

David Byng, Regional Inspector, Geotechnical and Materials Engineering, sent us the picture, along with the comments, "We feel it depicts the vast area in which the Ministry operates."
On June 14, 1988, members of the Burns Lake Road crew and the Omineca Princess crew successfully rescued Marion Stoecker, age 77, from the extremely cold water of Francois Lake.

Mrs. Stoecker, a visitor from West Germany, apparently fell into the lake while leaning over the edge of a boat dock. A non-swimmer, she became disoriented and lost consciousness. She was in the water for over two hours before being spotted by Dave Brown of the Burns Lake Road crew. He radioed for help and within minutes, crew members Trent Payne, Michael Jarvis and Ken Fehr responded.

Payne and Jarvis immediately jumped into the water to swim the 150 yards to Mrs. Stoecker, as she was drifting further from shore. The cold water (8 degrees C) made getting ashore very difficult. Ken Fehr swam out to assist and Dave Brown, a non-swimmer, waded out to help bring them all in. They used their first aid training (SOFA) to revive Mrs. Stoecker.

Another crew member, Danny Fisher, went for blankets and alerted a vacationing registered nurse to continued on pg 15.
PHOTOLOG VIDEODISC VIEWING STATIONS A USEFUL RESOURCE

The Planning Section of the Traffic and Design Branch is well into its second year of production of videodiscs from the 35 mm photolog filming program. The use of this service has expanded rapidly since the adoption of the 35mm film in 1985. As well, many employees have become familiar with the compact and speedy efficiency of the videodisc system which was established in 1987.

For those who have not yet had an opportunity to make use of this resource, the following presents an idea of some of the applications. The photolog film provides a useful resource to obtain engineering details and visual information on the highway and the land fronting the highway for a variety of ministry functions. Since the program is run every summer over the entire highway system, it gives both a current and historic record. Some of the present ministry uses include:

- obtaining information on lining and highway geometrics.
- reviewing sites for proposed highway commercial developments.
- investigating local conditions prior to issuing various ministry permits.
- accident investigations.
- road features inventory.
- adjacent land use records.
- litigations.
- records of pavement conditions.
- location of signs, speed and school zones.

A videodisc station has been set up in each of the six regional offices, as well as in two district offices. This medium has been well received and seems to have helped to open up the channels of communication. The videodisc stations in Planning Section will remain available for all ministry users.

For further information, please contact Richard Voyer or June Prewett at Traffic and Design Branch, Victoria. Phone 387-5251.

Chinese Delegation Tours Coquihalla Toll Plaza

The Chinese came to visit, and observe, last summer. They are busy planning and building some very big highways and bridges in China, and were interested in looking at some of our recent developments here in B.C.

On Wednesday, August 24, the Vancouver engineering firm of Buckland and Taylor brought a Chinese delegation to the toll plaza. The group consisted of a Governor from a large Chinese province (along with several other government officials and their interpreters), Mr. Gordon Wu of Hopewell Holdings Ltd. (Hong Kong), a prominent Hong Kong developer with important construction contracts in China, as well as representatives of Buckland and Taylor.

Buckland and Taylor, a North Vancouver engineering firm that specializes in bridge design, was selected by the Chinese to help design and build a four-kilometre bridge across the Pearl River, a major transportation corridor into the fertile southwestern basin of China. The design is scheduled for completion by the end of 1989.

The Coquihalla toll plaza staff conducted the group on a tour of the facility, taking the Chinese delegation through the entire system, from accepting a fare to deposit in the vault.

Ruth Wittenberg, Senior Manager, Financial Systems and Revenue Administration, has provided us with a report on the occasion. "I understood from speaking with the Governor," she writes, "that the Chinese are planning to put a toll system on a major road and bridge project, hence their interest in the toll plaza. The delegation were given a fact sheet prepared by our staff, and we put together a souvenir package for them."

"Most questions centered around salary levels for collectors, security issues and traffic volumes. The delegation was puzzled by the remote location of the toll plaza and were interested in the fact that the workers were not housed on site, since they felt the distance to Hope or Merritt was a long way away."

"The traffic volumes seemed very low to them, but this isn't surprising since most of the delegation members came from an area where a city the size of Vancouver has 5.5 million people. I brought pictures of the plaza in winter, and the delegation found these very interesting, given that they were from southern China, where it doesn't snow."

"We enjoyed the opportunity to meet the delegation and show off the plaza operation. The staff at the plaza went out of their way to make them welcome, and the event was a success."
Trapped on a Mountain Top

SURVIVAL TRAINING PAYS OFF

Bad weather and unexpectedly rugged conditions. These are not unfamiliar occurrences to our employees in the field — especially in the northern half of the province.

The following day, during a break in the weather, the three men were able to de-ice the helicopter and fly out to Meziadin camp, safe and sound.

“Credit for our successful stay,” Jim Stanton comments, “is due to having the proper survival gear and having had a course in alpine survival supplied by the ministry.”

Communications Engineer Garth Shearing of the ministry’s communications section has provided the Road Runner with some interesting background information to this incident.

“In the 1960’s,” he says, “it was recognized that our communications technicians were at risk while visiting our remote and usually mountain-top radio communications sites. At that time, existing knowledge was put together by a number of our widely-scattered ministry staff, and winter survival equipment was assembled and distributed to our radio communications technicians.

“In 1982, we felt that this knowledge should be reviewed, the winter survival equipment should be examined, and our general approach re-evaluated. Eventually, with the assistance of the Public Service Commission and some private instructors, we designed an alpine outdoor safety and survival course and assembled the ‘MR6 Mountain Survival Pack,’ which is currently being carried by our radio technicians who travel to our radio sites in winter.

“During the winters of 1982-83 and 83-84, almost all our field and headquarters staff took this course.

“I talked with Jim Stanton after his night on the mountain and he was very complimentary about the beneficial effects of the survival course. It gave him the knowledge, the tools, and most importantly the confidence to survive the ordeal.

“In fact, to him it was business as usual. He is one person who is never going anywhere without his survival kit and a full complement of appropriate clothing. In this particular instance, Jim had to share some of his clothing with his partners — extra stuff that he had added to his kit, just in case.”

OUTDOOR SAFETY AND SURVIVAL — #4 (ALPINE)

This course is designed to develop knowledge and skills in outdoor safety and alpine survival, and to enhance self-confidence and ability in the work environment. The contents include units on such areas as:

• survival psychology
• clothing and specialized equipment
• shelter — natural (rock and snow caves) and specialized equipment (tents and tarpas)
• food and water
• alpine stoves (cooking and heating)
• signals (communications — ground and air)
• hypothermia
• map and compass (confirm location and direction)
• mountain travel
• utilization of the survival kit

The course is designed for government personnel who are required to work in isolated alpine environments, i.e. park rangers, avalanche technicians, radio technicians, hydrogeologists, mines inspectors, pilots and others.

The course is four days long, with three overnightst outdoors. Participants must be in good physical condition for alpine travel, including rappelling and climbing exercise utilizing ropes and other equipment.

To the Rescue cont’d

join in the rescue. As well, the Omima Princess crew quickly dispatched their rescue boat for timely delivery of oxygen to the scene.

“Although we didn’t receive any publicity, the people who were involved were amazed at the speed of response and the professional manner of our crew,” writes K.M. Millar, Senior Captain at Francois Lake.

FRANCOIS LAKE II

Three people were reported missing after they had gone fishing November 2. They left in a 14-foot aluminum boat early in the morning and when they hadn’t returned by 8:30 that night, the police were called. The RCMP phoned the ferry and made arrangements for a search of Francois Lake. However, at 9:50 p.m., the three missing individuals made it home under their own steam.

The RCMP would like to thank the ferry crew for their efforts, especially Captain Ken Warren and Mate Peter Ernst. Such spirit is much appreciated by the ministry and the community!

KOOTENAY LAKE

Ian Malcolm of Milk River Alberta wrote to the minister in late October, bringing attention to (as he put it) “an outstanding employee” of the ministry.

“He is Captain Don Crispin, the main directly responsible for rescuing me on Kootenay Lake in early September,” says Mr. Malcolm.

“I had engine problems, the wind had blown up, and it was dark. I felt I was in some danger. I set off three flares indicating that I was in trouble. Captain Crispin of the MV Anscomb went off his course and schedule to tow me to safety. He and his crew handled this matter in a professional and responsible manner. I would request that they be officially commended.”
ROB McLEAN

Rob McLean is a busy man. Not only does he hold the position of Manager of the ministry's communication centre, located at the Burnaby Region office, but he also operates a professional aerial photography service — and maintains several hobbies.

McLean joined the ministry in 1977 as a highway patrolman at the Tsawwassen ferry terminal. Six years later, he moved to the Deas control tower at the Massey Tunnel as control tower operator. In 1985, he was appointed foreman at the tower, which also functioned at that time as the communication centre. When it moved to its present site in 1986, McLean also moved up to manager.

"The communications centre is an interesting place," he says. "We're in touch every day with our people all over the province, and they rely upon us for some very basic services."

The centre has a staff of 10 people, including McLean. Its various responsibilities include:

- Functioning as the central dispatch office for the ministry, directing emergency crews to problem areas in B.C. to deal with such things as snowslides, avalanches, debris, and motor vehicle accidents.
- Acting as the main contact for the RCMP and the public in order to mobilize the emergency services provided by the ministry.
- Putting out up-to-date road reports to the general public, the BCAA, and the media.
- Functioning as control centre for the multi-message electronic signs that are strategically located throughout the highways system, the newest of which are on the Coquihalla highway. These signs are changed and programmed directly from the communications centre.
- Controlling programming for the low-powered A.M. radio stations ("Dial 1490") that the ministry maintains at key points to provide road information.
- Collecting weather data called in by foremen all over B.C., and forwarding it to the Vancouver Weather Office, who in turn prepare a specific forecast for highway areas. This information is rebroadcast over the ministry radio system to help our people plan their winter work.

McLean helped prepare an eight-minute video on the operations of the communication centre, which has been distributed to regional ministry libraries.

"I've always been interested in photography," he says. "In 1985, I started an aerial photography company, and have done quite a few contract shoots around the lower mainland and Washington State."

Clients have included such organizations as Apec Oil (the Cherry Point Refinery), B.C. Resources Westshore coal terminal at Roberts Bank, and BC Ferries terminal at Tsawwassen. McLean's historically interesting photos of the overall site of Expo 86 are still in demand, showing, as they do, all the original buildings and facilities.

Some of his other interests include fishing, golf and — more importantly — motorcycling. McLean has been a part-time instructor for the B.C. Safety Council and is an honorary member of the Blue Knights police motorcycle club — an organization that puts a lot of energy into safety promotion.

Rob also enjoys travelling. In fact, he was married last October in Hawaii (his wife being the former Sylvie LaBillois, Clerk/Steno in the development approvals section of the ministry in the Burnaby office).

"I'll have to give up something, I guess," he says with a rueful smile. "Probably one of my hobbies."