FROM THE MINISTER

In the December issue of the Road Runner, I asked for your input on the design of a Ministry lapel pin. I received quite a number of good suggestions and combined three submissions to come up with an excellent pin.

I wish to pass on my appreciation to Richard Voyer, Acting Manager, Research and Development, John Bullard, Highway Planning Technician, Glen MacDonald, Executive Director of Transportation Planning in headquarters and Joe Valentiruzzi, Regional Geotechnical and Materials Engineer in the Kamloops Regional office.

While the original concept of creating a pin design may seem simple, when the subject is Transportation and Highways, ideas may not flow as quickly. To complicate matters, the Ministry name must be easily identified on a pin of less than one inch in length. Every employee will receive a lapel pin and I hope you are as pleased with the end product as I am.

Thank you for your submissions.

The Honourable Neil Vant
Minister
Transportation and Highways

FROM THE DEPUTY MINISTER

With the announcements of this year's 450 Capital and Rehabilitation projects, we are now on our way to spending more than $566 million to build new roads and improve existing ones. This is a mammoth task and one that will require a great deal of dedication in order to complete the assignment by March 31st.

This issue of the Road Runner contains a summarized list of projects so you can see at a glance the work that is scheduled for the 1989/90 fiscal year.

Programs of this magnitude require not only the dedicated effort of Project Managers, Engineers and construction supervisors, but also the able support of many unsung heroes. I'm referring, of course, to the many support staff such as secretaries, accounts clerks and the countless others who collectively form "the team" to get the job done.

I appreciate your hard work and commitment in carrying out this year's program.

Vince Collins,
Deputy Minister
Transportation and Highways
Traffic Studies Privatized

Richard Dixon, Director of Planning Services (left), congratulating Sandy McMillan on his new venture.

The Ministry's data collection program has gone to the private sector through an employee privatization bid. Sandy McMillan, the former Transportation Studies Supervisor, and Ian Rapps, a summer enumerator, made a successful bid to purchase all functions of the traffic counter shop, located in Esquimalt near Victoria. The company, TransTech Services Ltd., which employs two full-time people and an auxiliary staff of fourteen, will continue with all the duties previously performed by the counter shop.

A variety of data collection techniques is used to gather statistics for the Ministry. The primary function is the vehicle short count program which is conducted using solid state counters, coupled to the familiar black road tubes and road loops, seen at various locations throughout the province. The company has 140 of these units which are used in approximately 1200 locations each year.

In addition, TransTech maintains 35 permanent count stations, operating year-round on the highway network. These counters are autopolled by telephone to the Planning Services Branch on a weekly basis. The information collected for these is correlated to the short counts to give seasonal variations and used to forecast trends in the road system.

The Ministry has leased its photolog vehicle to TransTech to collect visual and digital records of the provincial highway network. This vehicle, using a 35 mm camera which takes a frame every 10 seconds or 20 metres, contains a sophisticated onboard computer system to evaluate such items as horizontal and vertical curvature, elevation, cross-slope, grades and long or short term roughness of the pavement. The inventory of films from this program is kept with Planning Services.

TransTech also purchased the pavement cutting saw and related equipment to install road loops. These are coils of wire embedded in the road with a sealant. When a vehicle passes over the loop, the inductive “field” is changed and that triggers a detector to either change a traffic signal or count the vehicle.

“Traffic Studies Privatized

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“This is a very exciting job in relation to most,” said McMillan in a recent interview. “You see the majority of the province while collecting data and that’s an asset when discussing traffic count requirements.

In the seventeen years I’ve been with the Ministry, I’ve watched traffic counters evolve from all-mechanical devices, to those which will record vehicle length, number of axles, weight and speed. This job is always changing and there is an ever-growing field of opportunity for both the staff and myself.

“There are definite advantages to have this operation in the private sector,” concluded Sandy. “The staff is on contract and can better utilize their time and equipment.”
Alexander Vaughan Fraser
1916-1989

Alex Fraser at the opening of the B.C. Hydro railway underpass in Chilliwack, 1978.

Following a lengthy illness, Alex Fraser, a member of the Legislative Assembly for the constituency of Cariboo, died on May 9, 1989, in hospital at Quesnel.

Fraser was born on June 22, 1916 at Victoria, the son of John Anderson Fraser (former Member of the Legislative Assembly and Member of Parliament for Cariboo) and Lillian Fraser (nee Vaughan). At the time of his birth the family home was in the Village of Quesnel, in B.C.'s Cariboo region. He married Gertrude Marjory Watt in 1940. They had two daughters, Bonnie Joy and Louise.

Fraser was a partner in Wood & Fraser Transport, which held the first licence authorizing public freight transport between Vancouver and Prince George. Later he became a partner in F&W Trucking and Equipment Ltd., an International Truck and General Motors Dealership.

Alex Fraser began 40 consecutive years of public service as a Commissioner of the Village of Quesnel, elected in 1949. He also served as Chairman, Village of Quesnel, from 1950 to 1958, the Town of Quesnel's first Mayor from 1958 to 1969, and the first Chairman of the Regional District of Cariboo 1968-69.

Elected to the British Columbia Legislative Assembly and Member of Parliament for Cariboo, and Lillian Fraser (nee Vaughan). At the time of his birth the family home was in the Village of Quesnel, in B.C.'s Cariboo region. He was well-known for being very accessible to his constituents and would listen patiently to their problems and concerns.

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Alex Fraser with Mrs. Fraser on left and the Honourable Grace McCarthy on the right, at the opening of the Alex Fraser Bridge.
Legislature as the MLA for Cariboo in the general election of 1969, Fraser was re-elected in 1972, 1975, 1979, 1983 and 1986. As a result of throat surgery, he was unable to speak during the election campaign of 1986, but was still re-elected with a resounding majority.

He was appointed Minister of Transportation, Communications and Highways, and Minister Responsible for the B.C. Ferry Corporation, B.C. Steamship Company and B.C. Motor Carrier Commission in December 1978. He was appointed Minister of Transportation and Highways in November 1979, a post he held until November 1986.

AIR AMBULANCE service. Ten new airports were constructed and paved, and another ten were newly paved during his tenure. He also served on a number of legislative and Cabinet committees, including Economic Development, Urban Transit and the Environment and Land Use Committee.

Mr. Fraser greatly enjoyed his travels throughout British Columbia, especially those occasions when he visited the many events held in the Cariboo. He made considerable effort, often sacrificing his homelife, to attend such events as festivals and stampedes in his home constituency, and enjoyed spending this time with his many friends. He was well-known for being very accessible to his constituents and would listen patiently to their problems and concerns. His dedication to resolving their problems was legendary, and he often claimed that he campaigned between elections and not during them. He also enjoyed a lifelong love of thoroughbred horse racing. This was highlighted when one of his rare vacations was spent in Kentucky, visiting world renowned breeding farms and former Kentucky Derby and Triple Crown winners.

So many people have fond memories of the man with the gravelly voice. He made you feel a part of the organization and, at the same time, gave the impression that if you didn’t do what he thought you should do, watch out!!

Derek Parkes, Regional Manager, Planning, in South Coast Region in Burnaby, remembers that Mr. Fraser had nicknames for everybody, including his colleagues. “He would really keep me on my toes, trying to figure out who he was referring to, when he would use his nicknames,” said Derek. “Sometimes, they were not the most complimentary, but they were always humorous.”

“Another figure of speech that was commonly used by the Minister was, ‘I’ll look after the politics,’” says Derek. “I remember sitting in his office one day and telling him how worried I was about a problem that had surfaced in Williams Lake, his own backyard. He had the Mayor waiting outside to see both of us and told me ‘I’ll look after the politics’. He then called the Mayor into his office and we listened to his concerns. ‘Now it’s my turn’, said Fraser. He turned to me, asked me to leave the room, and he and the Mayor promptly solved the problem.”

Tom Johnson, retired Deputy Minister, remembers Mr. Fraser’s never ending concern about gravel roads. “Every time we passed one, he wanted to make sure it was graded properly. His concern was for the motorist and set very high standards for all gravel road maintenance,” said Johnson.

One of the biggest tributes to his career came in 1986 with the naming of the Alex Fraser Bridge—the world’s longest cable-stayed bridge—in the Lower Mainland. An ad announcing its opening said: “By shrinking the distances between British Columbians, Alex Fraser has helped to make every region of the province accessible to families, tourists and business. Better than anyone else in recent times, he recognizes the unique and historical importance of transportation in a province of vast size, limited population and formidable terrain.”

So true!
Capital and Rehabilitation Program for 1989/90

Last month, the Ministry announced more than 450 projects that will be carried out around the province this year. We have taken highlights from these announcements to bring you up-to-date on what is happening in other regions.

South Coast:

George Massey Tunnel Counter-flow - modifications this summer to automatically provide three lanes in the direction of rush hour traffic in the morning and evening by mid-September.

Lougheed Highway - widening Highway 7 from Pitt River to Harris Road and installing a median barrier, four-laning the highway from Albion to Mission. Completion: early 1993.

Mary Hill Bypass - connection to Highway 7 - engineering design completed this year to ultimately extend the four-lane cross-section from Boundary Road to the Lougheed Highway at the east end of the Mary Hill Bypass in Coquitlam.

Cassiar Connector - upgrading 2.3 km of the Trans-Canada Highway between First Avenue and the Second Narrows Bridge to free-flow standard. Completion: late 1991.

Trans-Canada Highway 1 - Sumas Canal to Old Yale Road (Vedder Crossing) - design underway now. Construction to start early 1990/91 fiscal year.

Annis Road Interchange - Chilliwack - design and property acquisition to be completed this year and available for tendering early in next fiscal year.

Highway 17 - Tsawwassen ferry terminal to 56th St. - Causeway to be doubled to four lanes and one additional eastbound lane added on south side from Causeway to 56th St. Completion: mid-fall, 1989.

Scott Road - 80th Avenue to Highway 10 - four-laning. Design updating and right-of-way acquisition to progress this year.

Scott Road Interchange on the King George Highway - to provide access to the Scott Road station for Sky Train service over the Fraser River as well as providing improved interconnection between King George Highway and Scott road. Completion: Spring, 1990.

Alex Fraser Bridge - structure will be widened to six lanes. Completion: late summer, 1989.

Burnaby Freeway - new, long-term project to improve Burnaby Freeway Corridor.

Lonsdale Interchange - Upper Levels Highway in North Vancouver - construction of a full interchange. Completion: 1991

Gibsons Bypass - Sunshine Coast - right-of-way acquisition this year with construction to begin early next fiscal year.

Brohm Lake to Cullion Creek section - Sea to Sky Highway - Garibaldi Highway 99 - reconstruction of 7.33 km of road. Completion: Fall, 1990.


Kootenay:

Trans-Canada Highway 1 - Golden to Edelweiss - property acquisition and design underway to widen to four lanes.


Cape Horn Bluffs - on Highway 6 - widening the highway to two lanes. Construction to begin summer, 1989.

Highway 22 - relocation of highway on the Trail Smelter Hill. Construction to begin late summer, 1989.

Central North East:

Beaton River Crossing - near Fort St. John - construction will begin this year on a bridge across the Beaton River, with road construction following on the three year project.

Nechako River Bridge - Vanderhoof - new bridge construction to begin early summer, 1989.

Highway 97 - John Hart Highway - Red Rocky to 42 Mile Creek - graveled construction this year, paving next year.

Highway 97 South - Prince George - widening to four lanes from Simon Fraser Bridge to Sintich Road. Planning and design only this year.


Highway 97 - East Pine Bridge - east of Chewynd - widen and redeck.

Highway 20 - Chilcotin Highway - from Anahim to Nimpkish Lake - paving gravel surface over two years.


Highway 16 - between Vanderhoof and Fort Fraser - Engen...

Northwest:
Highway 37 - Hanna Road North - reconstruction of 13 km from Hanna North Bridge. Tender date set for early 1990.
Highway 16 - Inver Quarry to Aberdeen Creek - reconstruction to two lanes. Project has just been completed.
Highway 16 - Carnaby Crossing to Kitsequelca River - new construction to eliminate level crossing. Construction to begin late summer, 1989.
Highway 16 - Esker Overhead and approaches - 32 km west of Terrace - replacing existing CNR level crossing with two lane structure and approaches. Construction to begin late summer, 1989.
Highway 16 - Hazelton - four-laning 1 km of arterial highway. Design and engineering will be carried out this year.
Hagueltage Bridge - Hazelton area - extensive rehabilitation of suspension bridge. Project to continue into the next fiscal year.

Vancouver Island:
Vancouver Island Highway - Parksville area - construction of a new four-lane freeway. Tender date not yet set.
Vancouver Island Highway - Trans-Canada Highway I - Bam-berton to Mill Bay, upgrading road to full four lane cross-section. Included is the construction of necessary frontage roads to remove direct access from this major provincial highway. Tender date not yet set.
Vancouver Island Highway - Ladysmith area - two projects - upgrading road to full four lane cross-section with necessary frontage roads. Tender date not yet set.
Crofton Road access - near Crofton - reconstruction and alignment. Design work and property purchase are underway on this possible two year project.
Highway 14 - Colwood to Sooke - four-laning a 3.5 km section from Avesworth Road west. Construction to begin early 1990.
Highway 14 - Circo & Pat Phillips Bridge - Jordan River Bridge - design work proceeding this year.
Highway 1A - Craigflower Bridge - design work proceeding this year.
Trans-Canada Highway I - Nanaimo - Nicol Street - converting a three-lane section to four lanes. Construction to begin Fall, 1989.
Marble River Bridge - Port Alice Road (north Island) - reconstruction of bridge and approaches. Construction to begin summer, 1989.
Keogh River Bridge - Port Hardy - replacement of Bailey bridge with permanent structure and approaches. Construction to begin summer, 1989.
Sachts and Hammond Bridges - Sayward - replace bridge on Salmon River and flood channel as well as construction of new approaches. Construction to begin summer, 1989.
Durance Lake Road - Victoria area - relocate a 4.13 km section, jointly funded by federal and provincial governments. Completion: summer 1990.

Fraser Canyon Tunnel Relight Project

The following note and accompanying photo were sent to the Road Runner by Ray Reekie, Electrical District Manager, South Coast Region. The lighting project is to include Yale, Farrabee and Alexander. The lighting project includes the Fraser Canyon. It is long overdue as the road lighting is the last of the fluorescent type and entails very high maintenance costs. To keep this lighting operational has been a never-ending and expensive draw on our preventive maintenance program over the last 10 years.

All BC Hydro revisions have been completed and the new system at Yale Tunnel was turned on June 7th. Two other tunnels, Farrabee and Alexander, will also be completed by the end of the Summer 1989. The last part of the project, China Bar Tunnel, is planned for completion before fiscal year end.
Impact Assessment Studies...And Much Much More

Mike Kent, Manager Environmental Services, and Senior Environmental Co-ordinator Angela Abrams, cover a lot of territory in their section in headquarters.

They are responsible for all of the Ministry's environmental issues: from preliminary design through to maintenance, and the environmental impact of highways projects in B.C. — including fisheries, archaeology or community/social concerns.

"We handle problems in a number of ways", Kent says. "There is an internal referral process between branches, regions and districts. Projects are reviewed by other government agencies — Ministry of Environment, Federal Fisheries, Coast Guard — and they give us their comments. If there are none, the project is approved. If there is a problem, we get involved as resource people to help solve it. If it's beyond our scope, we hire consultants to help with mediation or ideas."

The largest component of the department's area of responsibility involves impact assessment studies on new or ongoing major projects. "We hire consultants on a multi-disciplinary basis", Kent says. "Five or six specialists we coordinate do preliminary design and feasibility studies on projects such as the Coquihalla, Okanagan Connector, Annacis Island Highway, Howe Sound. We are now managing 23 consultant contracts and have had about 30 in all in '88 -'89 working in fisheries, agriculture, wildlife and land use."

The Environmental Services Section has received many accolades and won the first environmental design award from the Association of Professional Engineers of B.C., for its work on the Coquihalla River diversion design. It is widely acknowledged as the "lead agency" in its field in western Canada, noted for the integrity of its environmental and engineering work.

Other areas of involvement in the section's broad mandate may be briefly described as follows:

- Helping the regions and districts as consultants on particular problems. In May, for instance, a series of bridges along the Duffy Lake Road, between Lillooet and Pemberton, was assessed by a group that included representatives of water management staff, federal fisheries, fish and wildlife and two regions, Lower Mainland and Kamloops.

- The Wildlife Vehicle Collision Program that documents and records collisions, then determines where warning signs for motorists should be placed. The program includes special large signs ("Watch For Deer" with suggested night speed), wildlife reflectors (which stop animals momentarily until the vehicle passes) and, if necessary, 2.5 metre protective fencing.

- Funding for archaeological research in conjunction with the Archaeology and Outdoor Recreation Branch of the Ministry of Municipal Affairs, to assess the impact on archaeological sites of road building programs. Impact is avoided totally if possible. If not, archaeological consultants or university staff are hired to dig and salvage the site. The program has worked well, and large explanatory signs at sites are interesting to the public.

- Acting as representatives on Mining Development Steering Committees and Energy Review Process Committees, where the Ministry has an investment in public road issues.
Consulting in Indonesia

In 1987, Mike Kent took a three-month leave of absence (April-July) from his work in environmental services for the Ministry of Public Works, located in the capital of Jakarta. He was asked to help a team from Dalhousie University in Halifax, working to develop a major environmental impact program for Indonesia through CIDA (Canadian International Development Agency).

Four Canadians were selected to work with various Ministries, and Kent was assigned to Public Works, which includes three major departments: Highways, Water Resources, Irrigation and Swamp Reclamation; and Public Housing and Planning — with a total of over 600,000 employees through the country.

“I worked with their major planning department”, Kent says. “They run about 900 projects a year. I tried to understand how the system works, where they should do studies. The communication in the Ministry was poor; it was a challenge to figure out how to improve it.”

“I wrote a manual on how to do environmental impact assessment in relation to their projects. I had to consider highways, all water resource projects and the public housing group, and put it all together into a process. It was a fascinating and stressful three months.

“I saw a lot of the country, and many dam and housing projects, areas with horrendous water quality and sewage problems. In Bali, for instance, there is a potential water shortage in tourist areas in the dry season, and landfill problems. Toxic materials had been leaking into and killing the mangrove swamps. I helped write terms of reference for environmental impact studies. It was challenging, and sometimes a lot of fun.

“I certainly got an in-depth look at the problems of the third world. I tried to do good practical environmental work, using the same approach I do here in B.C. and I tried to make an immense bureaucracy a little more efficient.

“It’s a huge country, with a population of 150 million - 60 million on Java alone — spread over 13,000 islands. It’s vast geographically, as wide as Canada. They have major problems with air and water pollution, pest spraying, industrial and human waste, disease.

“It was a great experience, a real eye-opener. Although it wasn’t always easy or fun, I wouldn’t have missed it.”

Unearting Historic Artifacts at Tsawwassen Ferry Terminal in the Lower Mainland

A project to widen Highway 17 from the Tsawwassen Ferry Terminal to 56th Avenue in the Lower Mainland was still in the design stage when an environmental assessment was carried out on a nearby midden, which is essentially an ancient refuse disposal site.

“Our new access road, connecting to the Highway at the end of the Tsawwassen Causeway, impacts quite a bit on this midden and, under the Heritage Conservation Act, we must salvage this site,” said Mike Kent.

When they inspected the site last December, Arcas Associates, consulting Archaeologists and Anthropologists, under contract to the Ministries of Municipal Affairs, Recreation and Culture and Transportation and Highways, recovered four native Indian burials with the aid of the Tsawwassen Native Band. “We are not sure of the age of these remains,” said Mike, “but we should know more after they are examined.”

According to the report, four other burials were previously recovered from the same mound. These were determined to be from either the Marpole culture, dated 1500-1100 years ago and/or to the Gulf of Georgia phase, dated 1100-200 years past.

“We are proposing a $260,000 salvage of the midden before actual work begins because I am sure we will find more remains and some artifacts,” outlined Kent.

While this delayed the start of construction on the widening project, it should not pose a problem to the completion schedule. Work can begin as soon as the salvage is completed on each area of the midden. “In other words,” explains Mike, “the salvage and construction crews are working side by side to carry out their respective projects.”

Most of the artifacts recovered here will be given to the Tsawwassen Indian Band. The remains, as well, will be returned to them for burial.
National Transportation Week
JUNE 4-11, 1989

Bob Culver's submission is a watercolour, highlighting the various modes of transportation throughout the province.

Rodney Sanches' poster, depicting recreational activities using transportation. Rodney's ambition is to be a cartoonist.

National Transportation Week was celebrated a little differently this year.

The Ministry approached junior secondary school art teachers to ask if their students would like to participate in a province-wide poster contest to visually explain the importance of transportation in British Columbia.

More than 50 masterpieces were received and all were winners. Two, though, stood out from the crowd. Rodney Sanches, a Grade 8 student at Thornhill Junior Secondary School in Terrace, and Bob Culver, in Grade 9 at Kimberley's Selkirk Secondary School, were flown to Victoria to meet the Minister and their MLAs, tour the city and visit the Legislature.

This trip was the first to Vancouver Island for both Bob, Rodney and their mothers. They assured us it would not be the last.

Congratulations to both artists.

Judging the posters were Ken Hughes, Director of Design/Media for the Emily Carr College of Art in Vancouver. Dan Murray, Art Director and John Leonard, President, both from Walker, Leonard Advertising, Vancouver.
IN THE PAST

With the construction season upon us, these photos may remind you of how far we’ve come in the last 80 years.

Motoring on the Malahat — Mill Bay, 1918.

Construction of the Trans Canada Highway near Jackass Mountain, early 1950s.

NEW SYSTEM MAKES IT EASIER TO LOCATE EXITS ON MAJOR HIGHWAYS

A new numbering system has been introduced along Highways 1 and 5, between the lower mainland and Kamloops, so that travellers can easily identify their correct exit. Exits will be numbered from kilometre “0” at Horseshoe Bay in West Vancouver and will end 375 kilometres later in Kamloops. Each exit number along the route will correspond to its distance in kilometres from Horseshoe Bay.

This type of system allows for future exit identification to be added as new interchanges are built without disrupting those already in place. Green and white exit numbers will be attached to the top right corner of directional signs, usually 2 km, 1 km and 500 m in advance of exits.

The program should be completed by early summer.

GETTING OUR MESSAGE OUT

From Left: Sharon Goddard, EIT, South Coast Region, Betty Nicholson, Manager, Communications, Honourable Neil Van, Sandy Watson, Communications Co-ordinator for Transportation Plan.

At the Pacific International Auto Show in Vancouver earlier this year.
MIKE TRASK: An amateur paleontologist finds the big one

Surveyor and draftsman Mike Trask of our Courtenay office has had a passion for fossils since childhood. He often spends his weekends exploring the fossil-rich Comox Valley for the ancient remains of invertebrate creatures preserved in rock and soil. Last November 12, he made what may well be the find of a lifetime — the 80 million-year-old remains of a huge swimming reptile called an "elasmosaur", the largest creature from the Dinosaur Age ever found west of the Canadian Rockies.

"I had spent the weekend on my hands and knees looking for fossils", Mike said. "I was aware immediately that I had found something tremendously significant and contacted Richard Hebda of the Royal British Columbia Museum, who told me to quietly continue my work. I uncovered about five metres of neck in the following weeks, with about 40 vertebrae, before I decided to stop and call in some professional help. The odds against finding more than a few vertebrae are enormous, so I knew I was onto something."

Trask's find, confirmed by scientists from the Museum in Victoria and paleontologists in Alberta, provides a rare glimpse of the ancient Pacific Coast. It dates back to a time when the Comox Valley was a hot, steamy, shallow swampland.

"It's a snapshot of eastern Vancouver Island 80 million years ago, that's what I find so exciting", says Hebda.

It appears that the elasmosaur, a species of long-necked pleiosaur, was in a shallow bay or lagoon along the coast when it died. The elasmosaur, which resembled a huge turtle with a long snake-like neck, had many sharp serrated teeth, and is believed to have lived on fish, which it caught by propelling itself through the water with wing-like limbs. The Comox creature may have weighed as much as four tonnes and been 14 metres long.

Trask found the remains along the bank of the Puntledge River, which runs right through Courtenay. The find itself was very close to town, in an area much frequented by fishermen and other people. On April 17th, the province declared the area a heritage site under the Heritage Conservation Act. "We don't want people taking this stuff home to put on the mantle," Mike says.

"Life has been incredibly hectic since the find was announced," Trask comments. "I have devoted hundreds of hours to the project, and now am frequently asked to speak at schools, with various business groups, service clubs and the general public. Paleontologists have been crawling out of the woods to do an assessment of the site."

"It just won't cool off. I've gone out with several teachers and groups of students to show them how to locate and collect fossils without damaging them. They have to be located exactly and the process executed meticulously, extricating the fossils from out of the overburden or the strata."

"In this area, there are lots of remains of the ancestors of clams, crabs, oysters and sea urchins, but until recently, there had been virtually no professional investigation. It's incredibly rich with fossils, from the Nanaimo River to the Oyster River, and the whole of the North Island."

Trask has acquired an unlisted phone number in order to slow the flood of requests, devoting his spare time largely to scientists and teachers. And, whenever possible, he is still out looking for more fossilized remains. "The elasmosaur was such an extraordinary find, with so much valuable information packed into it, it really has stimulated me to keep searching," he says. "It was like a fantasy come true. I'm sure there are lots more to be found."
IAN SMART: Marine Manager

It's important to see that the traditions of marine services are continued.

Ian Smart joined the Ministry as Marine Manager four years ago. His position requires the “safe, efficient, effective operation of the marine fleet.” He likens his job to that of a “built-in auditor” whose responsibilities include “making sure that the life of the ship is going in the right direction” by monitoring such things as machinery and lifesaving systems, general maintenance and crew conduct.

Smart travels a lot in order to touch base regularly with the 21 ferries in the Highways fleet, operating on 15 different routes. These include “seven majors, four cable, six reaction and four aerial” ferries. The seven “majors” are car ferries, and there are two in the West Kootenay, two on the Arrow Lakes, one on Francois Lake and two on the Fraser River. The latter is the 2000 metre Albion route, the busiest in the system, with both vessels banging back and forth all the time.

The Fraser River ferries — the Kalatawa and the Kullee — are the first natural gas ferries in Canada. “We’ve had inquiries about them from all over the world”, Smart says. “They’ve been a great success story. We estimate that we will save $120,000 a year on fuel costs between them, with significant maintenance savings as well. With natural gas, they run cleaner and quieter; it’s much easier on the engines.”

Smart emigrated to Canada in 1969 from Scotland, where he had trained as a marine engineer and worked for 10 years for an international passenger and shipping company. Upon arrival in Victoria, he joined a naval architecture marine engineering consulting firm for whom he worked for 15 years, rising to the position of president.

During his tenure with the Firm, he helped design eight vessels for the Highways fleet, as well as participating in “a fair amount of re-engining and major modifications. He also performed similar kinds of work for BC Ferries, and was involved in solving problems for vessels working in the Arctic, as well as coastal vessels such as deep sea tugs and fishing boats.

Recently, Smart was elected Chairman of the Canadian Ferry Operators Association, an organization which includes as members all major ferry owners across Canada, such as Crown Corporations (BC Ferries among them) and provincial governments. He describes the association as “almost a lobby group.”

“We are having more regulations thrown at us that have major implications for ferry boat owners”, he comments. “Some of them create major problems. For instance, if a vessel is operated beyond 50 degrees latitude in certain months, it must carry immersion suits for all passengers. That means that one of our members would have to have 1200 suits aboard — an absurdly expensive and impractical situation.

We need to start training more of our own people and working with new technology, such as natural gas and fuel monitoring programs.

“Tis important to see that the traditions of marine services are continued.”

In his position as Marine Manager for the Ministry, Smart says he feels it is important to ensure that younger people progress through the system.

“I’ve been encouraging an apprenticeship program”, he notes, “and our first marine engineer has just graduated; there are others coming along. We need to start training more of our own people and working with new technology, such as natural gas and fuel monitoring programs.

“There has been a lot of fallout in the International marine community from ferry disasters such as the British ferry, Herald of Free Enterprise. These are starting to affect Canadian operators, and some of it is unwarranted; we have excellent systems in place.”

As Chairman of the CFOA, Smart directs several committees and is a focal point for correspondence and communication with government at all levels. The CFOA is often invited to participate in formulating regulations and to attend international conferences to ensure standards throughout the world. As the Ministry of Transportation and Highways is a member of the CFOA, he also acts as our representative at these occasions, such as the Canadian Marine Advisory Council which will hold its next meeting in Ottawa this fall.

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IN THE FIELD

NEW APPOINTMENTS AND PROMOTIONS

VICTORIA
C. McLachlan,
Financial Systems Administration,
89 03 19
G. Dampol
Pay Leave Management Clerk,
89 05 29
E. F. Brouwers,
Financial Systems, 89 03 05
W. J. Barstowell,
Contract Administration,
89 05 15
M. Sothern,
Budget, 89 05 01
L. M. Pengelly,
Compliance, 89 04 30
D. M. Robinson,
Accounts Payable, 89 04 03
W. D. Chappell,
Budget, 89 04 20
M. Laverty,
Training, 89 04 01
R. D. Cooper,
Engineering Assistant, 89 05 15
M. T. Ponzi,
Engineering Assistant, 89 04 24
J. Hilts,
Engineering Assistant, 89 03 01
B. G. Deacon,
Regional Liaison Assistant,
89 03 01
K. R. Johnson,
MO 3, 89 05 01
J. Kirk,
Clerk Stenographer 3, 89 05 01
S. Griffith,
Word Processing Clerk, 89 05 01
G. Stringer,
Assistant Supervisor -
General Office, 89 03 13
J. M. Daluz,
Typist, 89 05 10
J. Glasier,
OA 2, 89 05 01
C. A. Truong,
Manager Maintenance Programs,
89 04 06
M. Goda,
Engineer in Training, 89 05 15

D. Lee,
Highway Safeway, 89 05 01
G. Iwoskow,
Maintenance-Engineer in Training,
89 04 17
A. Kato,
Bridge-Engineering in Training,
89 04 17

FRANCOIS LAKE
T. C. Christensen,
Marine Engineer, 89 04 16

MARGUERITE FERRY
R. W. Kelly,
Ferryman, 89 03 05

USK FERRY
R. A. Gold,
Ferryman, 89 04 19
O. G. Karlsen,
Head Ferryman, 89 04 19

NELSON
P. Barnes,
Laboratory Supervisor, 89 04 16
M. A. Frederiksen,
Project Supervisor, 89 05 01
G. F. Walter,
Project Supervisor, 89 05 01
F. Bailey,
Laboratory, 89 05 01

PRINCE GEORGE
D. R. Beat,
Laboratory, 89 05 14
T. N. Hambich,
Regional Geotechnical Engineer,
89 03 20
H. R. J. Bottle,
Beam/Drill Helper, 89 03 05
R. A. Fredrickson,
Regional Operations, 89 05 15
J. Harrison,
Regulator Stenographer, 89 03 20
L. A. Taggett,
Maintenance Systems, 89 03 19

CRANBROOK
D. J. Morrison,
Project Supervisor, 89 05 01

Walter C. J. Chevaldeau receives a 25 year award from Rodney Chapman,
Director of Construction and Project Director on the Okanagan Highway 97.
Walter started with Construction Branch in 1960 as a student. He has
worked on several projects throughout B.C., including Phase I of the
Coquihalla. He is currently working on Phase III, Okanagan Connector.

Ken Matthias receives a 25 year award from Rodney. Ken has been involved
in a number of major projects in B.C., including Tumbler Ridge and Coquihalla
Phase I and II. He is presently working on Phase III.

Don Ranta, Construction Branch, receives a Level 1 Certificate, Technical
Skills Program, from Rodney Chapman.
**IN THE FIELD**

<table>
<thead>
<tr>
<th>Location</th>
<th>Name</th>
<th>Title/Position</th>
<th>Start Date</th>
<th>Service Years</th>
<th>Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HOPE</strong></td>
<td>R. Jones</td>
<td>Area Manager</td>
<td>89 04 01</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>FORT ST. JOHN</strong></td>
<td>A. Armstrong</td>
<td>OA 2, Area Manager</td>
<td>89 05 01</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SAANICH</strong></td>
<td>M.A. Donald</td>
<td>Engineer Assistant</td>
<td>89 04 10</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>COURTENAY</strong></td>
<td>J.C. Jensen</td>
<td>Regulatory, Branch Area Manager</td>
<td>89 05 01</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PORT ALBERNI</strong></td>
<td>J.C. Robertson</td>
<td>Engineer Assistant</td>
<td>89 04 12</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>NANAIMO</strong></td>
<td>M. Mentzel</td>
<td>Professional Services, Engineer in Training</td>
<td>89 05 08</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>VERNON</strong></td>
<td>D. Sloat</td>
<td>Mechanic</td>
<td>89 03 13</td>
<td></td>
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</tr>
<tr>
<td><strong>RETIMEMENTS FOR MARCH (15-31), APRIL AND MAY</strong></td>
<td></td>
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</tr>
<tr>
<td><strong>FORT ST. JOHN</strong></td>
<td>Lorne Pagliaro</td>
<td>start date November 18, 1985 - retirement date March 31, 1989 (3 years service) located at Fraser Valley District (Chilliwack) classification Road Foreman &quot;A&quot;.</td>
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</tr>
<tr>
<td><strong>PORT ALBERNI</strong></td>
<td>Ron Dash</td>
<td>start date May 18, 1954 - retirement date March 31, 1989 (34 years service) located at Vancouver Island Region (Nanaimo) classification Regional Manager of Construction.</td>
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<tr>
<td><strong>NANAIMO</strong></td>
<td>Gary Galbraith</td>
<td>start date October 26, 1972 - retirement date March 31, 1989 (16 years of service) located at Fraser Valley District (Chilliwack) classification Road Foreman &quot;A&quot;.</td>
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<tr>
<td><strong>VERNON</strong></td>
<td>Bill Kortegaard</td>
<td>start date July 22, 1958 - retirement date March 31, 1989 (30 years service) located at Central Kootenay District (Nelson) classification Mechanic Foreman &quot;A&quot;.</td>
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<tr>
<td><strong>NEW WESTMINSTER</strong></td>
<td>Kaare Nilsen</td>
<td>start date March 17, 1975 - retirement date March 31, 1989 (3 years service) located at Fraser Valley District (Chilliwack) classification Machine Operator 1.</td>
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Barb Severyn: “I love working with people”

Barb Severyn took up her new position as Regional Personnel Officer in Kamloops on June 1, 1989. Barb joined the Ministry 12 years ago as an auxiliary clerk/typist in the regional office in Nelson, and worked her way up to the position of Regional Personnel Assistant. Her career has been marked by her characteristic enthusiasm and energy, which have carried her up through the ranks.

Barb has never sat back and rested on her laurels, and has always taken steps to further her training and education. After working for two years as clerk-typist, she became regional secretary to the Director, a position she held for a total of six years.

“For the first three years, I worked solely for the Director”, Barb said. “But I realized that I needed more challenge in the job, so I was offered the management of the office staff. I could then take on several new responsibilities, such as reassigning duties, job evaluations, employee evaluations – whatever I could learn. I wanted more exposure to a wide range of experiences, and I was lucky enough to get it.”

In 1985, the Personnel Assistant at Nelson moved to another job, and Barb won the appointment to the position. “I gained experience and knowledge through accepting challenges from my boss, volunteering to substitute for the Regional Personnel Officer whenever possible, taking additional courses – going beyond the job expectations. In order for a person to do this, they have to have bosses who will recognize and challenge their ability; and give them the opportunity to prove themselves. After my boss was confident I could take on the added responsibilities, we worked well as an effective team.”

In her new position at Kamloops, Barb’s responsibilities include labour and employee relations, staffing and recruitment, safety (from meeting WCB standards in industrial first-aid, to the new Federal Workplace Hazardous Materials Information System, to the transportation of dangerous goods). As well, she will be setting up and participating in training programs in areas such as management development, labour relations, women’s programs and contract management. “All this, of course, is designed to meet the Ministry’s and the employee’s needs”, she says. “Training has become very important in the last year as we move to deal with the shift in emphasis from being doers to becoming administrators and inspectors.

“I’m looking forward to my new job. It’s exciting for me, a big promotion. It’s a challenging and exciting time, with all the changes going on in the Ministry.

“I appreciate the responsibility and accountability. I’ve had a wonderful reception in Kamloops; people have been very warm and friendly.”

Barb says that she will miss Nelson (“it’s so green and gorgeous!”) and it will take time to adjust to the much drier environment of Kamloops. But she will continue to enjoy her favourite after-hours activities of skiing (water and snow), cycling, slo-pitch softball and walking her golden retriever.

And as always, there will be the satisfaction of her job. “I really enjoy personnel work”, she says.

“I appreciate the responsibility and accountability. I’ve had a wonderful reception in Kamloops; people have been very warm and friendly.”