Road Runner
FALL 1993

MoTH goes back to school.

A Newsmagazine for the Employees of the Ministry of Transportation and Highways
Our New Minister

"It is an honor and a pleasure to be appointed Minister of Transportation and Highways," said Jackie Pement. "A good transportation network is vital to the social and economic development of this province. My commitment is to work with you to make sure the integrity of this network is protected.

"We've many challenges ahead but with the talent and expertise your ministry displayed under my predecessor Art Charbonneau, I know we will meet them."

Jackie Pement represents Bulkley Valley-Stikine. She chaired the legislature's Environment and Tourism Committee and the Task Force Studying Post-Secondary Education in Northern B.C.

Before her election, she worked as a constituency assistant to MP Brian Gardiner (Prince George-Bulkley Valley) and an instructor for the College of New Caledonia. At CNC she coordinated and taught employment programs and developed family-oriented programs that are still operating successfully in the Lakes district.

Jackie Pement was also a former chairperson of School District 55's board of trustees and a member of the Safe Haven Society (dedicated to assist battered and abused women) and the Burns Lake and District Chamber of Commerce. As a chamber member, she served in a number of executive capacities and chaired its economic development committee. She is married to Allan Pement and they have four children.

Thank You

Although my new position as Minister of Education promises to be a good challenge, it is not easy to say goodbye to the Ministry of Transportation and Highways. This ministry and its staff have provided the strength and support I needed to make a positive impact through very difficult times. It was a rare pleasure doing business with you. Though I will be very busy with my new portfolio I will follow with interest the developments within your ministry.

I thank you all and wish you good luck and prosperity. I've told your new minister, Jackie Pement, that she's inheriting a great team.

Honourable Art Charbonneau
Minister of Education
Welcome Back Motor Vehicle Branch

September 15, Premier Mike Harcourt appointed Jackie Pement our new Minister of Transportation and Highways and announced changes to several ministries - including ours. We lost B.C. Ferries and picked up the Motor Vehicle Branch from the Ministry of Attorney General. Along with Motor Vehicle Branch comes their AirCare Program.

As many will remember, Motor Vehicle Branch was part of Transportation and Highways from 1985 to 1988. They've grown since then. We welcome back 750 employees who serve the public through:

- 22 portable patrol units around the province
- 36 static weigh scales
- the Motor Carrier Department in Burnaby
- the Motor Vehicle Emissions Inspection and Maintenance Department (12 AirCare stations) in the Lower Mainland
- the Commercial Transport Inspection Department
- 16 Motor Vehicle Inspectors
- MVB also administers the Drinking Driving CounterAttack Program, all provincial violation tickets and the AirCare program.
- 18 Motor Licence Offices, 75 Appointed Agents and 29 Government Agents
- 12 AirCare stations in the Lower Mainland.
- The program became a mandatory condition of licensing effective September 1, 1992 and mandatory inspections commenced on the same date. During the first year of the program 750,000 inspections were performed.

The program may be expanded to other areas of the Province when and where the Ministry of Environment, Lands and Parks determines the air quality to be detrimentally affected by concentrations of motor vehicle related pollutants.

Next edition, we'll profile the people, programs and issues in MVB. All MVB staff are invited to send in their pictures and stories. The Road Runner is your magazine too. Send all material to the address on the inside cover page (below the table of contents).

Letter to the Editor

I read your article (summer Road Runner, in the Field, Region 4) on the Jiminy Cricket Curling trophy and the origin source "mystery," perhaps I can help a little.

The bonspiel first started by invitation from the Vanderhoof District (George Kent, district supervisor) to Burns Lake District; (Phil Bishop, district engineer) and Prince George District (myself, Alan "AE" Park, district supervisor) and was held in Vanderhoof. (I'm not sure what year, but early 60s). It was only a one-day affair but a wonderful time.

In due course the Prince George District and region decided to put up a trophy to be presented at the spring regional conference. This was a leaner time and as Region 4 was somewhat unique, a handmade article was in order. To my recollection Mike Nesbitt, region construction engineer, manufactured Jiminy and his first addition of apparel was a miniature hard hat, as the hard hat policy was very stringent at that time.

Mike Nesbitt now lives near Nelson, and could be contacted through their son "Dick," a MoTH employee in Nelson, if you want to pursue for further detail.

It is quite a thrill to see he (jiminy) is still doing well. If he could only talk, there would be great stories. I have enjoyed these few minutes of nostalgia as we all had to struggle a bit and become most sincere friends. Friendships which in many cases, still exist.

Allan Park
Victoria

Your Reviews

Staff around the province were randomly picked to make comments on the Road Runner. They said some good things next to read, interesting, a big treat, positive and a valuable tool. And they made some suggestions: more regional news, include crossword puzzles and mazes, devote less space to 200% Club, hire a professional cartoonist, do more extra-curricular stories and use recyclable paper.

One individual said that all-time favorites in their office are the "Reflector" stories. An employee who came from another ministry one year ago said, "Having worked in other ministry's it's hard not to compare. There are a lot of positive things about here and Road Runner is one of them."

In an effort to cut back costs and respond to staff comments, the paper for the Road Runner is changed and is now not just recycled but recyclable too. You'll have to wait until the next edition to see other changes suggested by staff. If you have any comments and suggestions, please send a note or an E-Mail to the Road Runner editor.
IT'S YOUR SERVE

Adopting a Good Thing

Thanks to June Forsythe, regional secretary planning and services and the Central North East Region's newsletter (The Open Road) for this one.

Robson District has implemented a "Public Communications Record System" modeled after the one used in Lakes District. It's to record all public calls and monitor their status.

Surprise, then appreciation, were the reactions district staff received from the public when they did a series of follow-up calls to advise clients their concerns were resolved and ask if they were satisfied with their service.

Central Cariboo District office advised that they too are using a "Public Communications Record System" to record requests or concerns expressed by the public.

Concerns are forwarded to the appropriate person for action. A follow-up report is done by an independent staff member to ensure the client's concern has been addressed and determine their level of satisfaction. To date, the majority of feedback has been favorable.

Speedy Gazette Notice Searches

By Alan Callander, Systems Planning Research Clerk

In the past, retrieval of gazette notices for a particular highway used to take hours ... or even days. Now it takes minutes, thanks to an initiative completed by Highway Planning Branch staff.

MoTH exercises some of its statutory authority (that means informing the public of ministry activities) by giving notice published in the B.C. Gazette. Highways were closed, various designations and classifications were finalized and highways up to 1987 were established by giving notice published in the Gazette.

The gazette notices are the legal documents establishing public highways. MoTH districts, regions, HQ branches, other provincial and federal ministries, private sector surveying and engineering companies request searches be completed for these notices.

The Highway Planning Branch has maintained a manual database of all these gazette notices. This collection has become cumbersome to use and is literally falling apart. Consequently, branch staff Raymond Candy and Alan Callander, with assistance from Sharon McDonald and Gordon Webster from IS 13, have automated this database into a FoxPro computer program. This automation has produced an indexing tool to a complete set of gazette notices dating from 1872 to present.

Requests to find a particular gazette notice that previously may have taken hours can now be done in a few minutes and with greater reliability. This has resulted in an increased level of service to the Highway Planning Branch customers.

Requests for gazette notice searches can be directed to Alan Callander at 387-7539.

Alan Callander: Bye-bye slow, cumbersome paper and hello to quick-search computer capability for gazette searches.
200% Club

If you are a recent 200% Club member and your name did not appear, please call the Road Runner editor at 387-5705.

Groups:

South Coast Region, Project Management Support Staff: Dianne Friend, Fernanda Badke, Annette Koper and Elfie Marsh, for their hard work in implementing ARCS and archiving the Project Management Department, including the field offices.

HQ, Information Systems Branch: Todd Frykas, Bill Hynes, Chris Boreen, Kelly Mess, Phil Batchelor, Bill Sturrock, Darren Dempsey and Evan Norris, for technical support even outside of regular hours to assist with the branch's computer installations and software problems so ISB staff can complete their projects on deadline.

HQ, Information Systems Branch: Shelley Johnson and Lorra Oswald extended 100 plus contracts twice because of the Korbin Commission, with the first extension having a short deadline requiring work on the weekend and in evenings.

Individuals:

Holly Adams, Howe Sound District: Holly completes legal ads and correspondence in a timely manner without requiring time-consuming instructions. Her ability is also apparent when dealing with public inquiries and assisting other district staff.

Al Desimone, Okanagan/Shuswap District: provides a level of service resulting in formal compliments from our MLA to the minister.

Shirley Duncan, Personnel Services Branch, HQ: never says no. Staff appreciate her speed in processing branch travel vouchers.

Val Fabick, South Coast Region: puts her all into FMIS training.

Leah Glick-Stal, Highway Safety Branch, HQ: an excellent ambassador on activities.

Peter Gooch, Okanagan/Shuswap District: provided a level of service resulting in formal compliments from our MLA to the minister.

Frank Hart, South Cariboo District: service above and beyond in upgrading all computer systems in the district.

Sue Lampman, South Coast Region: for all her hard work in compiling a training manual for new employees in the Communication Centre. Sue did most of the work on her own time.
Deb Lagadyn, Highway Engineering, HQ: Her team building efforts for the ministry are outstanding as is her resourcefulness regarding ministry initiatives, policies and procedures.

Colleen Lunde, South Coast Region: Came to the rescue in doing a radio interview on our Road Report Program for CBC's French station.

Connie Mang, Thompson-Okanagan Region: Over and above her regular day-to-day duties in the asphalt lab, Connie initiated, organized and now maintains an eligibility list of employee training developing and requests for Geotech and Materials Engineering.

Brenda Nelson, Personnel Services Branch, HQ: Approaches her duties in a good-natured way and can always be counted on to go that extra step – in arranging a branch social function or tracking down an applicant traveling across Canada.

Sherry Quirk, Information Services Branch, HQ: For all her hard work on the new Records Management project where she provided staff orientation and assisted in implementation of the FoxPro database for file tracking of the branches.

Evelyn Skelton, Howe Sound District: On two occasions co-ordinated construction closures to accommodate emergency situations.

Gordon Smith, Printing Services, HQ: Gord's nominators from Safety Branch, HQ said, "Gordon has provided our Branch with exemplary service. He has always gone the "extra" mile in assuring we meet deadlines and end up with a top quality product."

Paul Staples, Postal Services, HQ: The entire Public Affairs Branch shares in the feeling of being able to give a job to Paul and know it will be done correctly the first time without worry.

Hayley Thomas, Information Services Branch, HQ: Input vast amounts into the central Records Management computer to clear away a backlog, created a file tracking device for the branch, and prepared the branch for the implementation of a RM conversion project.

Joanne Voss, Bulkley Nass District: For co-ordinating the poster contest for Transportation Week in the district, even though this type of work is not part of her job description.

Sally Zackodnik, East Kootenay District: On leaving the ministry, Sally received a 100% Club nomination as a thank you for 13 years of service to the ministry.

Jana Pedersen, Information Systems Branch, HQ: Provides friendly and knowledgeable service in her purchasing role; the quality and quantity of her work is superior.

Eddy Piasentin, Information Systems Branch, HQ: received very short notice of telephone changes required in the minister's office at a time when the telecommunications co-ordinator for MoTH and the BCSC liaison were both away. He escalated the action within BCSC, provided updates to all parties involved and ensured the equipment was received in the allotted time.

Sherry Quirk, Information Services Branch, HQ: For all her hard work on the new Records Management project where she provided staff orientation and assisted in implementation of the FoxPro database for file tracking of the branches.

IT'S YOUR SERVE

Suggestion Awards

Ann Baines, office assistant, Claims Section, and Stephen Swanston, claims adjuster, both of Construction Engineering Branch were awarded $75.00 for their joint suggestion – processing damage to government property claims using computer generated forms.

Stephen Swanston, claims adjuster, Construction Engineering Branch was also awarded $276.00 for his suggestion to use color-coded cards for a diary file retrieval system.

Peter Provan, A/Financial Analyst, Highways Operations Department, was awarded $1,000 for his suggestion to initiate the installation of "TIPX" software, which allows a user to toggle between two financial accounting systems without having to log on and off. As log-ons cost about $5 a shot, it's estimated that Pete saved the ministry about $10,000 annually.

Brad Moores, Area Manager and Dan Keeler, Area Manager, Bridges, both of North Cariboo District, were awarded $2,965.00 for their suggestion (see In the Field, Region 4 for their story).
Your Fan Mail

Proactive Co-operation

While we are quick to complain about highway employees, we do not often compliment them. Peter Gooch is the first civil servant to say to me: “No problem; that is my responsibility.” Peter has always co-operated with the MLA’s office (this in itself is unusual) and is unfailingly pleasant and efficient. In fact, the entire Salmon Arm office has co-operated fully with Shannon. Al Desimone (Des) of the Vernon office is another of your employees who is super to deal with. He not only handles his own area problems for me but has on occasion handled another jurisdiction’s problem without being asked.

Heather Bianco, Constituency Assistant to MLA Shannon O’Neill, Shuswap

Quick Solution to Difficult Problem

My thanks to your ministry for the temporary solution to a difficult problem: the washing out of the Murtle Lake Road, a vital economic link to Wells Gray Park at the community of Blue River. I express thanks to not only yourself (our minister) and the other ministers involved but (for) the hard work done by all the people involved. They too deserve credit.

Stephen Qutin, Area B Director
Thompson Okanagan Regional District

Able Assistance

Our firm is building a replacement bridge on the Stave River. A girder in the replacement structure was damaged. It is our desire to express our gratitude to your ministry for the able assistance given to us. First to Tom Bayntun (project supervisor, South Coast Region) and Cliff Ramsay (project manager, South Coast Region), who helped us keep a safe crossing without impeding traffic and assisted us in designing a replacement procedure. Special thanks to Steve Swanston (Construction Branch, claims unit), who was instrumental in obtaining agreement from the insurer as to methods to bring the bridge back to its original state and negotiated an amicable settlement to the costs incurred.

John Nisii, Neeko Construction Inc.

Efficient and Pleasant

I needed information regarding road accesses on Gabriola Island. I telephoned Bob O’Brien’s (area manager, Nanaimo South) office. Shortly after lunch the same day Mr. O’Brien called back with the information as well as thoughtful advice regarding a rather awkward situation. He dealt with my request very efficiently and was a most pleasant person to deal with. Mr. O’Brien epitomized service quality.

Dennis E. Kent, Director Corporate and Community Programs, Ministry of Attorney General

Rapid and Timely

Thank you for your rapid response to the request for suitable warning signs on the steep, 2.5 kilometre hill leading down into the Quesnel Forks ghost town campsite near Likely. DHM Tracy Cooper personally supervised the installation.

Dave Falconer, Likely, B.C.

Spirit of Co-operation

We have been dealing with a boundary extension situation in our village that would be in conflict with the proposed Warfield Hill Bypass. The spirit of co-operation by highways personnel in addressing our problem was exemplary and extremely helpful.

Tip of the hat to: Gordon Sutherland, Kootenays highways director, John Bodnarich, Kootenay Boundary highways manager, and Dick Matthews, project manager.

Bill Trubella, Mayor, Village of Warfield

Prompt and Supportive

Our company (Out of Town Pictures Inc. 1) was dismayed at the thought of filming next to a road construction project. However, with DHM D.S. Kirk’s willingness to accelerate start of construction, work will be complete June 4, 1993, one day before we begin photography. We are grateful to Mr. Kirk and wish to thank him and the ministry.

Charles Wilkinson, Producer, Out of Town Pictures Inc.

Students Thank Staff

(This letter was sent to Jane Stead, PIO, Region 5.) Staff and students of Thornhill Primary would like to thank you, Mary and the electrical staff for the great pedestrian crosswalk presentation. The children learn so much more when they can participate in a presentation and yours was just right for their age level.

Jean Cox, Resource Teacher
Thornhill Primary School, Terrace

New Maternity Leave Package

Having a baby? Or ... thinking of having a baby? Well, just completed and now available is a package containing information and forms regarding maternity leave.

This new all-in-one maternity leave package was created by Elaine Bayles, Leave Management Administrator at HQ, with helpful input from others. Way to go, Elaine.

Packages will be available in your office.
All Around Health

Wellness Is . . .

By Dave Robertson, Wellness Coordinator, HQ

Wellness . . . Workplace health promotion . . . Active living in the workplace . . . These terms are used a lot lately, often together with other initiatives such as Service Excellence, Employee Recognition, and Employment Equity. But what is "Wellness"?

What is Wellness?

Ask a group of employees and you will get a variety of answers. Most will say physical fitness and health programs. Though an important component, physical health is only part of the overall Wellness picture. Wellness encompasses all aspects of health both physical and mental, seeking to create a balance in our lives. It gives us the ability to achieve our personal and professional goals.

What does Wellness include?

The effects of home and work environments on employee health are in the scope of Wellness. Relations with supervisors and co-workers, and the control employees feel they have over their health and work, is part of Wellness. The social support networks available from the community, from home and the workplace are also contributors. As are physical health issues such as lifestyle activities, nutrition, weight loss and smoking cessation.

Aren't we doing these things already?

Yes, Wellness has always been part of the workplace. Employee ski trips, branch pot-luck lunches, and organizing groups to qualify for corporate discounts at health clubs are all Wellness activities. Family Days where we can share our workplace with our families promote Wellness. So do regular staff meetings that provide a forum for honest exchange of ideas and concerns, and Performance, Planning and Appraisals when you and your supervisor work together to enhance your job and your career. The creation of initiatives such as Wellness and Service Excellence helps us to define these activities and improve them.

Is Wellness different from other initiatives?

Though each initiative has a different focus, they work toward the same goal. The initiatives could be compared to four lanes on a highway, heading in the same direction. Wellness maximizes the health of the employee and the workplace. Service Excellence takes down the barriers to performing our jobs. Employment Equity strives to ensure all employees have the opportunity to achieve their full potential. Employee Recognition shows appreciation for the ministry's most important resource, its people. (All these initiatives are now being amalgamated as part of the goals set forth by the Deputy Minister in response to staff input through the Speak Out '92 questionnaire, focus groups and forum.)

So what is the bottom line that Wellness is trying to achieve?

"Service Excellence, Wellness, Occupational Health . . . all these initiatives were directed to only one purpose, to improve our organization's effectiveness," said our Deputy Minister, Vince Collins, in his May Update to staff. Communication, social support, a healthy lifestyle, and a healthy workplace, both in its environment and its attitudes; these are the things Wellness is working to achieve. Both the employer and the employee are equal contributors to Wellness. Each must take advantage of the opportunity and become "Partners Investing in Health and Well-Being."

What Does Wellness Mean to You?

Jack Chin, regional computer technician, Vancouver Island Region. Lining life with a positive attitude toward everything, work, the environment, family.

Carolyn Ager, A clerk I, Correspondence Unit, HQ: Being happy with your life at work and home.

Laurie Stein, manager financial services, North West Region: A healthy mind and body. I keep stress levels down by exercising and watching my diet.
Go Ahead & Ask

The following are responses to anonymous questions from staff throughout the province who were called and asked, "If you could ask the Deputy Minister one question what would it be?" Send your questions to the Road Runner editor, Public Affairs Branch, HQ.

Why do administrative support people feel so under-valued and under-supported? Why are they treated as if they're not a significant and valuable team member as opposed to managers and technical staff?

Vince Collins: A difficult question that does not lend itself to an easy answer. Undoubtedly there are many reasons why but let me offer a few possible explanations.

a) People in administrative support roles are often the recipients of work passed to them by others with little or no control over either the volume or the timing of the work. In smaller work groups they may also not be in a position to reassign work to others. Hence the burden falls solely upon them.

b) Unless good team work has been developed, administrative support staff can become isolated from the relevance of their work to the successful completion of a work unit's overall goals and hence, a feeling of being "cut-off" can develop.

c) Given the technical nature of the ministry's work, many administrative support staff feel there is nowhere for them to go for career advancement.

To deal with these circumstances, there are some things that the ministry, its managers and individuals can do. The ministry can and has attempted to create a culture in our organization where every member is valued for the contribution they make. Being treated with respect, being included in what's happening in the work unit, and being encouraged to have a say in how the office functions can go a long way to being valued and developing a sense of team work.

Beyond creating the environment for this to happen though, the ministry is reliant upon both its managers and our support staff to make it happen. Managers at all levels must commit to practice these behaviors and individual support staff must pick up the opportunities that are given to them.

The ministry has also committed to developing programs such as the "Opportunities 96" initiative which is targeted specifically to administrative support staff. This program allows support staff to take on technical roles in order to develop some experience in other occupational settings.

What can employees anticipate as a cost of living adjustment effective August 1?

Vince Collins: A 2.17 per cent increase for BCGEU staff came into effect August 1, 1993.

What changes have you made in highways policy as a result of an NDP government being elected? What's changed since the Socreds?

Vince Collins: The major change to date has been the emergence of the B.C. Transportation Financing Authority which was passed into law this past legislative session as part of the Build BC Act.

The Authority has been given the power to borrow funds in order to construct highways and other transportation facilities. In order to repay the funds borrowed to construct highways, it has also been given dedicated revenues that came from a $1.50 per day levy on all car rentals in the province and effective September 1, 1993 it started to receive one cent per litre from all gasoline sales in the province.

In addition to these dedicated revenues, the Transportation Financing Authority will also be permitted to charge tolls on certain highway projects and enter into joint ventures with private sector companies for purposes of building new highway facilities.

The major advantage of this new policy direction is to give the ministry a secure financial base in order to better plan and develop our new highway construction program. As many of you will be aware, we have historically not known from one year to the next how much will be allocated to our new highway program. This, in turn, creates great uncertainty for all of us. By having a secure multi-year funding base, we should be able to plan our program much more effectively.

I would like to know more about the cycling policy. What's involved? When will it take place?

Vince Collins: The ministry has adopted a proactive policy with the introduction of the Interim Cycling Policy in December 1992 to accommodate cyclists on all new provincial infrastructure. The policy incorporates all aspects of project management from design to construction and maintenance. It will guide regions and municipalities in planning and developing projects with cyclists in mind.

Comments on the interim policy are welcome until November, 1993. After this time, the policy will be revised.

For more information or a copy of the policy, please contact Jordan Alexander, policy analyst, Transportation Policy Branch at 387-4667.

How come I don't make more money - regardless of the union? Money is high on our list of priorities?

Vince Collins: The union is the recognized legal bargaining agent for all terms and conditions of employment for British Columbia government employees. It is up to the union to make your position known to the employer at the bargaining table. If you are interested in earning more money and fewer of the other items and benefits negotiated for you through BCGEU, you should raise this directly with your union representative.
**MoTH Models for Posters**

*By Tom W. Parkin, Public Information Officer, Vancouver Island Region*

The FITT (Futures in Transportation Technologies) program to be launched this fall will take MoTH staff into local high schools. Some of them will make presentations about what they do as engineers or technologists. Other staff will be seen, but not heard.

The latter group includes a dozen men and women who consented to be models for a poster series of our staff at work. They were shot by four MoTH photographers: regional public information officers Tom Parkin and Ron Wiebe, HQ municipal program planner Tim Zurawski and HQ educational media technician in Personnel Services, Royce Kletke.

Surveyor Rena Mckamey on this issue's cover, is one of the people you will soon see on two by three foot color posters. Another is David Gooding, an engineer-in-training in Highway Environment Branch.

There is a shortage of people entering the engineering fields today and by the year 2000, there is predicted to be a greater shortage. Our posters will support the FITT program by encouraging students to finish a post-secondary education and telling them advantages of working in the transportation field. Each of our people will be quoted beside their image.

If you're proud of your job and would like to make school presentations for FITT (Futures in Transportation Technology), contact your regional personnel office and find out who your FITT coordinator is.

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**Funding Activities**

Many Wellness and Service Excellence committees use a variety of methods to promote programs and raise funds to support their activities. Bake sales and 50/50 draws have become quite popular. User contributions have funded programs including, among other things, line dancing and aerobics. Employees have organized to negotiate group discounts at local health clubs.

When planning fund raising or promotional activities, please remember that as provincial employees we are governed by the Standards of Conduct set down in the Personnel Management Policies and Procedures. Under the Standards we cannot "solicit gifts or free services for employee related leisure activities." For example, we should not ask for "gifts" of merchandise for a ministry event such as a bowling or golf tournament. However, if the service is normally offered without charge we can take advantage of it. An example of this would be the St. John Ambulance giving a talk on child first aid or a financial institution offering a session on financial planning.

The reason for fund raising is to provide for promotional activities that might not fit into "normal" ministry business or that may be incompatible with public perceptions. We should exercise caution to ensure we aren't putting ourselves or the ministry in conflict situations.
AIDS in the Workplace

We brought you part one of this article last Road Runner. This material was taken from a brochure produced by the Canadian AIDS Society.

"I feel uncomfortable around someone who is dying... Do they have to work here?"

Illness makes us feel uncomfortable... sometimes even angry. These feelings are common first reactions. But when you know the facts about HIV and AIDS, you understand that you don't need to be afraid of people with HIV. You realize people with AIDS and HIV are our neighbors, co-workers and fellow human beings. They deserve all the respect, compassion and understanding that everyone needs in difficult circumstances.

"I heard a rumor about Terry in accounting..."

Rumors and gossip aren't always true. In fact, there is only one thing you can be sure about rumors and gossip: they will hurt someone. Don't be a part of spreading them. Everyone has a right to their privacy, including someone infected with HIV.

"Why do some people treat people with AIDS badly?"

In this society, we feel uncomfortable dealing with sexuality, drug use, illness and death. AIDS involves all of these issues.

In North America, HIV spread first in groups often rejected by society - homosexuals, drug users and some ethnic minorities. Some people think AIDS is not their problem because they're not part of these groups. But AIDS is not restricted to any group. HIV is now spreading at a faster rate among heterosexuals, including women.

AIDS is caused by a virus which can affect anyone. It does not discriminate. Those who have strong feelings against people with HIV speak and act from fear and ignorance. The groups which have been most affected have shown great courage and social responsibility by attempting to curb the transmission of HIV. They have set a good example for everyone to follow.

The actions of people in the workplace should be based upon knowledge and understanding, not fear and ignorance. That way, the workplace can remain a productive and supportive environment for all.

"How should I act? What should I say?"

Treat co-workers with HIV as you always have. Join them for lunch or a cup of coffee. Talk about the weather, current events, the latest workplace news. Your friendship and good humor mean a lot. And you will set a good example for other workers. If they choose to talk about HIV, be a willing listener and offer support.

"How can I get more information?"

For more information, contact your community AIDS organization. Your community health centre should be able to help you locate it. You may also call or write the Canadian AIDS Society, 701 - 100 Sparks Street, Ottawa, Canada, K1P 5C9, (613) 230-3580.

Marine “Characters”

The Glade cable ferry, which crosses the Kootenay River near Nelson, has been operated by MoTH since 1955. Travellers on this ferry will readily notice that they're surrounded by “characters” - two of which are ferry operator Peter Shlaroff and, at the west ramp, the “Log Ness Monster.” Both were photographed in July 1993 by Vancouver Island Region Information Officer Tom Parkin.
Location: In southeastern B.C. following the U.S. border in the south and bordered by the Monashee Mountains and the Arrow Lakes on the north, and east and west of Kootenay Lake.

Offices: District office in Nelson and sub-offices in Creston and New Denver.

Lane Kilometres of Road: 3,688

Number of Registered Structures/Bridges: 202

Number of District Staff: 33

DHM: Christine Legault

Main Towns: Nelson, Creston, Nakusp

Main Highways: 3, 3A, 6, 23 and 31

Maintenance Contractor: Bel Maintenance Inc.

Scenic Points: Kokanee Glacier, Valhalla Provincial Park, Cody Caves, Ainsworth Hot Springs, Nakusp Hot Springs, Creston Valley Wildlife Centre, SS Moyie Paddlewheeler Museum, abandoned mining towns throughout the sylvan Sinca and across Kootenay Lake – the longest free ferry ride in the world.

Activities: Hiking, boating, fishing, trail rides, golfing, hunting, skiing, snowmobiling.

B.C.’s Best Kept Secret

By Christine Legault, DHM

Picture expansive, glittering lakes, surrounded by snow capped mountains, sunny skies, windy roads, quaint Victorian era communities and restored mining towns. Can you guess where you are?

The Central Kootenays were developed at the turn of the century in support of the mining industry. An abundance of timber resources aided in the growth of the area once mining faded. Forestry is still active in the area today. In recent years, however, the tourism industry has mushroomed and communities such as Nakusp, New Denver, Kaslo, Nelson and Creston are fast becoming destinations for summer activities as well as winter ski enthusiasts.

Nelson, a town of 8,760 is the centre of it all and if you visit the city you might think you stepped back in time. A short walk through town will introduce you to numerous heritage buildings.

Five Ferry Systems

The abundance of major freshwater lakes resulted in five ferry systems. These include two cable ferries on the Arrow Lakes, one cable ferry on Kootenay River, one cable ferry on Kootenay Lake West Arm, and two motor vessels operating simultaneously across Kootenay Lake between Balfour and Kootenay Bay. In addition to providing a critical link in the transportation network, the ferries also provide a unique tourist attraction.

In the Avalanche’s Path

From November to April, district avalanche technicians and highway maintenance staff are on site full time in the Kootenay Pass on Highway 3. This stretch of road is one of the highest all weather highways in Canada and has a total of 44 known avalanche paths. The Ministry is undertaking an estimated $500,000 in improvements to avalanche control systems in Kootenay Pass.

Now that you’re enlightened on the unique and interesting aspects of Central Kootenay District, how’d you like to join our 33 hard working staff in action? Come for a tour, stop in for lunch (Audrey is famous for organizing gourmet potluck extravaganzas), or come for a challenging work opportunity. If you’re interested send your name, FTE and a description of what you do best, to me (Christine Legault, that’s her with the boxing gloves on in the picture), it’s an experience. But don’t tell anyone – it’s the “best kept secret.”
ON THE ROAD ... Portrait of a Judge

As an internationally ranked judge of synchronized swimming, Louise Davis is no stranger to life on the road. When she is not pounding out numbers in the Financial Planning Branch, Louise is examining the grace and technique of our future "olympians."

Louise Davis has been a judge of synchronized swimmers since 1991. Travelling with the Canadian team, she attends swim meets at least once a month and week-long events once a year.

"Becoming a judge isn't easy," says Louise. "There is an initial training program and continuous evaluation of your accuracy."

Each judge undertakes a three-year term. Louise's term is up this year, but she plans to continue her work with the Canadian team as a statistician. This time, she will be the one to keep stats on the accuracy of the judges.

During her three-year term, Louise has travelled to Japan and Mallorca, an island off the coast of Spain. This year, she is setting her sights on Rome.

Judging a typical event means evaluating each competitor for technical difficulty and artistic interpretation during a five-minute routine.

Judging these athletes is not subjective, Louise said, "We use carefully defined categories, which look at everything from how difficult their routine is to how well it is choreographed. The competitors at this level are all equal in terms of skill--it is the mistakes that win or lose the competition."

Louise is looking forward to the Commonwealth Games where Canada's "olympic" hopefuls will be aiming for a gold medal. The competition is with the technically strong U.S.A. team and the artistically strong Japanese team.

"Canada is trying to develop both of these skills," said Louise. "So far, we are not doing too bad. We've come in first or second in past competitions."

We'll all be watching out for you, Louise.

S.H.I.P. Sails

Art Charbonneau, then our minister, and federal defence minister Tom Sipol (acting for federal transportation minister Jean Corbeil) signed the $60-million, five-year Strategic Highway Improvement Program (S.H.I.P.) August 17. Under the five-year agreement each government will pay $30 million to upgrade portions of the national highway system and major British Columbia highways.

"This is a down payment," said Charbonneau at the signing ceremony held in Victoria. "A beginning of what I hope will be a major contribution."

"We're in fierce competition with alternative transportation routes in the States and we must improve our highways or we will see a lost bit by bit, truck by truck."

Projects were chosen to address safety and efficiency problems as well as to spread the benefits around the province.

Major projects include:
- 22 in total--including interchange improvements, repaving roads and redecking/ replacing bridges.
- Winning Trans-Canada Highway 1 in Vanderhoof, improving Highway 16 intersection at Burrard Avenue
- In Prince George, improving the intersections at Highway 16 and Domonico and at 1st Avenue and Victoria Street.

The rest are rehabilitation projects.
A First for Avalanche Programs

Thanks to Peter Weir, P.Geo, for his assistance with this article.

"We're pretty excited about this system," says Jack Bennette, Manager of Snow Avalanche Programs. "We're one of the first using it and it's making our business much easier."

The cause of all this excitement is a new computer system designed to move weather forecasts and satellite images from the Atmospheric Environment Service (AES) to ministry avalanche technicians.

The Benefits

The new computer system is expected to be commissioned this winter. It will free up more of the avalanche technician's time for field work by automating processes that previously required manual control and by eliminating redundant tasks. Training new staff will be quicker and easier, too, and the system will provide the technician with more current weather information and better tools for data analysis. Area managers and district highways managers will also benefit from the new computer system as soon as they have a Vines Network user ID. This facility will be available early 1994.

The History

Realizing that its existing computer system was at, or well past, the end of its life cycle, Snow Avalanche Programs set about designing the new computer system in August 1991. Three major areas were identified: Alpine Monitoring Systems led by Gordon Bonwick; Weather Information Systems under Ted Weick; and Snow Avalanche Technicians Software spearheaded by Peter Weir, P.Geo.

"I didn't actually come here to organize the computer system, but that was the most pressing need at the time. It was the first and highest priority task so we could get at the data to do other research," says Peter Weir, who came to the program from the New Zealand Mountain Safety Council's snow and avalanche committee.

The original meetings to design and set up the system involved the Snow Avalanche Program's nine district and regional avalanche technicians, avalanche programs staff in Victoria and representatives of the Information Systems Branch's emerging technologies group.

The Vines Network test system was set up in Stewart and Terrace by the North West Region's systems co-ordinator Lance Jacques and assistant William Parr, while John Tarter of ISB co-ordinated the work from Victoria. Tests of the system were conducted by avalanche technicians Tony Moore and Al Evanchick and by staff in the North West Region's radio room.
This section is presented by the public information officers and their support staff. To learn more about what's happening in the regions, each has their own unique newsletter. These are available through the ministry library or by calling your region public information officer. (Headquarters has one, too.)

REGION 1

Dungeon Debutantes
By Diana Lepin and Kathleen Bateman — two summer students

Each year, as the month of May approaches, students begin the difficult and often frustrating task of finding summer employment. Most will settle for slinging hamburgers or working as a cashier. For a selected few a prestigious position awaits, and for the past two summers we have been the proud students to land one. We are office assistants hired to archive old files at South Coast Region office.

Monday to Friday, we wake up — curious about which files we will get to be up close and personal with. Once at work, we settle into our office, a quaint little storage room off the parking lot. Then comes the difficult task of identifying every new and interesting smell. Realizing the smells are only noxious car fumes and various types of leaking chemicals, we begin slinging 100 pound boxes while men stand in awe, admiring our strength. Comfortable in our fifty-year-old chairs, we label boxes, put them in order and begin the documentation of each and every file.

Like all people who hold prestigious positions, we experience some "ribbing," about tying up the elevator and never appearing to do any work, but we go along with it. Having fun while we work is a fine art we've gone to great lengths to perfect.

As for the qualifications for this job? Well, a major in records management is not required but a good attitude and an extensive wardrobe of old sweats and ripped jeans are necessary. We must confess, though, the best part of the job is getting to know all of the warm and wonderful people that work for this ministry and we are very glad to have the opportunity.

REGION 2

Driver Safety Awareness

Through the winter, road condition information is posted on signs along the Coquihalla. These had to be covered spring, summer and fall leaving a blank board for travellers to wonder about. No more.

Malcolm Makeyev, with input from the whole district team, came up with a better solution. "It made sense to provide the motorist with some sort of message to help them drive safer rather than just spend money to remove the winter messages," said Malcolm.

As part of their Road Sense campaign, ICBC worked with the ministry to develop messages to go up on the winter road condition signs during off-season. The messages are all about driving smart and safe.

Another "Home Run"
The 9th Annual Coquihalla Slopitch Tournament hit a "home run" again. Two teams came up from Victoria, four from South Coast Region and one from Salmon Arm/Veron. The tournament could not have happened without the hard work of region organizers Paul Imada from geotech and materials, Norm Parkes from highway engineering and Bill Richards, our resident computer expert. And the winners were: in the "A" finals the Kamloops "Rum Runners," in the "B" finals the Kamloops "Road Builders" and in the "C" finals the Region 1 "Road Rockers." "Next year it's going to be bigger because we expect to have some teams from Island Highway Project and other "construction" teams," said Paul. "We would like to thank Grant Smith and his Lower Mainland District team for bringing up "A" and "B" final prizes and their always entertaining pre- and after-game shows," said Bill. Keep your calendar open for the same time next year.
City Awards
Thompson District

A “Beautify Kamloops” plaque hangs on the Thompson District office wall. This award was presented for a landscape project along Pacific Way and the Trans-Canada Highway. “We are very pleased with this award,” said Sandy Hamer, regional roadside development technician. The project was completed with the help of two companies hired to do the design to ministry standards: Landforms West of Victoria and L.A. West of Kamloops. Congratulations to all.

Region Hits the Big Screen

Vancouver based Out of Town Productions Inc. recently finished filming a made-for-TV movie in the Merritt area. June 10 to the first week of July, actors were on location on Lander Road and in downtown Merritt filming the movie “Max” – a story about a young boy who moves from the city to the country to get a better taste of life. In August, a television series called “Cobra” began shooting near Lytton. Now we get to the big screen. Walt Disney Productions has scheduled two location shoots in the interior in August. “White Fang II” will be shot on Phase I of the Coquihalla in the old quarry near Box Canyon. A recent call from the location scout for Walt Disney Productions indicates that Highway 1, just outside of Savona, will also be the site of a new movie called “Tool Shed.”

Hard Hat Saves Darrel

Darrel Norstrom, geotechnical operations technician, was involved in an incident that could have caused serious injury or taken his life – if he hadn’t been wearing a hard hat. It was the last day of an air track drilling program to obtain a profile of underlying bedrock from 300 sites along a project in the Pine Pass. The drill head coupling failed and a piece of metal weighing about .25 kilograms flew off and struck Darrel in the head. There’s no doubt in Darrel’s mind that it was his hard hat that saved him. The BC Safety Council concurred and awarded Darrel with their “Turtle” award. A double congratulations to you Darrel.

BCIP Pays Big Dividends

An extra effort can pay big dividends. Just ask the team of Brad n’ Dan from our North Cariboo District office who recently received a sizable payout from the Employee Suggestion Program – $5,930. Nice work guys! Brad n’ Dan appeared in our Spring Road Runner. Brad Moores (Roads) and Dan Keeler (Bridges) knew there was a more efficient way to record and track bridge inspection information. After two and a half years of trial and error, 6,000 lines of programming, and considerable loss of sleep, the Bridge and Culvert Inspection Program came to fruition. Brad n’ Dan’s BCIP can be found throughout the ministry, saving bridge area managers hours and hours of tedious work. The cost savings are projected to mount well into hundreds of thousands of dollars in just a few short years.

Lachmuth Lurks Again

Now here’s a walking testimonial for the Cariboo-Chilcotin Tourist Association – Highways’ very own Grant Lachmuth, who previously led the charge in Burns Lake has succumbed to the allure of the Cariboo and accepted the top post in our North Cariboo District. Small wonder why an outdoorsy sort of guy like Grant would want to return to his old stomping grounds in beautiful Central/North East Region. After all, we can boast of superior scenery, larger bugs, more snow and a district where the only thing certain is change. Welcome back, Grant!
REGION 5

National Transportation Week
Staff in Lakes, Bulkley Nass and Stikine Districts really gave it their all for National Transportation Week. Many hours of work were required (on top of regular work) to organize and carry out the poster contests, car rally and school visits. Organizers were Joanne Voss (Bulkley Nass), Lucille Green (Stikine), Kee Warner, Stephanie Pace and Don Legault (all from Lakes) with assistance from several others in the districts. You all deserve a big thank you and congratulations for your efforts.

The regional offices held the 2nd Annual Tricycle Race in honor of NTW. The Highways teams were put to shame, however, by this year's champs, Nechako Northcoast Maintenance (NNC). Area Manager Linda Zurkerchen threatened to give them an NCR (non-conformance report) for under sized drivers, but she was disqualified for poking too many people with her jousting stick. Anyway, NNC will have to come back and defend their title next year.

So Long, Don
The Region said good-bye to Don Shaw (manager of design and construction) in July. A big barbecue bash was held to send him off to his new position as manager of construction in Kamloops (or "the Loops"). Don always said he didn't want a picture of a Kermodei Bear when he left the Region (Standard Region 5 going away gift) so, of course, that's what we got him! Actually that was just to rattle him. After he sweat it out for a bit we gave him his real gift which was a beautiful photo of the Old Skeena Bridge. To add to the celebration our talented cake decorator Cheryl Parkes (secretary to regional manager professional services) brought out a spectacular creation decorated with the regional logo. Good luck Don (and good luck to your new colleagues in Kamloops).

Welcome Back Bob
We'd like to welcome back Bob Smyth (D&S) after a lengthy absence. He was away on sick leave since December, but is now healthy and back to work. Bob's career started in England where he repaired bicycles. He moved to B.C. and learned to repair cars, trucks and heavy equipment. He has been a mechanic or shop foreman at Terrace, Bob Quinn, Rossland and Port Clements. After years of searching he has found happiness with Professional Services where he works with the field crews and keeps our vehicles in good repair.

REGION 6

Second District Staff Picnic
Our second picnic took place on July 24 at Dave Boon's summer cottage on Shawnigan Lake. (Same place as last year.) About 40 people attended, up from last year. Greg Galpin has a beautiful boat equipped with skis, tubes and boogie board. All those brave enough had a try at it. Dave Boon took all enthusiastic flyers up in his plane. The cooking was done by John Marriott and George Baldwin with help from Larry Griffith... great hamburgers, hot dogs and salads.

Staff Paint Street Banners
Three regional staff painted two of 150 lamp standard banners which lined the streets of Nanaimo this summer. Congratulations to Connie Nicoletti, engineer-in-training, Julie Miera, financial analyst and Tom Parkin, public information officer. Julie drew a collection of fish called "Aquarium." Tom took the regional logo and deleted identifying words - "Island Arbutus" was the result.

Tom's Book Wins Award
Tom Parkin, our region's public information officer, won a national book award for his "Green Giants; Rain Forests of the Pacific North West" in Douglas & McIntyre's "Earth Care" series.

The soft-cover volume discusses the ecology of our coniferous coastal forests and reinforces that we must manage them with sensitivity to natural systems. "Green Giants" received an award of merit by the Outdoor Writers of Canada at their annual convention in Kamloops.
IN THE FIELD

HEADQUARTERS

Here's to Our Health

August 19 was “Uncoffee/Healthy Snack Day.” We were greeted by our Wellness gurus as we came in to work and offered a healthy snack of a banana or apple. Then, at coffee time, staff were invited to bring in their coffee mugs to personnel break room and get it filled with a healthy “coffee-alternative” – a choice of fruit juices. This was sponsored by HQ Wellness Committee.

We're the Recycling Champs

We're recycling more and putting less waste in our dumpster, so says our building services staff Tony Hubner and Jim Richards as well as our BCBC cleaning supervisor Nikki Chambers. We used to have two six-yard dumpsters: we now only need one. And our contamination rate is less than two per cent – the best of any downtown Victoria government building.

Lions Gate: Public Invited To Participate

Within the next five years, a decision must be made on what to do with the Lions Gate Bridge. A special office has been opened in downtown Vancouver and public meetings are scheduled this fall. The plan is to involve the public in helping the ministry choose the best possible solution for everybody... everything considered.

Options up for consideration are to do nothing, widen the existing three lanes, rebuild to allow for four lanes, build a new bridge adjacent to the old one or construct a tunnel.

The process promises to be very controversial. The most feasible options all involve some impact on Stanley Park and adjoining road systems in North Vancouver and Vancouver. The integrity of the harbour must be considered and then there's the issue of heritage. We'll keep you posted.

New Directors

We've got two new directors at headquarters. Philip Newton is our new director of public affairs. He comes to us from the Ministry of Municipal Affairs where he was their director of public affairs. Philip plans a tour of the regions this fall to introduce himself to the people and “life with highways” around the province. Ian Smart is our new director of marine. Ian was previously A/director and has managed marine services for the ministry for many years. Congratulations, Philip and Ian.

Enviro News and Views

Composting Toilets

By Tom Perkins, Public Information Officer, Vancouver Island Region

Vancouver Island has beaten the pants off Lower Mainland Region in a race to be first to build composting toilets in MoTH rest areas.

A popular viewpoint on Malahat Drive between Victoria and Mill Bay on the Trans-Canada Highway was upgraded by Region 6 in August, giving them the scoop. Lower Mainland attempted to claim they were jiffy to the biffy through a ministerial news release, but roadside development staff on the Island installed their toilets earlier, without the fuss.

Arbutus Rest Area, situated north of Malahat summit, is among several rest areas, province wide, receiving new toilets and improved visitor facilities this year.

“Such ‘old-fashioned’ technology is an environmentally-friendly solution for this site, which has no hydro power or available water,” said roadside technician Bruce Nixon. “The toilets transform waste into humus through decomposition, just like a compost. Solar panels will provide power to run circulating fans and lighting.”
A DAY IN THE WORK LIFE ... Testing - One, Two, Three

By Eduard Miska, P. Eng.,
A-Traffic Research Engineer

How many times have you been stuck at a red light at the same corner? Traffic Engineering's Research Group at headquarters consider this to be a problem and they've developed high tech solutions to improve the traffic flow. "The public is very conscientious about letting us know where the congestion is," says Miska.

Activities conducted so far by the group span the areas of expert systems, optimization, fuzzy modelling, neural networks, object oriented programming and intelligent optimal control for traffic engineering. All these things mean that they're working to improve traffic flow on our highways.

The research group consists of three regular employees and several graduate and undergraduate students from the University of Victoria and the University of British Columbia.

They’ve directed considerable effort to improving the timing of traffic controllers at intersections to move traffic much more efficiently through congested areas. "Setting the best signal timing possible is important, as it saves the motoring public time as well as thousands of dollars in fuel costs. Getting people to their destination with a minimal amount of delay is also good for the environment, since the amount of vehicular emissions are reduced," Miska adds.

In addition, getting more efficiency out of our existing roads may preclude or delay having to build additional infrastructure. These same benefits can be realized in other facilities such as the George Massey Tunnel where an Intelligent Real-Time Contralow System is being developed.

Not only are we concerned with increasing efficiency for the motorist but we're also improving the efficiency of the design and review process by increasing accuracy and decreasing design time. This has been achieved by automating as much of the design process as possible through the development of integrated software and expert systems. Wherever possible we use commercially available design packages and develop in-house software which manipulates these packages to meet the special design criteria for the ministry.

So far, ministry developed systems have been used successfully for designing the signal timing on the Trans-Canada Highway through Duncan and the King George Highway through Surrey (Whalley). The software will be extensively used for the ten "green wave" systems being implemented as part of the South Coast Signal Rehabilitation Program.

"With the ever increasing number of vehicles on the road, moving them efficiently is becoming much more important than ever," adds Miska.

The traffic research group: (left to right, standing) Han Wu, Yong Cao, Xuan Sang, Patrick Leeks, Wei Wu Zhou, Zimonji Dong. Kneeling: Ann Lee, Ed Miska in front of the Traffic Controller developed by the Traffic Engineering Centre.
Highline Spans Savona

By Rita-Antje Kranz, Public Information Officer, Thompson-Okanagan Region

This article was reprinted from the Thompson-Okanagan newsletter - Paths and People - at the request of the region's resident bridge experts.

Ever wondered how a 44-ton steel girder is lifted off the ground? Well, I did and asked our bridge experts to let us know how things are being done at the new Savona Bridge under construction 43 kilometres east of Kamloops on the Trans-Canada Highway.

At the Savona site, steel girders are being placed using the "Highline." Veteran ironworker Patty Sherritt, foreman for Canyon Inc., the project contractor, provides some interesting facts about the "Highline." (Structural steel fabrication and installation was sub-contracted to Cortez Construction.) It was chosen as the method of installation over conventional methods, barge or crane, as the most economical system that could accommodate site geometry and environmental constraints.

Installing a section of girder with the "Highline" is done by the "raising gang," a nine person crew consisting of two hookers, two connectors, two winch operators, two tag-line people and a "Highline" controller who directs movements via radio communication.

The "Highline" was originally designed by Dave Haliday and built by Britann Steel to accommodate the construction of the Peterson Creek Bridge on the Trans-Canada Highway at Kamloops in the early 1970s. The "Highline" has since been used on several bridges throughout the province such as Kiskatinaw River Bridge, MacPhee Bridge, Kutwanga Bridge, Carnes Creek Bridge, Ingerson River Bridge and Dry Gulch Bridge.

In 1986, Britann Steel closed their doors and the ownership of "Highline" was passed to Interior Power in Langley.

"Highline" work at the Savona site is now complete. The Highline took 18 days to erect and will only take six to remove. There are still two spans of girders to install on the west end of the bridge. But the girder sections are small enough to be installed by conventional methods.

As Patty puts it: "At only 12 tons per section, they are a piece of cake to move."

Highline Specs

At this site, the "Highline" is set up with a span of 315 metres between towers and it has the capacity to lift and carry 50 tons (the heaviest lift at Savona is 44 tons). The head tower is 44 metres in height and is located on the east side of the river. The main winch area is located east of the head tower. The main winch provides for hauling and hoisting; a second winch provides luffing (side to side movement of the top of the tower) of the head tower.

The tall tower is located on the west side of the river at the first pier. This tower is also 44 metres in height and has a winch located to the west to control its luffing. String between the two towers is the main track line ("gut line") consisting of two 55mm diameter cables, 500 metres in length. This track line is anchored in place beyond the towers and winches with over 100 tons of poured-in-place concrete at each end. The track line is put in place to allow a carriage with a load block to travel between the towers. The carriage is maneuvered by a haul line (a 22mm cable 1.5 kilometres in length). Guylines anchored to the north and south of both towers aid in the luffing of the towers.
Safe Crossings Booklet

By Leah Glicle-Stal, Branch Manager,
Administration, Safety Branch

At long last, it's ready. After a lot of hard work and dedication from a multidisciplinary committee, Highway Safety Branch has developed a B.C. "ized" guide which will help school boards, teachers and parents in establishing a safe route to school for their students by working with road officials and police.

The booklet is called "Safe Crossing." It guides the non-technical reader through the necessary steps in setting up the following school crossing programs:
- Safe Route to School Program
- School Patrol Program
- Adult Crossing Guard Program

We are very excited about this publication, as it is very pertinent to B.C. In the past, due to the lack of Canadian material on this subject, everyone has had to use American literature. While we will no longer have to rely on the American literature, we recognize the American Automobile Association's excellent publications, as they were the starting point for our material.

The booklet has been designed so it can be photocopied easily. Ultimately, it will be a companion to the B.C. Pedestrian Crossing Control Manual scheduled to be published this year.

This manual will provide more detailed technical information. It was produced with the input of representatives from the Ministry of Education, Insurance Corporation of British Columbia, British Columbia Automobile Association, Royal Canadian Mounted Police - "E" Division in Vancouver and the cities of Victoria and Vancouver as well as the corporations of Esquimalt, Surrey, Burnaby, West Vancouver and Central Saanich.

Copies will be forwarded to the regions and districts for their use as well as to the Ministry of Education, all elementary schools, police departments, municipalities, ICBC, etc.

For further information, please contact Leah Glicle-Stal, Branch Manager, Administration, Highway Safety, at 356-5217.

Work Wanted
Call: 660-7307

Geotech and Materials has a fair size crew looking around the province for things to do. All the guys are willing, we need your cash. Value for the money, this offer can't last!

We'll drill some holes, deep in the ground.
We'll measure the movement, making sure it's sound.
We'll climb your slopes, bolt in the rocks.
We're so good it'll knock off your socks!

If you need to bore a hole, please call Wayne.
Rex will do your seismic, with just a little gain.
If your rocks need attention, Dave's the man to call.
He'll tack them up so they won't fall!

If you need this done, please feel free
To call us up, happy we will be!
Budgets are low, recoveries must be high.
We need your work, we say with a sigh.

Al Brown
Dave Gerragby
Roy Cowder
Wayne Soglo

Meet the "Das" Team

In the last Road Runner, you heard about the group that brought the Development Approvals System (DAS) to life all around the province. (See 200% Club, Teams.) Now, you can meet them.

DAS is a province-wide computer system for tracking and processing development approvals applications to improve consistency, fairness and turn around time. It's a major initiative in the ministry to improve accountability and brought to you by the DAS co-ordinators and trainers below:

Left to right (standing): Sherelle Applegate, Bulkley Nass; Claire Solfitt, Central Blanche; Norm Fujino, Selkirk; Jeff Moore, Lower Mainland; Niels Edleman, Fort George; Dale Hillman, North Peace and South Coast's Regional Director for Jetsux; Sitting: Lynn Tapia, South Okanagan; Cindy Power, South Cariboo; Lorraine Clark, East Kootenay and Jennifer Quinn, Shuswana.
Your grandfather helped build this bridge," I remember my father telling me. He once mentioned the fact as we crossed the Kootenay River on Highway 93 over a wooden Howe truss. That bridge was replaced by the current concrete span in 1966, when the highway was realigned to skirt newly-established Fort Steele Historic Provincial Park.

The bridge I knew as a boy wasn't of particular interest then, but after joining Highways, I checked our annual report for 1931-35. The renewal of Fort Steele Bridge constituted the most important bridge-work in this district. This structure consists of three 120-foot spans through Howe trusses, with 16-foot-wide roadway, on pile piers. All piles, timber for trusses, and caps for piers and bents are creosoted.

Grandfather was a carpenter, and the family had a lumber mill at nearby Ta Ta Creek at the time. It's possible my namesake John Thomas Parkin was involved with highways sixty years ago.

Today's Bridge #0046 is fourth in a series of crossings on this historic route. Transportation began with a gold rush at nearby Wild Horse Creek in 1864. Supplies were initially packed in on mules and horses from Walla Walla, Washington via the Moyie Trail, a ferry was needed across Kootenay River.

John Galbraith obtained the government charter on January 1, 1865, for which he paid $500/year. By 1867 this was lowered to $200 as traffic had decreased. During the peak of the rush, users willingly paid $10/ head for each loaded pack animal and 50 cents/person. The place was so busy that the town on the riverbank was called Galbraith's Ferry.

By 1870, fares fell to $1 for animals and 50 cents for people. Robert Galbraith took over the ferry from his brother in 1874, and continued to operate it until the first bridge replaced him in 1888. That design had a lift span to allow passage of paddle wheelers, which now ran upstream as far as Waro.

By then the town had been renamed Fort Steele to honor Major Sam Steele, a trusted and respected law enforcer of the North West Mounted Police, who established a post here.

A second bridge built in 1908-09 replaced the first drawbridge. "Grandfather's bridge" was built in 1934.

It was interesting because it was a Howe truss, a style of structure quickly disappearing from our highway system. In 1840, W. Howe had patented a timber truss, widely used on railroads in North America, in which the verticals consisted of iron ties.

There were once more than 200 Howe truss bridges in B.C. Typically used for long-span bridges, they ranged in length from 80 to 225 feet. Douglas fir was used as it was available in large sizes and had superior strength. Making maximum use of timber and minimum use of iron and steel, the Howe truss was the least expensive way to build long spans.

As our highway system developed, wider and stronger bridges were required. This, combined with increasing costs of timber, made Howe trusses generally uneconomical and unsuitable. About 15 were built on secondary roads between 1950 and 1960. Many are still in use today, but none on principal highways.

The year following construction of Fort Steele's Howe truss, high water did considerable damage to highways in the area. The Kootenay River rose to within a few inches of its 1916 flood-levels, but grandfather's work remained intact. Little did he know his bridge had protected his grandson's reputation!
The Last Tram

May Anderson: shopping in downtown Vancouver with her mother in 1953.

"I can still hear the clickity-click, clickity-click, clickity-click, of the wheels on the track and feel the car sway from side to side as it picked up speed," said May Anderson, Executive Branch, HQ as she remembered riding the electric tram that once ran from Burnaby into Vancouver.

"I close my eyes and I can still see it. The chairs were made of tightly woven rattan, the floors of wooden slats and leather straps hung down for those who had to stand. At the end of the run, the tram didn't turn around, the chairs were simply flipped back the other way."

Forty-two years of tradition ended when the tram service on the Burnaby Lake route stopped on October 23, 1953, with a special run from Douglas Road to Sapperton. May remembers this day very well.

She was on the Student Council at Douglas Road School in Burnaby. When they heard that the tram service was to be terminated, the Student Council suggested a special "Last Run" and B.C. Electric (now BC Hydro) thought this would be a fitting tribute.

"It was an exhilarating, fun day, though I remember it with more sadness now, reflecting on days gone by. Many students and teachers dressed in turn-of-the-century and 1920s period costumes."

The "Last Run" carried 450 students, their teachers, members of the district PTA and the reeve of Burnaby. Tram cars were gaily decked with flags and banners that read "Last Trip - Goodbye Trams - Pupils of Douglas Road School."

May recalled that the fare in 1953 was about 30 cents. "It was the workingman's transportation to Vancouver. It seldom didn't run, operating in every kind of weather and later hours than the buses. And, because most people rode the line for a number of years, the old tram conductors all knew who you were."

"Even though the Pacific Stage bus was only a half block from my parents' house, we always walked the six or seven blocks to the tram station. I rode it at least once a week. When the weekend came, my mom and I would go downtown on the tram. The downtown station was on West Hastings near the old Woodward's store, so that's where we did a lot of our shopping. "My memories of it are fresh, as if it were yesterday."
Turning Students on to Technology

By Wilfred A. Fey, P.Eng., Project Manager, South Coast Region

Last year, I was asked by the Association of Professional Engineers and Geoscientists of British Columbia (APEGBC), if I would volunteer for "Scientists and Innovators in the Schools." Having enjoyed over 30 years in Civil Engineering in numerous countries covering six continents, I figured it was time to give something back. The notion of trying to change the traditional school kids' perception of science being boring and stuffy became a challenge I couldn't refuse.

I joined a group of volunteers one Saturday at Science World, where we were taught how to make presentations to students from kindergarten to high school. The key to keeping children interested, we were told, is to keep presentations short and encourage participation through hands-on activities. We were also told to be gender sensitive during question sessions to ensure equal participation by girls and boys.

Science World matches each volunteer with a school in their home area. The largest response to this program is in the grade four to seven range; it does seem a pity that grades 10 to 12 seem to be missing a good thing.

I ran two workshops for grade six children at Thompson Elementary in Richmond. To begin with, I asked the class to tell me what they thought an engineer's work involved. This produced a mixed response, including the inevitable old label: "An engineer drives a train."

I was able to demonstrate the valuable contribution of women in engineering with a scale model of the proposed CP Rail underpass on Mary Hill Bypass which was skillfully made by design technician Lynn Sawatsky from South Coast Region. After my short presentation on different types of structures and how forces of nature affect engineering decisions, we got down to the fun part.

The children split into groups of four or five. Each group was given a bundle of drinking straws and a roll of cellotape out of which they had to create a latticework, self-supporting tower. The tower had to be completed in 30 minutes and be capable of supporting a golf ball suspended by a string and hook from the tower apex.

The groups were highly competitive and the majority quickly came to understand the benefit of my advice to agree upon a tower shape and allocate tasks before starting. One group with communications problems managed to develop a structure three times bigger than the base to support it.

The resulting masterpieces were judged by the class teacher, and the children were asked to offer advice on how to improve the less stable efforts.

I had a lot of fun with both these workshops and received positive vibes from the children and teaching staff, with the result I will be continuing with the program next term.