# Road Runner

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# FROM THE MINISTER

The Transportation Planning Process is nearing completion and later this fall, I will be taking the plan to Cabinet for approval. This has been one of most interesting and stimulating projects I have had the pleasure of working on during my term as Minister.

The interest expressed by Ministries of Transportation in other provinces, and in the United States, tells me that our plan could well become an invaluable tool to develop transportation strategies across North America.

When the Premier and I announced the Transportation Planning Process last November, we asked MLA’s and Ministers of State to organize task forces in each of the province’s eight development regions. The committees were to gather information on suggested short- and long-term improvements in all modes of transportation that could be made within their region.

The number of British Columbians who volunteered their time to sit on regional committees has been enormous. Add to that the number of business operators and interested private citizens who have spent untold hours preparing their submissions, and we ended up with a good representation of what people want.

This past June, the committees submitted their list of projects, in order of importance, to their Minister of State. He, in turn, reviewed the document, and forwarded it to our Ministry for integration into an overall plan — a “blueprint for action”.

When this plan is in place, I hope your job will be made easier in terms of structuring and arranging the annual capital and rehabilitation schedule.

On behalf of the committees, I pass on my appreciation to all Ministry staff who spent many evenings and weekends on the plan.

The Honourable Neil Vant  
Minister  
Transportation and Highways

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# FROM THE DEPUTY MINISTER

As public servants we perform a set of very unique roles within society. By virtue of our position and responsibility we often have access to information long before it is available publicly and indeed, much of the information we are privy to may never be available in the public domain. Many of us too
Glen McDonald, Executive Director, Transportation Planning.

The development of a Provincial Transportation Plan has, in fact, provided us with an opportunity to reexamine everything from a fundamental perspective. We couldn't do it every year! But it could be reexamined every five to eight years to see if the direction needs to be altered in some way.

McDonald notes that the planning process won't stop in the fall when the first submission is made to Cabinet.

"It's an ongoing process," he says. "We will continue to work to refine the plan, filling in with better information and more accurate cost estimates. Every budget..."
cycle we will go back and reconfirm with the regional committees and cabinet representatives that we're still going in the right direction.

"It will be a fairly open and public process. The transportation advisory committees appointed for the eight economic development regions in the province are very public groups. Through their meetings and submissions, they have formulated a list of projects and initiatives for their region in the coming years. We will use them as advisory groups and sounding boards in the future as the process evolves. Their role will continue, but there will obviously not be such a massive gathering of information every year.

"Submissions from the regions were due at the end of June. By the end of July, we had the eight reports, all of which had also been released publicly. Our goal is to complete the plan by the end of October. It's important that we don't just glue together eight different reports with their different priorities. We're looking at a public document that tries to deal on a higher plane, examining groups of issues and objectives. It's much more comprehensive than just a list of projects."

THE BOTTOM LINE: BILLIONS OF DOLLARS WILL BE SPENT

A preliminary outline of the final report includes a summary of initiatives and a series of recommendations and financial implications. It proposes the following sections:

* Mission and Objectives - with a formal mission statement and a listing of key objectives.
* Project Summary - a list of projects considered necessary to implement strategies and resolve issues.
* Provincial Overview - with a summary of the key population, economic and structural factors of the province, as well as a description of the present transportation system.
* Initiative Summary - a list of initiatives (or policy issues) which will be analyzed in broad categories such as "resource roads", "intra-regional air transport", "municipal cost sharing", and "ferry scheduling."
* External Environment Forecast - providing a forecast of the environment expected in the period to the year 2000.
* Strategies - for ensuring accomplishment of the mission in the environment forecast.
* Recommendations and Alternatives - recommendations as to the priority of the projects and initiatives which should be undertaken during the plan period.
* Issues - a discussion of major issues which have become apparent through the regional planning process.

"The bottom line", Glen McDonald states, "is that billions of dollars are proposed to be spent over the next 10 years."

"The scale of the project is huge! Over 200 people have been dealing with it directly, including the regional committees. The CVRD alone had several working groups totalling 60 or 70 people from the Lower Mainland. Hundreds of individuals and groups from the regions made submissions, as well as large organizations such as the Council of Forest Industries, B.C. Trucking Association, airlines and railways. Of course, a great many regional Ministry staff have been hard at work on it too. A lot of people have put in a lot of time!"
PROJECTS AND PRIORITIES

"Now we're wrapping up the technical review of the plans in order to give our Minister and his colleagues the information they need to make decisions about priority and timing. This includes cost estimates, impact and possible sequencing of the projects. There are over 500 of them listed, ranging from a $50,000 study to a $1.4 billion project. We're putting it all on computer - costs and timing - so we can consolidate the issues and draft the report by the end of September.

"We will go back to our Minister and the Regional Ministers of State with issues, projects and initiatives for their and eventually cabinet's decision on funding, priorities and scheduling."

"Another series of projects is less well-defined, and need further study; these projects are three to five years away yet. A third group presents some fundamental problems for us from a technical perspective. How to deal with them has yet to be resolved. They will be put on the list, however, and kept alive."

"The submission to Cabinet will outline financial, legislative and organizational implications and seek direction on how to handle these. It will become a blueprint for action both for next fiscal year and beyond."

"A group of specialists is now pulling it all together and will write the first draft. These people include Hans Larsen, John Shaw, Tara Moorhouse, and Jim Hester. Of course, many of the Ministry staff are providing input for cost estimates, scheduling, etc."

On a personal level, Glen McDonald has found the whole project "extremely interesting."

"Because we're not just focused on highways", he says. "We have to consider all the ramifications of moves in one area - roads, buses, trains, planes, ferries - and how they impact in other areas. Communication between them all is critical in order to avoid overbuilding and overspending."

"We've produced a pretty big step forward, compared to the way things have been done in the past. We will be more systematic and make better recommendations in the future. It will be a never-ending effort to keep ahead of growth and expansion."

HOW THE PROCESS WORKED - FROM A REGIONAL DEVELOPMENT OFFICER'S POINT OF VIEW

Tom Greene is the Regional Development Officer for the Kootenay Development Region. Under the direction of the Minister of State for Kootenay, Honourable Howard Dirks, Tom and the Regional Development Liaison Officer in Nelson, Wally Penner, act as the Minister's eyes and ears in the Region. They assist the private sector in developing new business opportunities and work closely with local community groups to keep the communication line open with government.

"One phrase describes the transportation planning process in the Kootenay Region," says Tom. "An exciting challenge."

In early 1988, Minister of State at the time, Rita Johnson, and her Parliamentary Secretary, Howard Dirks, identified a wide range of local organizations who, they thought, would provide a good cross-section for input on regional issues and would like to sit as a Regional Advisory Group. Each of these organizations was subsequently asked to appoint one member to the Group, for a total membership of roughly 65.

The Minister of State then formed a series of task forces comprised of Regional Advisory Group members. In general terms, the task forces faced two major challenges: 1) to identify economic diversification opportunities and the associated infrastructure requirements; and 2) to recommend how the delivery of and access to government programs in the Kootenay Region could be enhanced.

Three of these standing task forces dealt with transportation related issues, being Air Access, Highways and Railways.

When the provincial "Freedom to Move" initiative was announced last November, the three standing task forces were consolidated into one. Seven public meetings were held across the Region. In addition to inviting the public to present their ideas on transportation, the Regional Task Force targeted several key regional organizations and asked them to make submissions.

At the end of this past June, the Regional Task Force's recommendations were presented to the Regional Advisory Group. They reviewed the recommendations in detail and presented them to the Honourable Howard Dirks.

Mr. Dirks subsequently met with regional MLAs from both parties to go over the Advisory Group's recommendations, keeping in mind the procedures that were laid out when the initiative was announced.

With their input, Mr. Dirks forwarded his recommendations to Minister Van this past summer.

In the last 18 months, we had tremendous support from Gordon Sutherland, your Ministry's Regional Director for Kootenay and Dave Walker, Acting Manager of Traffic and Design, Wally Penner and I, as well as the Task Force membership, want to recognize their contribution to the process and thank them for their unyielding assistance.
Inland Ferries: A Key Link in B.C.'s Transportation Network

Captain Tony Taylor - left presenting certificate of apprenticeship to Terry Walton - right.

Due to the rugged topography of B.C., bodies of water can't always be bypassed or bridged. This is where the province's ferry links become an indispensable part of the Ministry's network. Transportation and Highways owns and operates 16 vessels as part of its inland ferry services.

Although most people think of a highway system as four lanes of asphalt that roll like black ribbons through the pretty scenery of B.C., Captain Tony Taylor knows better. For the last three years he's been the Senior Captain in charge of the Kootenay Lake ferry service. With both the M.V. Anscomb and the M.V. Balfour under his command, Captain Taylor is aware how vital the ferry link is for his section of Southern Trans-Provincial Highway 3A. Service is slightly better than hourly during the summer, as the two vessels cross between Balfour on the west shore and Kootenay Bay on the east. (When traffic slows by Thanksgiving, one of the ships is pulled and there's a sailing every two hours.)

"We get all types of vehicles: cars, campers, mobile homes, low-beds, semi's ... everything there is," notes Captain Taylor. "It's getting longer and bigger every year it seems." Both the M.V. Anscomb, built in 1947, and the M.V. Balfour, built in 1954, carry approximately 40 vehicles. Traffic has been increasing annually, and it's not unusual for cars to sit through a one-sailing wait till they can continue down the road. "This is a tourist-oriented area," explains Captain Taylor. "And the whole push is to get them here."

Up to 50 per cent of their summer traffic is tourist-related, and this has prompted the Ministry to review the capacities of the vessels.

This cheerful Kootenay captain got his nautical start on the CPR sternwheelers in the '50s. He was awarded his captain's ticket in 1961, and has worked on the Beaufort Sea and the McKenzie River. With four captains under his charge, Kootenay Lake's senior skipper now has one of the province's most scenic postings.

The ferries are a big employer, with upwards of 50 personnel employed at peak times and the employees live right in Balfour or else in Nelson, 18 miles away. Captain Taylor's house is a scant 300 metres from the ferry dock. "It's like a 24-hour job," he says with a grin.

Anyone who has had to wait even an hour to catch a ferry knows how important this service is. And efficiency is just part of the story. Safety, too, is of paramount importance, and these two ferries have often had to retrieve boats that had broken loose, or to save people in distress. "This lake comes up very rough, very quickly," says Captain Taylor. That's why he and the other skippers always keep on top of their training.

"With 150 passengers, safety is of prime concern."

Captain Taylor clearly takes a lot of satisfaction in doing his job to the best of his abilities. And knowing that it is an important job makes the work more rewarding.

WALTER HARMS: SENIOR CHIEF ENGINEER, KOOTENAY LAKE

Walter Harms, Senior Chief Engineer on Kootenay Lake, has a surprisingly wide and varied back-
ground. He started his working life as a teacher, spending four years in the Burns Lake area. He also worked as a millwright and a commercial pilot, flying out of Vancouver, Terrace and the Arctic for various commercial carriers, doing everything from game counts to forest fire control to rescue missions.

"I connected with the ferries just by chance", he says. "In the summer of 1974, I thought I'd take a few months off and build a cabin. The ferry was only about a mile from where I lived. I applied for a job, expecting it might take a few weeks or months to get an interview, but I was hired almost immediately. That was at a time when the ferry service was expanding to 24 hours on Francois Lake. I was lucky, and I've enjoyed the job ever since."

Harms has worked for the Ministry for 15 years on the ferries. His first position was as oiler on the M.V. Jacob Henkel (Francois Lake), and later on the M.V. Omineca Princess. Last January, he moved to Kootenay Lake as Senior Chief.

Harms wrote his various qualifying exams over the years, progressing from 4th Class certification to 3rd class, then to Chief Engineer on the Kootenays. He now has responsibility for two ferries - the M.V. Anscomb and the M.V. Balfour and he also inherited the cable ferries at Harrop and Glade. His responsibilities include maintenance, and repairs that are required for this small fleet.

"The job is made a lot easier because all our crew are very capable", he says. "They're a great group to work with, people you can really rely on."

Completed his time in April of 1989, Terry spent two years on the MV Galena of Selkirk District and, more recently, two years on the Kootenay Lake Ferries. During his apprenticeship Terry completed his Marine Emergency Duties training and the necessary certificates of competency as a Marine Engineer.

In addition to his Marine Engineering experience Terry also holds a Master Minor Waters Certificate.

Terry lives with his wife and children in Nelson, B.C.

EMERGENCY EVACUATION LADDERS

What happens if fire breaks out on the cardeck of a ferry? If it's on the M.V. Anscomb, passengers can use a state-of-the-art emergency evacuation system that automatically snaps into place at the push of a button.

Emergency evacuation ladders, one on each side of the vessel, are normally secured in an upright position against the railing. In an emergency situation, crews swing into action to take care of the passengers.

The ladders rotate into a horizontal position with the steps set into place by gravity and when secured, life rafts are launched overboard from the upper deck. Passengers walk down these steps to the waiting rafts where they can be towed to safety by the vessel's emergency lifeboat.

The concept is a combined effort by Ministry marine staff and SHM Marine International Inc., Naval Architect Consultants of Victoria. This system, the first in Canada, was built in Vancouver by Trimetal and installed on the ship just one year ago.

Because of the height of its superstructure, the M.V. Anscomb is the only vessel in the Ministry's fleet to be equipped with the evacuation ladders. Other Canadian and U.S. ferryboat operators, though, are keenly interested in the design and have been in contact with Ian Smart, Marine Manager for the Ministry, for further information on the system.
Equal, Yet Very Different

BILL BAKER: District Highways Manager
Lower Mainland

The diverse regions and sprawling geography of B.C. are carved up into 27 Highways Districts. Although each has its own District Highways Manager, that same job can vary widely depending on whether you’re talking about the urbanized south coast or the remote areas in the province’s Interior.

Bill Baker is the District Manager for the Lower Mainland office, in New Westminster. Since his first job as an engineering aide in North Vancouver in 1960, Bill’s career path has “gone through all the steps.” After being promoted to engineering assistant, he quickly rose through the Technical 1-2-3 stages. Although he has only recently officially been confirmed in his job, he’s been Acting Manager for a year before that, and second-in-command for the last 20 years.

The primary focus of Bill’s job is on interaction with municipalities and other official bodies. “There are 17 municipalities that I deal with directly. There are six different police forces, and nine RCMP detachments. And of the 25 MLAs on the Lower Mainland, I have to deal with 17,” he adds. “Monthly, I’m meeting with a mayor or a municipal engineer.”

The Lower Mainland district includes 580 kilometres of highway. Among their primary concerns are traffic signals and street lighting which the Ministry cost-shares with the affected municipalities. “Our District does around half of all the work that goes on in the entire province, in this field,” states Bill.

“I spend a lot of time in project management meetings,” he continues. “The last time I looked there were 14 special projects (such as the George Massey Counterflow) going, and I have to be on the management team of every one. So, the name of the game is "delegate". An urban manager has to delegate much of the work to his staff, and then monitor their progress. I just don’t have time to do a lot of the hands-on work.”

Luckily, Bill has 83 employees under him, so there are many hands to do the work. Aside from 49 Albion Ferry workers, there are 34 administrative, engineering, technical and planning staff members. “This is a ‘people’ job,” he explains. “I manage by involving everybody in the district.”

Because communication is so important, Bill has weekly meetings on Monday morning. His group of managers, coordinators, office administrators, and financial officers review the past week and look to the work week ahead.

Right now, due to the consequences of reorganization, many...
people in Bill's district are being trained on the job. "There's lots of room to move if you want to advance," says Bill. He speculates that he could have had a manager's post 10 years earlier if he had been willing to move around the province. But strong ties to his community - including 40 years with Boy Scouts and 35 years involvement with cricket - kept him happily in place.

And now that he's got the top job, he takes a lot of satisfaction in it. "I really like the freedom to make decisions and then see the job through to a conclusion. I like identifying the problems and then solving them."

A strong and able administrator, Bill Baker takes great satisfaction in seeing that he makes a difference in the area he grew up in.

BETTY SPALTON: District Highways Manager, Robson

And several hundred miles to the northeast, between Prince George and Jasper on Highway 16, Betty Spalton is the District Manager for Robson. Betty is the first woman highways manager, and although she's had the job for just two months, there's no mistaking her crisp and authoritative manner.

Betty lives in McBride, a town of 600, and has a radically different job than her counterpart in New Westminster. "I'm responsible for 359 kilometres of roadway, on Highway 16 and Highway 5," she outlines. "I check on the maintenance done by the contractors. I'm also responsible for seeing that all the construction and upgrading are completed."

Other responsibilities include the installation of guard rails and "chip sealing" the roads - a preventive measure that gives pavement three to five years of extra life. Another part of this busy manager's job is dealing with the public, handling either inquiries or complaints.

Betty's office staff of 14 includes a surveying crew, an office manager, and technical staff. One of her main jobs is monitoring work done by the maintenance contractors and their 100 member workforce who maintain the district roads; she also oversees any sub-contractors doing construction. "It's up to us to get the best for the taxpayers' money," Betty looks for consistency; she believes that the contracts should be administered fairly throughout the province. The maintenance contractor is responsible for grading shoulders, rest area maintenance, mowing, patching, and the high-profile job of snow removal.

Before her current posting, Betty was a district area manager in Courtenay, where she lived for 10 years. She began working for the Ministry in 1978, in Quesnel. Previously she was co-owner of a land-surveying firm and before that, a legal secretary.

"This job is very much a challenge," she admits. "You spend as much time as it takes you to do it. And at this point it's more than a full-time job. You only have indirect control over the crews in the field. So you have to approach it differently to get the job done."

In a rural area like McBride, the district manager's job is very much hands-on. And Betty is more likely to see wildlife than an MLA in the course of her daily duties. "There's lots of moose on the road," she says. "I nearly hit one the other day."

But if there's one thing that Betty has totally in common with Bill Baker in the Lower Mainland, it's that she thrives on her job. "I enjoy it a lot," she states. "You're making day-to-day decisions on what happens in your district. And I've got a lot of autonomy," she adds with a smile.

Although she's too busy to worry about the months ahead, the prospect of the coming winter brings on another sly grin: "I understand it snows a lot."

CONTRACT AREA #20 - ROBSON
Richmond Freeway Feat is a Go


The recently-completed Richmond East-West Freeway should help unsnarl many of the congestion problems that have plagued rush hour drivers commuting between the central business areas of Richmond, Vancouver, Burnaby and New Westminster. But many of those former users of Highway 99/George Massey Tunnel will never know what a difficult four years the construction crews had.

"It's a tremendous design feat," says Rodney Chapman, Project Director. "Although the freeway is only 9.5 kilometres long, all of it was built over the soft bogs of east Richmond." To make things even more challenging, the job required the creation of very high "bridge fills." These artificial hills, some 40-feet high, required special ground stabilization. Some of the bridges needed earthquake proofing; the loose sands below the bogs had to be densified for bridge safety.

The East-West link is the newest part of the Annacis System. Combined with the six-lane Alex Fraser Bridge, and the counter-flow improvements to the Massey Tunnel, which allow three lanes to go with the flow of morning and afternoon rush hour traffic, the new freeway

Left to Right, Honourable Neil Vant, Premier William Vander Zalm. Honourable Elwood Veitch, Minister of Regional Development. Mayor of Richmond - His Workshop Gilbert Blair.
In this day and age of bureaucratic muddles one does not really expect a lot of speed into a relatively small problem - even if the problem is close to the concerned person's home. Such is not the case however in a local concern here in Salt Spring Island.

I wrote a letter to Mr. R. Harold (District Highways Manager) requesting that the Ministry of Transportation look into a dangerous problem concerning an access corner in Fulford Harbour.

Mr. Harold not only looked into this matter immediately, but he has kept me updated with - unsolicited - letters as to his progress.

The dangerous corner mentioned is well on its way to becoming a safe corner and I would like to highly commend Mr. Harold for his good work in this matter.

Sincerely,
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LETTERS

In this day and age of bureaucratic muddles one does not really expect a lot of speed into a relatively small problem - even if the problem is close to the concerned person's home. Such is not the case however in a local concern here on Salt Spring Island.

I wrote a letter to Mr. R. Harold (District Highways Manager) requesting that the Ministry of Transportation look into a dangerous problem concerning an access corner in Fulford Harbour.

Mr. Harold not only looked into this matter immediately, but he has kept me updated with - unsolicited - letters as to his progress.

The dangerous corner mentioned is well on its way to becoming a safe corner and I would like to highly commend Mr. Harold for his good work in this matter.

Sincerely,
Robert Andrew
Fulford Harbour

LETTERS
A new toll-free telephone service has been implemented by the Ministry of Transportation and Highways throughout B.C. so people who want to know about conditions on our major highways - especially in the winter - can call in for the latest information, day or night.

The new number is 1-800-663-HWYS in all locations except in the Lower Mainland. Vancouver area residents will continue to use 660-9775 in order to get the same pre-recorded messages.

For purposes of the new service, the province is divided into three areas:

**Category 1:**
- Southern and Coastal routes.

**Category 2:**
- Northern routes.

**Category 3:**
- Vancouver Island and Lower Mainland routes.

Callers will be instructed to choose one of the areas to receive the information they want. There are three ways to make a selection:

- say "stop" immediately after hearing the menu message of the selected route;
- push the desired number on a touch phone;
- dial the menu message number after the beep signal on a rotary or pulse dial phone.

"It's all made possible because of the new equipment purchased by the Ministry", comments Rob McLean, Public Information Officer, South Coast Region in Burnaby. "The Interalia Multi-line Interactive Plus digital voice announcer presently handles 20 telephone lines with a maximum capability of up to 32. This machine, however, can be expanded to handle up to 64 telephone announcements simultaneously.

Maintenance contractors and the RCMP, through regional radio rooms, will contact the Communication Centre in Burnaby where the recorded messages and computer information will be updated. "This is an idea that has been discussed in the Ministry for several years, and the new telecommunications technology has made it possible for us to go ahead with the service. The first year cost to the Ministry will be approximately $140,000 including toll charges and equipment. In future years, as location access line study costs are analyzed, this cost should decrease.

"The police, as well as Transit and local media will benefit from this service as they presently re-
Rewarding Suggestions

Ask Transportation and Highways Employee Forbes Campbell what the government’s Suggestion Awards Program is all about and his smiling answer might be: $2,500. That’s how much the Quesnel-based employee earned when he recommended that already-heated waste water from a nearby pulp mill be used to melt ice in culverts.

That bright idea saved his office a $2,500 annual heating bill, and Forbes became one of several hundred provincial employees to be handsomely rewarded for showing initiative.

The Suggestion Awards Program, which began in November of 1980, will pay up to $25,000 for suggestions that improve the service, safety, or efficiency of B.C.’s public service sector. “We want employees to be pro-active, to display initiative, to help serve the taxpayer,” declares Pat Wolfe, Manager of the Program. “And this is an important vehicle for recognizing and rewarding that contribution.”

Pat has watched approvingly as the number of submissions has increased annually. 1988 was their best year so far, with 52 winning suggestions … and awards that totalled $42,000.

The Awards Program is administered and budgeted by the Ministry of Finance. A committee of Assistant Deputy Ministers meet every two months to evaluate the hundreds of yearly submissions. Approximately 10 per cent prove to be real money savers. Although some so-called “intangible” savings - such as employee efficiency - are recognized, the Program typically rewards fiscal savings. The present rate is 15% of savings, up to a maximum of $25,000. (And this award is “topped up” so that the full amount is still left after the taxman takes his share!)

So, how do you become a winner? Pat’s advice includes staying alert to how your job could be done faster and more efficiently. Are there tasks that can be simplified, combined, or done away with? And will this make for much of a saving? If you think that you have a winning idea, then Program submission forms are readily available: there is a contact person in every ministry. Alternatively, it may be a good idea to contact the Program people directly. Pat is happy to make comments on how any application can be improved. The Suggestion Awards Program phone number is 387-8277.

The Ministry of Transportation and Highways has always been a strong supporter of the Program. “Typically, they’ve been one of the very biggest contributors,” points out Pat. “Highways has made up to 100 submissions a year; almost a quarter of the entire group.” Recent winners include Harry Linton (retired) of Victoria ($500) for conversion of tailgate sander to asphalt spreader, John Hales (no longer with the Ministry) of Surrey and Fred Leson (Yellowhead Road and Bridge Maintenance) of Vanderhoof ($200) to improve a crane safety feature by modifying spring locks, Major Ferguson (North Island District) of Courtenay ($200) to improve safety of and simplify highways electronic installations in remote areas by using a clamp and handle device to help level and position poles over anchor bolts, Henry Niezen (retired) of Victoria ($150) for a device to simplify rolling of maps and plans, Edward Spencer (retired) of Parksville ($50) to install outside telephone

Forbes Campbell, Assistant Deputy Minister, Administration: the Ministry’s representative on the Awards Program committee.

Gordon Hogg, Assistant Deputy Minister, Administration: the Ministry’s representative on the Awards Program committee.
Although the smell of fall is still in the air, David Baker, Director of Public Affairs for the Ministry, is already thinking about winter. And when his winter driving campaign has its media blitz in mid-October, you'll be thinking about winter driving too - before freezing temperatures and surprise snowfalls get the jump on your car.

"We don't like to think about winter," explains David. "And generally we don't think about our cars much until they break down." In order to get people out of this passive mode and ready to take an active role in winter-proofing their cars, the Ministry is mounting an upbeat media blitz. Its theme is "The Winter Road Show - Star in It!" and it will be running from October 16-29. The campaign will include province-wide print and radio ads, news releases and radio talk show appearances in Victoria, Vancouver and the Okanagan.

Aside from encouraging people to prepare their cars and their driving habits, the campaign intends to increase public awareness of the important role played by road maintenance contractors. "People take snow clearing and salting for granted," says David. He points out that there are prime contractors maintaining each of the 27 contract areas, with 141 supervisory people from the Ministry monitoring the contractors' performance. The campaign will attempt to point this out and identify the contractors who are out there keeping the roads in good condition.

This is the Ministry's biggest-ever winter awareness campaign, thanks to co-sponsorship by the B.C.A.A., the Motor Vehicles Branch, and the B.C. Road Builders & Heavy Construction Association. These supporting groups will also be distributing pamphlets and posters in support of safe winter driving.

"People should be putting on winter tires and replacing anti-freeze early." He points out that there are the most common winter complaints (one cold day can kill off 100 weak batteries). And it's often the folk in Vancouver and Victoria who run into trouble. They like to believe that it never gets cold, and they are often the ones caught with no anti-freeze in the radiator or who slide into a snowy ditch on a set of nearly-bald summer tires.

The campaign is designed to reach 75 percent of its driving-age target audience an average of 2.5 times during its two-week run. And it is David's hope that Ministry personnel will be setting a good example by heeding this important message of winter safety. "People don't think about winter... and suddenly it's too late," he cautions. But thanks to The Winter Roadshow's upbeat and attention-grabbing presentation, B.C.'s drivers will be starring in our safest winter ever.
IN THE FIELD

NEW APPOINTMENTS AND PROMOTIONS

VICTORIA
Marlene Dahl,
Pay/Leave Management Clerk, 89 06 01
Ray Pengelly,
Contract Admin, Clerk, 89 06 12
David Masters,
Financial Systems Officer, 89 06 12
Dave Marr,
Manager, Transportation
Information, 89 06 30
Clive Cross,
Geotech & Mat. Eng. - 9, 89 07 31
Russ Fuller,
Financial Officer 3, 89 08 14
Lorraine McGovern,
Budget Clerk, 89 08 09
Corrie Nicoletti,
Clerk 3, 89 08 14
Wayne Powell,
Budget Clerk, 89 08 08
Orlando Tisot,
Director Maintenance Services, 89 08 06

COQUIHALLA
Keith Hammond,
Clerk 3 - Toll, 89 06 01
Dawn Bodger,
Clerk 3 - Toll, 89 06 01

SOUTH COAST REGION
Rockne Hewko,
Tech. 4 - Regional Project Mgr., 89 06 01
Gene Lesperance,
Design, TA 4, 89 06 25
Wally Kloeble,
Regional Mgr. Finance and
Admin., 89 07 04
Mike Oliver,
Regional Mgr. G & M Eng., 89 07 04
Ron Hansen,
Asst. Regional Property Agent, 89 07 01
Maryline Mandziak,
Property Mgmt. and Land Survey, 89 07 05

Harry Wan,
Appraisal Officer, 89 07 05
Bob Aholia,
Regional Project Manager, 89 06 11

LOWER MAINLAND DISTRICT
Bill Baker,
District Highways Manager, 89 06 07
Cliff Ramsay,
Mgr. Planning and Tech. Services, 89 07 09
Lloyd Paulson,
Area Manager, 89 07 03

ALBION FERRY
Ian Johnston,
Marine Mate, 89 06 12
Brent Lawrence,
Marine Mate, 89 07 09
Herman Huhtala,
Marine Mate, 89 07 09

MEET WAYNE CARR

Recently, Regional Managers, Finance and Administration, were appointed to positions in each of the six regional offices.

Meet Wayne Carr, Regional Manager, Finance and Administration, Central North/East Region who joined the Ministry last July.

Wayne and his family came to Prince George from Vancouver where, over a 17 year period, he held the positions of Manager, Human Resources, Operations Manager and Manager, Media Services at Simon Fraser University.

He holds three degrees, a B.A. and M.A. (Arts) from U.B.C. and an M.B.A. (Business Administration) from S.F.U.

Wayne is looking forward to building a new effective organization to support the delivery of Ministry programs, and, in between times, he'll be found fishing or wood carving.

Welcome Wayne.

Wayne Carr
IN THE FIELD

APPOINTMENTS AND PROMOTIONS CONTINUED

SELIKIRK DISTRICT
Bud McLennan
Rd. Area Manager, 89 08 15

GLADE FERRY
Peter Shlikov
Ferryman, 89 06 11

KOOTENAY BOUNDARY DISTRICT
Virginia Smith
OA 2, 89 06 01

NEEDLES FERRY
Charles Trout
Deckhand, 89 06 01

ROBSON DISTRICT
Betty Spalton
District Highway Manager B, 89 07 10
Hans Remmieg
Eng. Asst., 89 07 10

FINANCIAL MANAGEMENT INFORMATION SYSTEM MEETING IN NELSON

Central/North East Region
Wayne Carr
Regional Manager, Finance and Admin., 89 06 30
Bill Eisbenner
Regional Project Manager, 89 06 12

Gordon Wagner
Regional Planning/Program Eng., 89 06 12
Sandi Lee
EIT, Professional Services, 89 06 05

Doug Kiedd
Field Crew. Eng. Asst., 89 06 26
Al Dubb
Employee Rehab., 89 07 10
Rebecca Austin
OA 2, Clerk Typist Exprop., 89 07 24

Sue Harrison
Regional Personnel Asst., 89 08 08
Sharlie Huffman
Regional Bridge Eng., 89 08 08
Tracey Cooper
Regional Project Manager, 89 08 08

Dennis Davis
Regional Mgr. Planning, 89 08 28
Gerry Hofmann
Lab Asst., 89 08 08

NICOLA DISTRICT
Simon Walker
Eng. Asst., 89 06 20

SOUTH OKANAGAN (Kelowna)
Barry Schultz
T.J. Mech., 89 07 31
Gary Jones
IN THE FIELD

NORTH PEACE DISTRICT
Terry Hollett,
Electrician, 89 06 12

SOUTH PEACE DISTRICT
Randy Greison,
Eng. Asst. - Field Crew, 89 07 23

CENTRAL CARIBOO DISTRICT
Mark Cee,
Road Area Manager, 89 06 29
Gordon Pickles,
Eng. Asst., 89 07 10
Jim Stewart,
Eng. Asst., 89 08 14

EAST KOOTENAY
Nora McMeans,
Financial Officer 3, 89 07 03

GALENA FERRY
Bill Vanbeest,
Marine Engineer 3, 89 07 09

NORTH WEST REGION
Dave St. Thomas,
Regional Project Manager, 89 06 08
Kevin Higgins,
Regional Project Manager, 89 06 08
Kathy Williams,
Acct. Payable Clerk, 89 06 23
Kenneth Mitchell,
Eng. Asst., 89 06 27
Frank Maximchuk,
Reg. Mgr. G & M Eng., 89 07 03
Marilyn Mattson,
Manager of Finance and Admin., 89 08 15

STIKINE DISTRICT
Ronald Tourney,
Branch Area Manager, 89 06 01
Wesley Wiebe,
Rd. Area Manager, 89 06 25

VANCOUVER ISLAND REGION
Bruce McGorman
Regional Project Manager, 89 06 26
Bonnie Meurs,
Regional Mgr. Finance and Admin., 89 06 19
Virginia Currie,
Property Agent, 89 06 12

CENTRAL ISLAND DISTRICT
Larry Proteau,
Eng. Asst. 2, 89 08 01

SOUTH ISLAND DISTRICT
Lazlo Penzes,
Eng. Asst. 3, 89 06 12
Susan Cuzhan,
Financial Officer 3, 89 08 07

KOOTENAY REGION
Debra Payson,
Regional Personnel Asst., 89 06 19

Rocky Vanlenberg,
Regional Project Manager, 89 06 01
Dick Matthews,
Regional Project Manager, 89 06 01
Don Barcham,
Regional Manager Planning, 89 06 26
Barry Pearce,
Regional Operations Tech., 89 07 05
Dave Smith,
Regional Avalanche Tech., 89 07 04
Greg Stone,
Regional Mgr. Finance and Admin., 89 07 09

We’ll Miss You

Stephen H. Reynolds

Passed away August 20th, 1989 in Victoria. Steve came to the Ministry directly from University and started in Materials Testing Branch on June 1, 1969 as an Engineer I (Engineer-in-Training). He moved to the Planning Branch on October 1, 1970 as an Engineer, Grade 2, joined the Professional Engineers Association in 1971 and was promoted to Engineer 3 late that year.

On March 1, 1979 Steve became the Supervising Transport Engineer and, later that Spring, Transportation Projects Engineer. He substituted in the position of Highway Programs Administrator for just over one year, beginning in early 1980.

On January 24, 1980, Steve was appointed Acting Director, Highway Planning, and won the competition of Director in July.

Steve spent his twenty years with government in Victoria but was well known throughout the Ministry for his dedication to the job and his unyielding support of his co-workers.

Myrna D.L. Mycholuk

— Passed away August 9, 1980.

Myrna came to the Ministry as a Pay Clerk in Headquarters Payroll Branch on May 1, 1981 where she was responsible for payroll for the Paving and Bridge branches.

As a result of reorganization earlier this year, she took on the payroll duties for the operational side of the Thompson/Okanagan Region, as well as District Offices in Kelowna, Penticton, 100 Mile House and Lillooet.

Myrna looked after the employees on her payroll and her compassion in Payroll as if they were part of her family. She had a wonderful knack for seeing humor in every situation and always had an answer to every question asked of her.

Susan McKenzie

North West Region employees were saddened this May by the death of a long term employee, Susan McKenzie. Suzie began her highways career in Property Services in 1981, then worked as the Regional Director's Secretary and for the last part of her working career she was employed as an EA3 in the engineering/approvals section. She was well liked by all the employees and could always be counted on for quick repartee or humorous comments. She brought a ray of sunshine to the Regional office and was very supportive of any staff member who was experiencing personal or work related problems. Social functions were one of the highlights of Suzie's contributions. She could always come up with ingenious and funny ideas to add levity to the work place. She was a good friend and a dedicated worker.

Following her illness of just over a year, Susan leaves to mourn her passing, her husband Paul (Forestry employee), a son, Jesse, and daughter, Amy as well as her many friends in the community and fellow workers/friends in the North West Regional and District offices.
IN THE FIELD

APPOINTMENTS AND PROMOTIONS CONTINUED

SOUTH OKANAGAN DISTRICT
Robin Jacobson, OA 2 - Dist. Steno, 89 06 17

LAKES DISTRICT
Candice Little, Accts. Payable Clerk, 89 06 06
Steven Scott, Branch Area Manager, 89 07 31

BULKLEY NASS DISTRICT
Brent Bailey, Eng. Asst. - Field Crew, 89 07 24

NORTH CARIBOO DISTRICT
John Cook, Eng. Asst., 89 07 10

SOUTH CARIBOO
Darlene Ramsey, OA 2, Dist. Steno, 89 07 04

KAREN SHEPHERD RETIRES

After 26 years of service in Central Island (Nanaimo) District, Karen Shepherd retired. She and her husband Ches will no doubt enjoy their planned Caribbean cruise, and vacation to Karen’s choice of “anywhere in the world”. Karen started as an Office Assistant, and progressed to District Office Manager, then recently Acting Regional Manager, Finance and Administration for Vancouver Island Region, Nanaimo.

Her knowledge, personality and friendship will be sorely missed by all of us in Region 6. Good luck, Karen, and best wishes from her co-workers.

NORTHWEST REGION NEWS

North West Region had an active summer for employee activities. Our first project was a “Bean Growing Contest”. Seeds and soil were provided along with a set of rules, (i.e.: “No eating of opponents’ beans”). Beans neglected were given to “loser parents”, beans were not allowed to be taken off premises. All employees participated (a condition of employment according to the rules! Wait till B.C.G.E.U. hears about this!) Prizes were awarded accordingly for the healthiest bean (which was awarded to the owner of the most pathetic bean.) When the employee proudly took his healthy bean home, his 2 year old promptly ate it. North West Region certainly looks after its employees!

A second spectacular event (to the rest of the staff at least) was the eventful turning 40 of our Acting Regional Manager, Financial Services, Laurie Stein. The office was appropriately decorated (complete to huge window signs - “Lordy, Lordy, Laurie’s 40!”), topped off with a luncheon and much hilarity.

RETIREMENTS FOR JUNE, JULY AND AUGUST

Fredrick F. Rauch, start date: August 23, 1955; retirement date: August 31, 1989, 34 years service. He worked with the Invermere Road Crew (Golden) as a Machine Operator 4.

Steven Cutt, start date: September 28, 1952, retirement date: July 29, 1989, 37 years service. He worked in the Vancouver Island, Nanaimo Regional Office as a Regional Manager Equipment Services.

Emamudddeen Khan, start date: June 25, 1981, retirement date: June 1, 1989, 8 years service. Emam worked in Headquarters, Policy and Planning Branch as Manager, Marine Policy.

Bruce W. Dean, start date: February 22, 1962, retirement date: July 31, 1989, 27 years service. Bruce was in the Cranbrook District working as a Machine Operator 4.

Douglas J.H. Dodge, start date: October 1, 1953, retirement date: June 30, 1989, 35 years service. Doug was located in Headquarters, Bridge Engineering Branch as a Technical Assistant 4.

Charles R. Priestly, start date: June 23, 1983, retirement date: July 19, 1989, 6 years service. He worked on the Alliston Ferry, New Westminster as a Marine Mate 2.

Alver A. Olsen, start date: May 8, 1978, retirement date: July 31, 1989, 11 years service. Al was located at Technical Stores in Langley, classification: Stockworker 3. Al has “gone fishing”.

Laurie Stein’s 40th Birthday.
WOMEN'S PROGRAM

Members of the Women's Program held their regular committee meeting in Victoria recently. It gave the Road Runner staff a chance to introduce the group to all employees.

Standing left to right: Gail McFadden (Region 5 - Terrace), Barb Harrison (Headquarters), Sharon Goddard (Region 1 - Burnaby), Shaele Huffman, Chairperson (Region 4 - Prince George), Betty Spalton (McBride), Georgina Ortiz (Grand Forks), Dan Doyle (Headquarters).

Sitting left to right: Virginia Clark (Headquarters), Heather Drake (Vernon), Dorothy Turck (Region 4 - Prince George), Cathy McDonald (Region 6 - Nanaimo).

FROM THE PAST

NASOOKIN in the Kootenay River near Fraser Landing. This steel sternwheeler ferry was fabricated at Port Arthur Ont. and shipped by rail in sections to Nelson where she was launched in 1913. In 1933 the Ministry bought the ferry, modified it and ran it until 1947. NASOOKIN's vehicle capacity was 30 cars and one bus. The picture was taken in 1946.
SOUTH COAST REGION'S ELECTRICAL BRANCH GOLF TOURNEE

Electrical Branch (South Coast Region) held its annual golf tournament at Maple Ridge Golf Course on September 16. Front Row: Steve Pudek, John Ingbritson. 2nd Row: Marvin Roseboom, Tom Edwards, Terry Murphy, Kevin Asseltine, Dave Prince. 3rd Row: Cal Faragher, Larry Arychuk, Peter Arychuk, Ray Reekie, Iain Miller, Dick Butler. Back Row: Barry Davies, Jim Murphy, Ray Marcellin. Missing from photo: Wei Wong.

Ray Reekie (1988 winner of the 'Globe Foundry Trophy' for Low Score) hands over the prize to this year's winner John Ingbritson.

Iain Miller presents Barry Davies with a pen and pencil set. Tom Edwards (left) and Ray Reekie look on.
IN THE FIELD

Steve Pudak smiles as he receives ‘Greenlite Trophy’ for longest golf shot for the Tournament.

Tom Edwards (bottom left) and John Ingbritson wait patiently for their turn to ‘tee off’.

Marvin Roseboom, and Ray Marcellin pose for the camera after completing their last shot of the Tournament.

Wei Wong looks confident as he prepares to ‘tee off’. Wei represented Electrical Branch’s Fraser Valley Crew.
IN THE FIELD

NORTHWEST REGION SNEAKER DAY

In Participation Week the employees held their annual "Sneaker Day contest" with prizes for the best decorated, biggest, most unusual, smallest sneaker, dirtiest sneaker, etc. Two trophies (as well as prizes) were awarded. The trophies will be awarded again next year unless the present owners can become even more creative and retain them. A new award was given to the "Best Jock" which was won by Marshall Burgess, Regional Personnel Officer - who even dressed the part. (Luckily he wasn't interviewing that day!!) - North West Region.

Left to right - the winners of the Most Unusual Sneakers, the Best Decorated Sneakers, the Smallest Sneakers and the Dirtiest Sneakers.

Regional Personnel Officer, Marshall Burgess awarded the "Best Jock" - his wife and with back to camera, Gail McCadden.

Award winners: Marilyn Grant — Most unusual [little cans of spinach/ Popeye] Best Decorated, Thelma Campbell - (accused of being almost obscene and bedroom slippers instead of sneakers) and a friend who won the Smallest Sneakers.
IN THE FIELD

“A DAY OF FUN IN THE SUN” IN MERRITT

The annual Ministry baseball tournament held each summer in Merritt.

Spectators.

Ritch Woods from Traffic, sitting, and Dean Lacheux, formerly with Highway Planning at Headquarters.
Applications Get Streamlined

Pete Puhallo:
Regional Manager Planning, Thompson-Okanagan

Six straightforward brochures are going to make life a lot easier for the province’s developers. They will also save Ministry employees a lot of time now spent answering the same basic questions. The brochure set covers all the different areas that can be involved when people apply for development approval.

The topics covered include:

- A general guide to obtaining the approvals.
- Your contact with us.
- Subdivisions.
- Rezoning.
- Controlled access permits.
- Other approvals.

The brochures will provide assistance to the development community and are targeted for the large number of novice developers in B.C. They are designed to give clear and useful “how, why and where” answers to inexperienced or unsure applicants. The brochures spell out which office an applicant needs to visit, who is responsible, and what the application involves. These general guides outline the costs involved, and indicate how much time certain applications might take to be passed.

“These brochures really get back to the service excellence theme,” says Peter Puhallo, Regional Manager of Planning for the Thompson-Okanagan Region in Kamloops. Pete was part of an ad hoc committee that brainstormed and then implemented the brochures. The idea came about after the Minister asked for suggestions to improve service to the public.

The group was spearheaded by Dan Doyle, Assistant Deputy Minister of Highway Operations in Victoria. The principals were Lloyd Paulson, Area Manager with the Lower Mainland District in New Westminster, and Oliver King, Manager of Financial Services, South Coast Region, in Burnaby. Pete also credits Betty Nicholson of the Ministry’s Public Affairs Branch with “helping keep the project on the rails”.

Aside from being a handy take-away, the new brochures mean that office personnel won’t have to spend valuable time answering the basic questions already covered in these guides.

Although the brochures were delayed due to last year’s Ministry restructuring, they will be available by mid-October. And Pete thinks that they will prove to be popular. “The District offices have a large number of walk-ins,” he notes. “They might be using 20-50 of these a week, and the public will be receiving better service”.

As an example, a rancher inquires at the local District office about sub-dividing his property. He will soon be able to pick up the basic questions already covered in these guides.

“The brochures will provide assistance to the development community and are targeted for the large number of novice developers in B.C.”