Missed Stress

The light of dawn breaks, I rise and quietly slip away.
A kiss on the cheek, and leave her for the day.
She knows where I go, but still can peacefully sleep,
as I meet the one, maybe today I’ll keep.

Clad in a suit, special for the season,
countless times happened, for no good reason.
A drive, then walk, in a short time I’m there.
She waits for me, as if not to care.

Swiftly she passes, harbouring a prize.
Throwing my arms at her, patiently I try.
“Catch me if you can”, she plays hard to get,
spending hours there, while soaking wet.

I’m hooked on a feeling, and can’t let go.
Will I keep her today, as I fight the flow?
Release me, let me return from whence I came.
We will have this dance, another day the same.

Holding the memory, a heart seals the fate,
and I journey back, to my true love who waits.

by Grant Watson

Dave Byng Bids MoT Farewell...for Now

Over twenty-five years ago, I was having the time of my life traveling the Northwest Region running drill rigs, shaking sieves, casting concrete cylinders and I feel the same today. I was working with great friends like Clayton Tomas and Kevin Higgins, traumatizing the likes of John Bodnarchuk and poor Dirk Nyland, whom I’m sure wondered some days what they had done to deserve the motley crew they were responsible for. But we were proud to be working for Highways…and in the ensuing years that has never changed!

I want to thank all of you, my friends and colleagues, for the great career I have had with you. We are products of our environment and the success of one is the success of all. It is your great work, patience, mentoring and support that have made my recent move to an Assistant Deputy Minster’s position possible. And I thank you for that.

So…I’m off…on a bit of an adventure into the world of Agri-
culture and Lands, hoping that one day our paths will cross again.
As heard in Monty Python’s Flying Circus…
“And now for something completely different!”

– Dave Byng, Assistant Deputy Minister, Regional Client Services, Integrated Land Management Bureau, Ministry of Agriculture and Lands

A note from the editor…

Thanks to all the contributors for continuing to make the Road Runner about the people that work at MoT and the important contributions they make to the province and their communities. Keep up the great work!

“Everyone knows where a straight line goes…but a squiggly line can go anywhere. Computers generate straight lines. Life generates squiggly ones…” – Henry Mintzberg, Professor of Management

The squigglier the line means the more risks we must take and the more decisions we must make. The more we learn and develop relationships along the way, the more interesting the journey we create.

– Cindi Trowbridge
Lions Gate Recoating Project

Submitted by Hubert Mock
Project Technician, Burnaby

Following a seismic retrofit and a deck replacement, the Lions Gate Coating project is the latest and final planned large scale upgrade to the suspension bridge that connects downtown Vancouver to the north shores.

This $20.8-million contract awarded to Certified Coatings of California (CCC) in May 2004, involves the removal of all the old lead paint from the two main towers and the north viaduct by sandblasting and replacing it with a three-coat paint system. The main cables and cable hangers will be power washed followed by a couple of coats as well.

In all, paint will be removed from 800,000 square feet of the bridge towers and bents and 970,000 square feet will be top coated. Scheduled to be completed in March 2006, over 10,000 gallons of paint will have been applied and the coating is expected to last for the next 30 to 35 years.

A project of this magnitude is accompanied by issues of similar proportions and the man in the front lines tackling all things is our own project supervisor, Peter Chiu. Issues ranging from labor shortage to approved paint batches that turned out to be unacceptable, from bridge/sidewalk closures to disputes with the contractor over project scope, from noise/vibration of equipment to lead fallout, and many others.

“Peter is an extremely hardworking guy,” says Helmut Tepper, a name that should be recognizable to many as the 35-year bridge work veteran with MoT who retired in 2000. Helmut formed his own consultation company, Coast Pacific Coating Inspection & Consultants Ltd., and is currently the independent project inspector on the job. “To get the job done, Peter stays until the late hours and manages the issue through to its resolution.”

As new problems develop, Peter goes the extra mile by researching things he is not fully knowledgeable about. Within his compact schedule, he still managed to complete the Certified Coating Inspector course offered by the National Association of Corrosion Engineers (NACE). “Just the fact that Peter took on this project speaks volumes,” says Helmut. “By the end of this job, he will be one of MoT’s lead men on bridge coating.”

Further to Peter’s credit and perhaps the most important contribution he made to this project is, through the RISP selection and the two-envelope system process, was selecting Helmut to be the bridge inspector for the job based on his credentials and extensive history in the business. Joining the ministry in 1965, Helmut advanced in the ranks of the bridge work crew and was involved with the coating and bridge coating evalua-
Recoating Project (continued)
continued from page 4

Many surfaces of the bridge structure have corroded extensively over the years.

Far left: North Tower above deck.
Left: Top of the South Tower.

Nevertheless, the towers are still structurally sound. After sand blasting, the structures are repainted using a 3-coat system in 4 phases. The first phase uses a zinc rich primer. Next is a stripe-coat (hand brush) using a 2-component epoxy midcoat. This is followed by another application of the midcoat. The final phase is the spraying of a high gloss urethane topcoat.

Helmut Tepper & Peter Chiu

All washing, cleaning, abrasive blasting and coating is done in a negative pressure containment system to ensure that no material is released into the environment. Beginning with the bents at the north end of the north viaduct, CCC is working out towards the north tower. Sandblasting equipment is stored inside the containment area prior to usage. During periods of considerable blasting, over 20 tonnes of sand is used each day. Debris is vacuumed into holding bins and disposed of appropriately.

Like Peter, Helmut is dedicated to the job, putting in 12 plus hour days, five to six days a week. “Whenever the contractor is doing work, I’m here.” On any given weekday, there are about 70 guys working for CCC spread out all over the bridge site and Helmut addresses each one by name.

With the bridge spanning 1823 meters including the north viaduct and the two towers measuring at 110 meters from the base to the crow’s nest, equivalent to over 40 stories, Helmut makes a minimum of four trips to every work zone of the project everyday and loves every step of the way.

“There is something new happening in and around the project every day. To say that I appreciate all the excitement the project affords and the fact that this job is simply glamorous would be an understatement.”

It is with guys like Peter Chiu and Helmut Tepper at our ministry’s forefront that we are able to successfully delivery great projects like the recoating of the Lions Gate Bridge.
Teamwork Reopens Highway 29S
Submitted by Reid Drummond
Project Management Technician, Fort. St. John

On Monday June 13th 2005 Highway 29S between Chetwynd and Tumbler Ridge was closed due to a landslide 28 kilometers south of Chetwynd. The landslide of approximately 800,000 cubic metres caused the highway to fail dramatically, dropping it 15-20 metres over a length of 350 metres. Highway access was limited to alternate routes for the Village of Tumbler Ridge and temporarily shut down for the Dhillon Mine and the estimated 100 employees of Western Canadian Coal. Thanks to an extraordinary effort put forth by ministry district and regional staff, Field Services, Caribou Road Services and Geonorth Engineering, the highway was back in limited service within 12 days.

The key to opening up Highway 29S again was cooperation between a number of individuals and organizations. The following individuals were involved from the outset: Mike Minshall, Jim Guthrie, Dean Daniel from the Ministry of Transportation Peace District, Bill Eisbrenner, Heidi Evensen, Gerry Hofmann and Dave Peet from Ministry of Transportation Northern Region, Rob Sylvester, Doug McKay and John Ross from MoT Field Services, as well as Paul Tiefensee and Ken Oakley from Caribou Road Services. Geonorth Engineering (Dave McDougall) provided first response geotechnical advice and Allnorth provided initial survey field work and mapping.

Over the initial three days, the geotechnical engineers from Geonorth Engineering assessed the overall site safety and contributed to the development of a plan to construct a detour to reopen the highway. Coordinating this construction was the Ministry of Transportation Peace District office under Dean Daniels, Rob Sylvester and John Ross from Field Services. Together they oversaw Cariboo Road Services and ministry day labour working in two shifts for 20-hour days for nine days. Western Canadian Coal stepped in to alleviate the shortage of heavy equipment by providing their own machines to help speed up construction.

Thanks to this combination of individuals and organizations who worked together as a team quickly and efficiently, Highway 29S was reopened within 12 days of failing. At the moment, a new and long-term resolution for the road failure is being initiated and with the same team involved it promises to be a positive and successful one.
A Close Shave
Submitted by Janet Hughes & Kelly Hugli, CVSE

On March 22, 2004, Kelly Hugli joined our ministry as secretary to the manager of commercial transport in Commercial Vehicle Safety Enforcement (CVSE). (Note: CVSE is now with the Ministry of Transportation). She had moved from Courtenay to Victoria for the job, after working with Ministry of Human Resources for several years. After a few weeks of training she was on her own in her new job, and getting to know the staff.

In the weeks prior to Kelly’s move, her 12 year old daughter Kyla was complaining of knee pain. After an original diagnosis of “growing pains” in Courtenay, Kelly hoped the pain would pass. On the Easter Weekend of 2004, shortly after moving to Victoria, Kyla was in so much pain Kelly took her to the medical clinic. A whirlwind of tests and doctors later, Kelly got the news every parent fears. Bone cancer was suspected. Kyla was rushed to Children’s Hospital in Vancouver. A tremendously long and difficult road lay ahead for Kyla - a large tumour had destroyed her kneecap and she was facing surgery and chemotherapy.

Many longs months of travelling back and forth to Children’s Hospital followed. Often when Kyla could come home, she would end up in Victoria General Hospital when her cell counts would drop. She lost her hair. She lost her appetite. She lost weight. But she never lost hope and it was rare to see her without a beautiful smile on her face!

On July 9, 2004, Kyla had surgery to remove the tumour, and she received a knee replacement. In all, 20 cm of leg length was replaced.

Kyla’s spirits were lifted when she was selected to become an honourary rider for the Tour De Rock Cops for Cancer ride, with Murray Langdon of CH TV riding on her behalf.

At the end of August Kyla’s family got the great news - the results of the tests that were done on the tumour taken out of Kyla’s knee were in - and no cancer was left to be found.

On Friday, October 1, 2004, the Tour De Rock returned to Victoria at the end of their journey. Two CVSE staff members decided to have their heads shaved at the homecoming event. Darren Lee and Lynn Zethof, with lots of donations from CVSE coworkers, and family and friends, raised a combined total of $4089.00. Kyla also had the pleasure of shaving Murray Langdon’s head at this event.

Kyla had her last round of chemotherapy just before Christmas 2004. At the end of January 2005, Kyla made her triumphant return to school, and Kelly returned to her job in the ministry!

The Cops for Cancer Tour de Rock event takes place each September on Vancouver Island and more than 19 RCMP, municipal and military police officers cycle the island to raise funds for pediatric cancer research and kids’ programs such as Camp Goodtimes. Cops for Cancer Tour de Rock, a partnership with the Canadian Cancer Society, began in 1998 and has been a runaway success ever since its inception. This year, the 1000 kilometre journey involved 27 communities from across the Island between September 19 to October 1, 2004. In addition to the cycling odyssey, golf tournaments, barbecues, gala dinners and head shaves take place throughout the year. The 2005 Cops for Cancer Tour de Rock will take place from September 25th to October 7th. Cops for Cancer tours also take place in the Greater Vancouver region, the Fraser Valley and the North.
Can You Spot the Violation?

Submitted by CVSE staff

This photo (right) was sent to all the CVSE staff province-wide with the question: Can you spot the violation? Some of the responses received were quite humorous:

- “You know I’m looking carefully through the load security book and I can’t find the default rating for a clump of dirt and grass.”
- “I looked and looked and I wasn’t sure soooooo...I asked my 13 year old daughter (who of course doesn’t even have a driver’s licence!) and she said...‘Holy *‡*!! it needs a little more load security I think’”
- “Have you priced load security thingeys? They are expensive!”
- “The only thing I see wrong is the Inspector needs sunscreen on his forehead.”
- “Oh, I know the answer to this one...the vehicle is registered at 10,500kgs and the decals on the rear plate...”
- “That’s easy! No NSC name on the side of the door.”
- “He doesn’t need a name on the side of the vehicle...he’s a farmer.”

Can you spot the violation in this photo (bottom right)? Submit your ideas to Kim.Knott@gov.bc.ca or John.Burns@gov.bc.ca. They’ll choose the most humorous responses for the next issue of the Road Runner.

http://www.th.gov.bc.ca/publications/roadrunners/index-roadrunners.htm
Brake Safety Awareness Week

Submitted by Tito Zanella
Regional Manager
CVSE, Kamloops

The week of August 28 to September 3, 2005, was Brake Safety Awareness Week throughout North America, sponsored by Commercial Vehicle Safety and Alliance (CVSA). British Columbia is a member jurisdiction of CVSA and participated in this event. Ministry of Transportation, CVSE branch hosted the event at the Kamloops Travel Centre truck stop on September 2. CVSE staff partnered with the local trucking association – Western Profession Truckers’ Association (WPTA), brake supplier and maintenance repair facility to educate drivers and mechanics on the proper steps to take for inspecting and maintaining commercial vehicle brakes, with special emphasis on brake adjustment. The CVSE Inspectors also provided voluntary brake safety inspections on commercial vehicles. Overall it was a successful event and also reported on by the local television station, CFJC.


Missing from photo: Perry Therrien – CVSE

A consultant on one of the projects this summer drew this great caricature of a Field Services crew.

Who do you think it is?
The United Way has an event that they patented and call ‘Day of Caring’. One of their member agencies, a non-profit agency they support, can request help in completing a task at their location. Usually the tasks are manual labour, like painting or grounds cleanup, something that does not require any special skills. The member agency supplies all the material for the job and provides lunch for the volunteers.

The United Way petitions for volunteers from businesses and companies that have supported them in the past. The job is usually, but not always, done on a day when everyone is not working and allows supervisors and managers to work along side their employees. Feedback from those involved has always been extremely positive with comments that it increases or improves morale and helps to build teams. It is a win-win situation with a non-profit agency getting badly needed work done and with the volunteers being left with the knowledge that they have made a direct difference to real people that might not otherwise get the help they need.

The Hope area scales have been involved with the ‘Day of Caring” since 2000. We have worked on projects ranging from rejuvenating the outdoor running track (on 9/11) to building horseshoe pits at Camp Squeah near Hope, and painting the inside of the Hope Transition House. This year we prepared the outside of the Ann Davis Transition Society building for painting. We were originally requested to paint the outside of the building in their new colors, however, their plans for preparing the building failed so we were tasked with the job. We had five volunteers who worked from 9:00 am to 5:00 pm. In the past, the stucco building had been converted to a Tudor style by fastening boards over the stucco and the new owners wished these removed. As numerous electrical, cablevision and phone lines had been fastened to these boards, it presented somewhat of a challenge. However, the volunteers rose to the occasion and did a great job. We also cleaned the walls with a wire brush to remove any debris and critters that had been living behind the boards, as well as scraping the window frames. The trees and shrubs around the building that had been left untended for some time and threatened to bring down the electrical and phone lines leading to the house were trimmed. We also repaired a section of fence to deter the youths in the area from partying in their courtyard.
Dean Rides Off Into the Sunset...

Submitted by Okanagan-Shuswap District

After more than 32 years with the Ministry of Transportation, Dean Handley leaves our organization to start a new life of leisure in retirement...that's ONLY if Dean's wife Sally, lets him off the hook from the “To Do List”.

Dean spent most of his career in the Revelstoke area as District Highways Manager, where he is known far and wide for his caring about the highways and the people that use them. Dean has spent the last three years of his career as District Operations Manager in Okanagan-Shuswap District, where he will be missed very much for his depth of knowledge and calm demeanor. Dean takes most things in stride, but that's because he has seen most everything in his long career with the Ministry.

On July 16th, close friends, family and Ministry colleagues gathered to wish Dean and Sally all the best in Dean’s upcoming retirement. Dean’s family, along with his Mom and Dad (photo) presented a PowerPoint collage, commemorating Dean’s career and his family life over the last 30 years or so and it was particularly heartwarming to see the balance that Dean had found during his career, between family and work. Many stories were shared about Dean's enjoyment of his work and his passion for trains and his work with the Revelstoke Historical Society in restoring a locomotive. At Dean’s retirement, he was presented with many gifts and cards of thanks from those who worked with him over the years. On behalf of the Ministry, Grant Lachmuth, District Manager, Transportation, presented Dean with a brass Dumpy Level (photo) to express our sincere thanks and appreciation for all that Dean has done for the Ministry and the people of British Columbia during his career.

We wish you all the best cowboy and remember, the coffee pot is always on!!
Sand Sculptor Winners

Submitted by MoT Roadrunners

The MoT Roadrunners did their annual sand sculpting event at the Saanich Sandfest to benefit Victoria Hospice. The competition took place July 3, 2005 at Gyro Park in Cadboro Bay, Victoria. After five hours of competition, the Roadrunners edged out last year’s winners, Canada Post, to win first place in the Corporate Sandbox category with their ongoing roadrunner coyote theme. The scene depicts the roadrunner blowing up a bridge as the coyote gives chase in his rocket powered punch buggy. The team members were Janice Meier and her husband Peter, David Bayne, Jerry Gerard, Russell Chan and Catherine Schulmann. A special thanks to Master Sculptors Jim Prewett, Andrew Briggs, Phil Olsen, Ken Abrahams and Andrea Girwin who facilitated the effort of the team.
Invisible Force

Prepared by Anton Gazdik
Manager, Property Services

You don’t see them driving or posing by graders or excavators, in the project team pictures at the ceremonial openings of new roads, or in photos hugging award plaques. The product of their work is invisible; you cannot touch, measure or taste it. Therefore it’s easy to miss their efforts contributing to road building. The fruits of their work become important when the project teams want to build or widen a road. Without their product the roads cannot be built.

Call them simply Invisible Force. This Force enables planners, designers, contractors and workers to deliver new shiny asphalt threads snaking to infinity, taunting drivers to risk a speeding ticket. Their product is called somewhat unimaginatively a “road right of way”.

Think of the Invisible Force as a group of ants who spend many hours researching, planning, negotiating and building up property acquisition agreements. The ants are behind the research of land ownership, land value and potential uses, assessment and payment of compensation, land agreements and acquisition, setting in motion legal process if necessary to acquire land. Injecting right “medicated” doses of creativity the ants are ironing wrinkles of land owners’ wrath and frustration, leading sweet talks by constantly practicing “silk tongue” techniques. The ants often deal with owners’ who want to be paid compensation until their hearts are satisfied. As a matter of fact the ants do lots of talking, not only to the land owners, consultants, lawyers, appraisers, business valuators, engineers, designers, owners, but even to irate protective dogs snapping at their calves. All this so that other good and creative people in this ministry remain happy and can play with their rulers, sand, gravel and asphalt.

Why does the Ministry need the Invisible Force? The simple truth is no dirt can be turned over for road on someone’s property without having a land purchase agreement with the owner. If one tries to put asphalt on someone’s property without the owner’s agreement one gets into trespass. The results may be traumatic, happiness evaporates and the victim may curse his or her bad stars constellation. To lead a happy life one soon realizes that the Invisible Force has to be released early in the game.

Since Invisible Force is…invisible, you may wonder who is behind that Force, who are the ants? The ants are not a product of nanotechnology or clones of a sci-fi experiment. Believe it or not these ants are real people. From totally human perspective they are quite human, they live a normal and sometimes interesting life, love humor and laugh, and like an occasional pat on the back. Their trademark is knowledge, creativity, perseverance, determination, ambition, thick skin and…you guessed it, big Ego.

Welcome to the South Coast regional property Force, Property Services!

Here they are the ants:

Marlyne Mandziak - our longest serving colleague, a true example of a dedicated public servant who treats customers and project managers like her own beautiful garden except she does not prune, cut, or feed them with manure.
continued from page 12

Susan Keldsen - our youngest colleague who has learned to stick handle a most obnoxious inquiry about a property lease or property title as easily as shooting a winning goal in the championship ice hockey game.

Willy Decker – our other long serving colleague who in his quite ways causes surveyors to change a shape and downsize your land with a survey plan without you even noticing that you have been staked out.

Doug Beaumont – young veteran of many tongue lashing duets who throughout his career sweated not only in the battles of thorn sharp arguments but also in sweat lodges of some real tough negotiations, and in real ones too.

Dean Lange - a famous lady charmer who plays skillfully the ruffled feelings of nervous owners as if strumming the strings of his Spanish guitar. And as he surely will attest, right chords bring the peace and harmony.

Tony Gazdik – an enigma to himself, who loves to switch to Slovak to get his point through.

So remember the Invisible Force is you, pal. Don’t get frustrated by “property issues”, do not try to interpret words like fee simple, encumbrances, charges, statutory right of ways, profit a prendre. Use us and we are ready to be part of your successful team. We prepare acquisition agreements, land exchange agreements, statutory rights of way, surveys, and manage land registration at the Land Title Office.

We assign a property ant to your project teams and we like to be involved early in the project. The property person can help you to answer property questions at open houses, can advise on cost and benefit impacts of design options, and simply, get the deals and land for your project. And, if tough negotiations do not produce an agreement right away, do not tear in despair a few hairs from your scalp (this applies to those with hair).

We know how to navigate through the turbulent waters of the expropriation process, prepare packages for Executive approval, and legally deliver land to a project.

Greetings to all from the Invisible Force!

A New Experience for Nicole!

Submitted by Jeff Wiseman

You’ll note an unusual sight, A Victoria “office type” in the bucket, Nicole Pharand-Fraser (far left). Others in bucket are Ron Domanko, Penticton Bridge Area Manager trainee, (centre) and Mike Rutledge Snooper truck operator.

The truck was in Penticton on September 16th, working on a bridge over the Okanagan River Channel. Nicole was in town performing a regional audit on the maintenance contractor and took advantage of the opportunity to catch a ride in the Snooper bucket. She had heard about this specialized piece of equipment but had never seen it before.
The early 1900s saw the introduction of a new beast on BC roads; the automobile made its first appearance and the quality of road construction and maintenance was suddenly a very important, and sensitive, issue.

“Good Roads” Leagues were formed all over North America, and had a devoted following in the Pacific Northwest. Communities from all over BC were getting involved, assessing the state of roads in their areas, and pushing the government for improvements. One of the leaders in the demand for better roads was “Good Roads” Todd, Vice President of the International Pacific Highway Association, and also of the Canadian Highway Association. Todd, like many British Columbians, felt that good road links to Eastern Canada, and also south to the United States, were crucial. He lobbied the government for improvements to existing roads, and pushed for the construction of roads from the West Coast to the Maritimes, as well as a Pacific International Highway, connecting the US west coast with BC, all the way north to Hazelton.

The reasons for Todd’s commitment to his causes were varied. Tourism was a growing industry in BC during the early twentieth century, and many recognized the important role roads would play in improving the tourism market. Todd was also concerned about the safety of motorists on existing roads, feeling that the Rules of the Road were seldom acknowledged, and conditions of roads were frequently dangerous to motorists: dangerous accidents were often avoided only by luck. His interest in road improvements and Canadian routes led Todd to not only lobby the government, but also to sponsor an award and national contest. He commissioned a gold medal, for the first person to complete the trek from Winnipeg to Vancouver over an all-Canadian route. The prize was won in the early 1920s, when A.F. Bennett and Captain Evans of the Lincoln Highway Association completed the trip for the first time. Unfortunately, Todd died before a trip across the entire country was made, but the prize was still waiting when in 1948 Brigadier R. A. Macfarlane DSO made the trip from Louisburg, Nova Scotia to Victoria in an ‘46 Chevrolet Sedan. Macfarlane was greeted with another Todd gold medal, and a trust fund of $500, put aside 20 years before to entertain the contest winner.

Although we do not know the identity of the driver in this photo, he arrived in Hazelton in 1911 to obvious celebration. There is a good chance he shared Todd’s vision of a Pacific Highway and a Canadian route East.
Goings On in the Peace

Submitted by Leslie Elder
Provincial Approving Officer,
Fort. St. John

As usual the Peace is a hub of activity with a booming economy that helps keep the rest of the province alive and kicking! Although the weather this construction season has not been the most favorable – as in most parts of the Province, we have managed to move forward with our major projects and are getting close to completion on Phase 2 of the four laning of the Alaska Highway through Fort St. John and the construction of the largest roundabout in B.C. We’ve had a few hiccups along the way, which we have become accustomed to, such as the massive landslip on Highway 29S between Chetwynd and Tumbler Ridge.

We have welcomed some new staff members over the summer and we would like to extend a Peace District hello to Stephanie Mancha and Catherine Deol, which have joined the administrative staff. Reid Drummond has joined us as an auxiliary employee working with Jim Guthrie, our Regional Project Manager. We all recognize the need for Jim to have some assistance with the many ongoing projects and we thank Reid for taking on this task. I’m sure Jim thanks you as well!

We welcome back to our district, Ashok Bhatti who is making Fort St. John his home for the next 6 months on a Temporary Appointment as District Operations Manager.

We said farewell to Ray Fortier, Area Manager Roads-Dawson Creek after 15 years with the Ministry of Transportation. Ray started his career as an Engineering Assistant in the Fort St. John office when we were still the North Peace. Eventually he moved on to the South Peace office as an Area Manager of Roads. Ray was a long-time resident of the Peace area, working for many years with BC Hydro during the construction of the WAC Bennett Dam. On August 19th we hosted a small gathering of co-workers and friends to bid farewell to Ray. We presented him with several gifts to remind him of not only his time with the ministry but also in the Peace area. One of the gifts was a framed photo of the Kiskatinaw Bridge which is one of the original wooden structures built during the construction of the Alaska Highway in 1942. Unknown to any of us, Ray told the story of how his father had worked with the Highways Department years ago and assisted with the construction of this bridge. We all will truly miss Rays’ wit, knowledge, and occasional outbursts at staff meetings.

We wish Ray and his wife Teah all the best in whatever they decide to do, wherever they decide to do it!

“Words of Thanks”

I would like to thank the folks in Field Services and our Ministry Clients for making the 2005 Construction Season such a success! The efforts that each of you put into this year’s program from planning, properties, design, finance and admin, geotech, project management and districts allowed us in Field Services to be successful in meeting our delivery targets. Without your efforts and support we simply couldn’t do what we do best.

To the folks within Field Services, I appreciate your efforts in working with the clients and contractors to meet our delivery targets. We and industry are still growing into our new roles and responsibilities. And, with growth comes growing pains (and at times frustration). The hard work and dedication you each contributed allowed us to overcome some real challenges in the field.

From Field Services Management to each of you – THANK-YOU!

Shanna Mason
Director, Provincial Field Services
Patricia Wong Earns Dean’s Award

Submitted by South Coast Region

On June 21, 2005, Patricia Wong, Regional Operations Technician for the South Coast Region, was the recipient of the “Dean’s Award” for Academic Achievement and Community Involvement from BCIT’s School of Construction and the Environment.

We, at the South Coast Region, are all very proud of Patricia’s accomplishments, which added to her P. Eng., now also includes a Bachelor of Technology in Environmental Engineering Technology.

Patricia took time off from ministry employment to pursue this additional accreditation. In one year she completed all the required program courses, then upon returning to the ministry last year, in her current capacity, she completed her research project/thesis on ‘state of the art membrane filtration technology in wastewater treatment’ (done in partnership with UBC). She accomplished all this while working full time and putting in extra hours in obtaining her Quality Management Assurance auditor certificate, assisting with the development of the SCR emergency response program, auditing our road and bridge maintenance contractors and formulating an aggregate asset tracking system.

Martin Madelung, (Mgr., Rehab and Maintenance) attended her convocation and met, as you can imagine, her extremely proud parents.

Once again, Patricia – WELL DONE! (We now need to figure out how to get you enough wall space to hang all of your diplomas and certificates.)

New Faces in the Finance Department

Submitted by Sharon Cowden, Coordinator, Finance and Administrative Services

The Finance Department wants to welcome several new people into its fold!

Many of you already know Mary Koyl, who has joined our Department as Executive Director of Performance Management. Mary served the Ministry for many years as Director of the Aboriginal Relations Branch, where most of her work was with Regions and Districts throughout the Ministry, working with First Nations on road tenure and treaty issues. Her new role will encompass the Employee Engagement Survey and the Employee Advisory Forum. We also want to welcome Susan Ingram who has been working hard over the past two years on renewal for the Ministry and is now working with Mary. Susan brings continued on page 17
a wealth of insights to the corporate performance initiative, and is based in Kamloops in our Ministry’s Regional Office.

In July 2005, we were also very fortunate to welcome Shelley Pooler as Executive Administrative Assistant to Sheila Taylor, our ADM. Shelley brings with her a wealth of public sector experience from ministries such as Human Resources, Forestry and Social Services. As well Todd Haliday, Amanda Skakun, Marion Wilkie and Shari Bennett, very recently joined our team from the Ministry of Public Safety and Solicitor General and are a welcome addition. These four people are highly trained revenue clerks who record, track and receive all the revenue from weigh scales and various appointed agents throughout the province. Likewise Jas Mann and Gary So have joined our team as Financial Analysts working in the Financial Accounting section. Both Jas Mann and Gary So are new to government and bring with them a wealth of private sector experience and ideas.

Finally, congratulations are in order for Dennis Chow, who won the competition as Manager, Service Planning, and for Tami Lawes, who has successfully completed a Masters Certificate in Project Management and did so at the top of her class.

Plant Miracle!

Submitted by Lois Park

Under the tenure of Jon Buckle, this plant never bloomed, however under the loving care of Regional Director, Tracy Cooper, miracles have happened. How will it fair under the care of our new Regional Director, Kevin Richter?

Gone Fishin’…

Submitted by Bill Smith, Project Director
Okanagan Corridor

A certain District Manager of Transportation in the Okanagan Shuswap District took a very extended fishing vacation. He was gone from his office for such a long time, that cobwebs grew over his doorway, computer and telephone. BCBC also saw the opportunity in advertising the vacant office for lease, and senior management thought there might be an additional FTE available. Two fishing buddies from the lake decided to fish for goldfish in the office.
Wildlife Accident Mitigation in Hokkaido, Japan

Submitted by Len Sielecki, Environmental Issues Analyst

It was an honour and a privilege to be invited by the Hokkaido Development Engineering Center (HDEC) to speak about the success of the Ministry’s wildlife accident mitigation initiatives at the Wild Animal and Traffic Accidents Symposium of the 9th International Mammalogical Congress (IMC9). The symposium was held in Sapporo, on the Japanese island of Hokkaido, in August.

HDEC was a most generous sponsor and host. At Sapporo’s Chintose International Airport, I was met by Ms. Tomomi Tokuori, a very charming HDEC researcher who spoke English very well. In addition to ensuring my symposium arrangements were in order, Ms. Tokuori gave me an extensive tour of Sapporo, a dynamic, very clean, and modern city with over 1.8 million residents. My tour included visits to the Hokkaido University, the Hokkaido Shinto Shrine and the Sapporo Summer Festival, and Yodobashi Camera, an electronics superstore with the floor space of a football field.

Before the symposium, I gave a special presentation to HDEC staff and was introduced to Dr. Katsuhiro Kumagai, Director General of HDEC. As is Japanese custom, Dr. Kumagai and I exchanged gifts from our respective organizations. We spoke about the differences and similarities between Hokkaido and British Columbia and Dr. Kumagai introduced me to “Bushido”, the values of Japanese society. It was an honour to represent the Ministry and meet Dr. Kumagai, fondly referred to as “KK” by his staff.

Later, at the HDEC banquet held for symposium speakers, I was invited to sit across from Dr. Kumagai. It was a great honour for me to spend the evening speaking with Dr. Kumagai, an accomplished professional civil engineer, whose achievements include the Hakuro Bridge, one of the largest steel suspension bridges in the world. I was impressed when Dr. Kumagai told me he had learned to speak English by listening to lessons on the radio. His English was very good.

Wildlife researchers came from all over the world to attend the IMC9 symposium. HDEC staff did an incredible job organizing the symposium as it was the best I have attended. My two presentations went well and one of my papers was chosen as the lead article in the symposium proceedings. My success was due to Mike Kent for providing me the history of the Ministry’s wildlife accident mitigation efforts; Bev Druten-Blais, Wayne Yee, Ed Sabadash and Gavin McLeod for digital and graphics assistance; and Dirk Nyland, Ed Miska, Richard Voyer and Sharlie Huffman for critiquing my papers and presentation materials.

After the symposium, I was taken on an extensive tour of Hokkaido’s wildlife exclusion systems by Dr. Fumihiro Hara and his research colleague Ms. Misako Noro. Dr. Hara, an engineer and the director of Deer warning sign on Hokkaido

Changeable deer warning sign

Downtown Sapporo

continued on page 19
HDEC’s Regional Policy Research Laboratory, is the most accomplished wildlife accident mitigation expert I have ever met. The newly constructed Shari Eco-Road installation, developed under his guidance, is the newest and most advanced wildlife exclusion system in the world. Following Japanese engineering tradition, this installation combines leading edge innovation and high quality workmanship with beauty. It was nice to see a highly effective wildlife exclusion system look so attractive.

Hokkaido’s need to deal with deer-related motor vehicle accidents is directly related to success of Japan’s wildlife preservation efforts, especially those with Ezo deer which were nearly extinct in the late 1900s. On Hokkaido, Ezo deer now number over 200,000 and the herd is estimated to be doubling in size every five years. At first, Ms. Noro helped me spot Ezo deer. She had the keenest eye I have ever seen and could pick out an Ezo deer in a dense roadside thicket from a minivan traveling at 100 km/hr. Soon, I found Ezo deer everywhere, from ocean beaches to highway rights-of-way, in farm fields and small towns, and on the outskirts of Sapporo.

Hokkaido is a very beautiful island with spectacular natural scenery. Summer brings temperatures ranging from the high 20Cs to the low 30Cs. Winter is very much a part of life on Hokkaido and can bring temperatures as low as –40C and heavy snow. Snow sheds and permanent snow fences are fixtures on highways throughout the island. Many houses have steep peaked metal roofs to handle heavy snow loads. SUVs are everywhere.

Although the days were very long and distances traveled were great, my tour of wildlife exclusion systems included many cultural and culinary highlights and I enjoyed the company and camaraderie of Dr. Hara and Ms. Noro. I visited Aoyama-bettei, a beautiful traditional Japanese guest house, the steaming volcano Mount Usu, the renowned glassworks of Otura and the spectacular Shiretoko National Park, a UNESCO World Heritage Site. Throughout Japan, Hokkaido is famous for its noodles, beer, whiskey, wild salmon, beef and dairy products. While on the road, whenever we stopped for gas, I loaded up on ice cream bars. Hokkaido ice cream is delicious.

I went to Japan expecting a compact, highly urbanized country with ladies in kimonos and sushi bars. Instead, on Hokkaido, I discovered a vast and beautiful landscape of mountains and valleys, large ranches and dairy farms, wide open highways and wild animals. This was definitely not the Japan I expected. It was a very pleasant surprise.
A Tribute to Ross Coulter (1949-2005)

Submitted by Russ Leech

Donald Ross Coulter, the third of five children of Don and Marg Coulter, was born on November 18, 1949 and the world became a better place. During his early years, Ross moved from coast to coast with his navy family, finally arriving on Vancouver Island where he graduated from Esquimalt High. With a military calling in mind, he attended Royal Roads and took preliminary testing for Kingston Military but it was not to be. By 1969, Ross had entered The Institute Of Adult Studies in Victoria where he met and after a two-year courtship, married his wife Kris. Their union produced two daughters, Leah and Tracey. Ross worked at Victoria Plywood for seven years but decided finally to go back to school and so attended The British Columbia Institute of Technology.

Ross moved to Fort McMurray, Alberta, where he worked in a soils laboratory but longed to return to Victoria. He applied for a posting in the newly formed Highways Safety Engineering Branch in 1979 and Jack Lisman, founding father of the program had no problem recognizing Ross’s worth and did not hesitate to hire him.

Ross came into my life when he moved from the Safety Branch to the Design and Survey Branch where he worked with Bill Kopenter. Ross and I became adversaries almost immediately during our frequent coffee break battles over the Backgammon board where we found that we were quite evenly matched. It was during these games that I came to appreciate Ross’s wit and humour.

Our conversations were soon interposed with what we considered to be witty interjections. At least we laughed a lot. I found myself very comfortable in Ross’s presence and we often found ourselves singing together. Sometimes in conversations, we would make our point by the insertion of a line or two of song.

Ross’s love of music was astounding in its range. From Gershwin to Hendrix, from Folk to Baroque he loved them all. But, perhaps his favourite, at least the one he loved to sing was ‘Mack the Knife’. I will always treasure the last time I heard him do it... with me in the darkness of the theatre as we watched the Bobby Darin Story with Kris and Betty.

Ross soon became a part of my inner circle of friends, which includes Ronny Grant, another avid Backgammon player, Rich Heatherington, Ken Holman, and Russ Heughan. Ross was such a likeable guy that it seemed we had known him for years as his likes and values were so akin to ours. To say he fit right in would be a gross understatement. He was a treat to be with.

When Ross came to Design and Surveys, he found himself working with a man who was suffering from cancer. I saw then for the first time the great compassion Ross had for those in need of help and comfort. I saw many more cases of this compassion for the human condition in the years that followed.

Upon one of many office reorganizations, I found myself with Ross as my supervisor. As such, I found him to be extremely helpful and to be most tolerant and understanding of my need to be away from my worksite because of my union involvement. Ross too was a “Union Man”. He had previously been a member of the IWA and regularly attended the BCGEU meetings. Indeed, when we went on strike, Ross became a picket captain for our building.

Following our return to work, Ross was elected to the executive of BCGEU Local 2001 and eventually to the ETI Component Executive where we shared many hours together at meetings, protests or in travel or at conventions where we would fight the good fight.

Our bounds of friendship extended to include our families and we socialized together. We would have dinner or attend a play or just visit but most often, a movie was in order. My wife Betty expressed her fondness for Ross as being like an older brother. He was taken aback at this; after all, he was almost four months younger.

continued on page 21
than she was. But Ross was like that. I think he seemed to be older than he was because we associate being wise with being older, and Ross was certainly wise beyond his years.

Looking back and talking with our friends over the last while, I realize how much a part of my life Ross had become. Ross loved to golf with the guys and we had a couple of two-day trips planned for the fall. As well, we were planning a ten-day trip to Palm Springs in November.

He and I had a date to see the sci-fi flick ‘Fantastic Four’. We often went to see sci-fi movies...one of our common affections. We also used to like to go for a lunch of Japanese food. His favourite was sushi and karaage chicken. I will miss watching him ritually mix up his little plate of wasabi and soy sauce.

It was an interesting state of affairs. In the work arena, he was my leader while in the union arena, I was his and in our general life, we were best of friends. I think it was our relationship in the union that really cemented our bonds of friendship. Facing adversity together seems to do that. So does the holding of common values such as the love of family, of honour and honesty, and of the support and protection of the oppressed.

Knowing the skill level and work ethic of Ross, I am sure that he will be missed by his associates in the worksite, but he is leaving them a legacy of design and safety standards to be proud of.

I think however, Ross’s real legacy lies not only within his family and his friends, but in the lives of those workers and their families that he so profoundly touched in his role of union representative on the Ministry of Highways Article 13 Committee where he was a leading participant in establishing worksite conditions and in the placement, relocation and processing of multitude of employees who fell victim of the privatization and downsizing of the ministry. It is not everyone who gets or used the opportunity to so positively affect the lives of so many. In that regard, Ross was blessed.

Ross was certainly, the family man. He was very proud of his daughters and often spoke of their achievements. It was the Coulter custom to have the extended family gather for Sunday dinner. A symbol of their closeness. Of his partner Kris he said, she was more than a wife, she was his best friend. It occurs to me that the term “soul mates” was appropriate to describe their relationship. A closeness not at all common these days.

In my life, I have been most fortunate in my choice of friends. Ross was among the best of them. He was as close as I could get to having a brother. He was a man that I could admire for his principals and honour. He was in our relationship both mentor and student. We seemed to thrive on our interaction. Our common bond was forged in our mutual love of life and of our fellow man. He was the fundamental humanitarian. Ready to help, ready to work, ready to play.

My life as many of yours was changed and enriched because of his being. I, as you, shall miss him and mourn for him. I will remember him always with humour and love. And those memories will sustain me and he will remain with me. I know that in this way he will remain with all of you as well.

And so...Farewell Ross, I hope some day we will again meet, ‘Beyond The Sea’.

Memories of Ross Coulter (continued)
2005 Long Service Awards
Submitted by Marilyn Wargo, Director, Human Resources

Award recipients and their guests had a very special evening on October 13th. Listed are the employees that were honoured for their years of public service.

Twenty-five Year Recipients
Maurice Barry  Larry Bartsoff
Sharon Beck  Sylvia Brummell
Angela Buckingham  David Byng
Jacqueline Chambers  Dorothy Cheeke
Mathew Choquette  Robyn Clifford
Theresa Dhillon  Ken Doll
Kurt Edmunds  Helen Evans
Mike Farynuk  Dianne Froese
Jim Gallagher  Kenneth Gallagher
Michael Gregory  Svein Haugen
Nash Jamal  Allan Jones

Terry Jones  Rolf Kortegaard
Samuel Lam  Gwynneth Laybourne
Jennifer MacDonald  Crystal MacLean
Gregory Matisz  Cathy Melenka
Nancy Merston  Linda Mick
Glenn Olleck  Clifford Owen
Rod Ralston  Jeffrey Saby
Ed Sanders  Janice Stevens
David Swales  John Tweedy
Richard Voyer  Carol Watts
Karen Westlund  Damer Whittingham
Dale Wood

Thirty-five Year Recipients
Bruce McQueen  Ralph Polnau
Dennis Rejman  Wayne Scott
Brian Steadman  Ron Stratton
Bonnie Whipple

Congratulations to everyone! If you have any questions about the Long Service Awards, you are welcome to call Elizabeth Young at (250) 387-0143 or visit the website at: www.bcpublicservice.ca/awards/lsa/lsa_index.

SIR Survivor 11
Submitted by Ramona Holota, First Nation Coordinator, Kamloops

Here we are again! – We have 25 players who all put in $10 for our Social fund and prizes. They are: Teresa Beppe, Dave Hawkworth and Bob Penner (buddies), Deborah Newby and Keith Callander (buddies), Bonnie Fadden, Joe Amyott, Norm Parkes and Maurice LeFrancois (buddies), Leon Johnson and Bill Richards (buddies), Ken Doll and Shanna Mason (buddies), Paul Riegert and Bob Gourley (buddies) Sue Stankievech and Malcolm Makayev (buddies), Bob Pratt, Martin Van Hoof, Graeme Cross, Crystal Chenier and Kathy Strobbe (buddies), Donna Falat and Ramona Holota (buddies), and Lois Park.

continued on page 23
In the photo:

Back row from left to right: Deborah Newby, Keith Callander, Bob Penner, Kathy Strobbe, Sue Stankievech, Paul Riegert, and Graeme Cross.

Front row from left to right: Teresa Bepple, Bonnie Fadden, Crystal Chenier, Ramona Holota, Lois Park, and Bill Richards. Thanks to Mark Collins and Deborah Newby for the photo!

Okanagan-Shuswap District Technical Student

Submitted by Ryan Bazley

If I wasn’t enrolled in the Civil Engineering Technologist program at Okanagan College, I wouldn’t have had the opportunity to work as a Technical Student for the Ministry of Transportation.

Before I started as a technical student for the MoT I had no idea what I was getting into. After a couple of weeks, I started to warm up to the team atmosphere and quickly noticed everyone within the ministry has talent I could learn from, especially in the Okanagan – Shuswap District.

Rusty Hewitt was my supervisor at the area office in Penticton. He quickly eased me into what I was going to be doing for the 4-month work term. My primary assignment was to collect and create a data base on road markings such as thermal plastics and cross hatching on public roads. The data base will be used for future reference and contracts. The data collection on thermal plastic is finished and the contract has been awarded for this year.

I have had exposure to many other aspects of the MoT. I saw first hand how MoT was able to deal with roadside fires, sink holes and landslides. At the beginning of July 2005, Westside Road in Kelowna collapsed into Okanagan Lake and the Westside residents were not able access Kelowna by normal means. A water taxi service was quickly initiated the day after and I was assigned to the Westside Kiosk where I helped coordinate the transportation shuttles and water taxis. I was able to use my teamwork / communication skills and the time spent doing these tasks was very valuable to me.

While I spent time in Kelowna, I was able to work with the Roads Area Manager Jim Helgeson. He assigned me a few projects to take care of where I met with members of the public, noted their concerns and issues and relayed the information that I had gathered to Jim so he could deal with the requests.

During my work term with the Ministry of Transportation, I have been exposed to many different experiences. I really enjoyed working in an environment with camaraderie and team spirit. The MoT Okanagan – Shuswap District has offered such work experience for me.
Skeena Acknowledged for Work with Special Needs Kids

During the winter and spring of 2005 Skeena District welcomed a weekly visit from Grade 12 Caledonia Senior Secondary special needs student Chris Caouette and his teacher. Chris brought his own shredder into the office and spent a half hour or so each week shredding documents. This was a highlight of Chris’ week and helped prepare him for future work assignments. Skeena staff got to know Chris well and how much he appreciated his MoT visits. The District has agreed to host a special needs student again this year to do “remedial shredding”. Cody Hughes will be making regular visits to the district office throughout the current school year.

Don Ramsay, Skeena DMT, accepts Certificate of Appreciation from special needs students Cody Hughes and Harmit Atwal. Photo by Geoff Phillips.

Liz Kenny’s Everything Shower

Submitted by Liz’s co-workers

Fast approaching half a century and having the wisdom not to get married or have children, hasn’t stopped Liz complaining loudly at other showers for upcoming weddings and newly born babies, that she has never had her own shower. Her generosity hasn’t gone unnoticed amongst her friends, so we decided a new condo was excuse enough to have “Liz’s Everything Shower”. Complete with balloons, fresh cream cake, wine and appetizers - two dozen of us and even more gifts arrived unexpectedly at Liz’s door, bringing the shower with us. Those of us who’ve known Liz for many years have never seen her smile so wide or blush so deep. She was thrilled with the surprise and thoroughly enjoyed the long awaited shower of her own.
First Nations

Peace in the Valley: Chaumox Road Settlement with the Boothroyd Indian Band

Submitted by Nick May
Senior Manager, Properties and Business Management Branch

Many Ministry staff will remember the high tensions in the 1990s, when a dispute over Chaumox Road in the Fraser Canyon sparked protests, road blockades, and a break in the relationship between the Boothroyd Indian Band and the Ministry.

The dispute became national news, and many Ministry staff in the regional district, and HQ offices became involved in responding to the crisis. Spread over approximately 35 days, the blockades finally came to a halt when the Ministry exercised its rarely-used legislative power under Privy Council 208 to resume the Chaumox Road and end the blockade.

As part of the reserve creation process in B.C., PC 208 has specific provisions, which allows the Province to take back up to 1/20th of reserve lands. While it ended the blockade on the ground, the road became the subject of litigation with the Boothroyd Indian Band, a long and expensive process for all parties.

Supreme Court of Canada rulings over the last decade have changed the landscape of Aboriginal relations in the province, and has laid the groundwork for reconciling with First Nations on land and resource issues.

Ministry staff who responded to the Boothroyd blockades had to make major adjustments in the type of First Nations policy that would be needed to implement the Supreme Court of Canada ruling’s on the new relationship with First Nations.

Negotiations with the Boothroyd have been on and off again since 1994. With the Court’s new direction, it set the stage for developing a productive working relationship with the Boothroyd Indian Band, and talks began to accelerate in 2003. The hard work of the parties has paid off, and the Chaumox Road dispute finally became history on May 2, 2005.

That’s good news for the Ministry. The Boothroyd dispute was once one of the most contentious blockades in the province. Now there is peace on Chaumox Road in the Fraser Canyon, and the Ministry has marked the occasion as a successful reconciliation initiative with the Boothroyd Indian Band.

A Fast Turn Around on an Intersection for the Matsqui Indian Band

Submitted by Nick May
Senior Manager, Properties and Business Management Branch

Aboriginal issues in MoT are NEVER settled quickly – but the exception that proves the rule was the fast turnaround on an intersection project that benefited the Matsqui First Nation even more than the Ministry.

In March 2005, Chief Alice MacKay contacted the Ministry in response to work planned for the Highway 11 intersection with Bateman Road in Abbotsford. It turns out that the Matsqui First Nation has waited for almost 30 years for a commitment by the federal government to provide road access to the west side of its reserve.

Highway 11 bisects the reserve, and the west side - almost 50 acres - is completely undeveloped. As the band said, “It’s our land, but we can’t use it, because there is no road access.” Days after being approached in March 2005, Ministry staff met with Matsqui First Nation to redesign the Highway 11 intersection so that the Band could take advantage of

continued on page 26
future development opportunities for their community.

The Ministry originally designed the intersection improvements so that no reserve land would be needed. Redesigning the intersection to accommodate the Matsqui First Nation meant taking Indian reserve land – not an easy transaction at the best of times, often taking years if not decades to complete. But in exchange for ¾ of an acre of reserve land to be transferred to the Province for the redesign, and with pressure from the Band on the federal government, MOT negotiated a deal with the First Nation in record time.

The deal is hot off the press and on its way to Ottawa to complete the legal transfer. These days we don’t often see the completion of a property acquisition agreement for Indian Reserve land. But in this case Matsqui is ecstatic with the agreement, because it means it will finally be able to develop its west side for housing and other improvements. For their part ministry staff is proud of their proactive role in this positive development.

For more information about the Chaumox Road Settlement Agreement or the Matsqui agreement on the Highway 11 intersection project or other First Nation issues, contact Nick May, Senior Manager, Properties and Business Management Branch at (250) 356-8780.

Vern Goodwin Farwell

Submitted by Harvey Nelson Operations Manager, Thompson Nicola

After 29 years of service Vern Goodwin, Area Manager Roads in Clearwater, has moved on to the private sector. Vern, June and the girls will be moving to Dawson Creek where he will be working for a road construction contractor. Vern started off with Ministry in July 1976 as an EA -2 on the survey crew in Kamloops. He worked his way up through the ranks staying in Kamloops until Feb.1990 when he took on the Roads Area Manager role in Clearwater. Vern has been very involved in the community and is well respected for the service he provided on behalf of the Ministry. Vern was called upon many times (too numerous to mention) over his 15 years in the Clearwater area to handle various emergency events, all of which he performed admirably.

A group of about twenty five people got together after work on Sept.2 at Grasshoppers Bar and Grill in Kamloops to present him with a few going away gifts, to wish them well and to say good bye. Sherry Eland (DMT) presented Vern with a plaque in appreciation for his years of service and said some kind parting words about Vern. Next Dave Schleppe (he’s worked with Vern for 28 years) presented Vern with some memorabilia from their survey days gone by that Dave had somehow squirreled away.

The presentations concluded with Harvey Nelson giving Vern a few gifts (????) in order to adapt to the frozen, foreign north country. Vern’s wife, June, was presented with a beautiful bouquet of flowers and Harvey also gave them a photo album compiled by the staff as a keepsake of their time in the Thompson Nicola District.

Staff waves farewell

continued on page 27
Good luck to you and the family Vern!!

Welcome To – The Peace!

Submitted by Doug Rennie, District Operations Technician, Fort St. John

At the end of the summer in the Peace District the Rest Area Crew had one more job to finish up. After the installation of the Gateway Signs, the Rangers went right to work hauling gravel, concrete pads and landscape rock to make the Highway 2 crossing with Alberta one of a kind. It took three days of hard work to get enough gravel to level the pad and finish off the pathway. The staff in the Peace would like to thank all the members of the Rest Area Crew for another great summer.

From left to right: Brady, Johanna, Melanie, Sean & Luke
Missing from photo – Charlie

Announcing: The EAF Website
Have you checked for the latest information on the Employee Advisory Forum?
Take a look: http://gww.th.gov.bc.ca/EAF
Who is this Masked Man?
Recognize him?

Hopefully he’ll recognize himself.

Send your guesses to the Editor:
Cindi.Trowbridge@gov.bc.ca.

Hint:
He’s still an MoT employee.

Road Slips into Okanagan Lake

Lynda Lochhead, Development Approvals Technician, Kelowna

At 11:43am on Tuesday, June 28, 2005, a scheduled blast on Westside Road laid a moderate amount of rock onto the road. About 10 minutes later, an 80-metre section of the road slid into the lake. The road was closed for scaling at that time. Nobody was injured and no equipment was lost however, the road was closed while Ministry geotechnical personnel evaluated the road’s stability and safety. A Terasen gas line ruptured and a Telus cable was exposed as a result of this slide. Service was interrupted temporarily until both utilities relocated their works.

It was determined that the remaining section of the existing Westside Road was irreparable. It was decided to accelerate the Westside Road re-alignment project. Arthon Construction kicked into high gear with shifts around the clock. They still had a substantial amount of blasting to do and managed to get 6 drills working on site. This was anticipated to take about 2-3 weeks until the new the road was suitable for vehicular travel.

In the meantime, an interim solution for access needed

collapsed on page 29
to be addressed quickly. Okanagan Shuswap District staff investigated a couple of alternate land routes but length of detour routes, safety and condition of these routes were deemed not acceptable and a system of water taxis was put into place.

This scenario involved many members of the community who pitched in without question and went out of their way to help District staff make this service happen within 18 hours of the incident. Heartfelt gratitude goes out to The Grand Okanagan Hotel, Shoreline Piledriving, Avalon Event Rentals, Speedpro Imaging Signs, BC Corps of Commissionaires, Lakeland Oil, The McLean Group and the Daily Courier. Local government lent their support – the City of Kelowna offered free parking after hours at City facilities for the affected residents and, the Regional District of Central Okanagan gave the Ministry use of the dock beside the Bear Creek Provincial Campground on the west side of the lake.

The fleet of water taxis was pulled together by Dan Williams, retired District Highways Manager, and he had a schedule and contracts drawn up in record time – thank you Captain Dan! Thanks and ‘Aye Mateys’ go to the crews of the Classic Wooden Boat Cruises, Cassabella Princess, The Boardroom and Cruise Okanagan. Doug Mayzes of Classic Wooden Boat Cruises got into his role as captain with his pirate’s hat, sabre and eye patch! Several of the taxis offered food and beverages for the cruise across the beautiful Okanagan Lake.

District phones were manned from 6:00am to 9:00pm daily, special laminated water taxis passes and parking passes were made, registration forms and Shuttle Information Sheets printed up. Jon Buckle, retired Regional Director, and now consultant managing the William R. Bennett Bridge project, took on the PR role for the Ministry. It was a pleasure to have Jon’s familiar face on the team!

In the middle of all this action, Minister Kevin Falcon was scheduled to visit Kelowna on June 29th to make the official announcement regarding the new William R. Bennett Bridge and the name of the successful proponent. By the time the Minister arrived in Kelowna, Grant Lachmuth, District Manager Transportation, was able to advise the Ministry of the de-
tails of the water taxis service and when it would be up and running. Minister Falcon visited the site with the media and announced the water taxis service at that time. Those at the site visit were amazed at how fast the service was set up and the details available for the public.

The Rest Area Rangers were called into service and manned the information kiosks on both sides of the lake. These kids did a terrific job of registering residents, handing out passes, docking the water taxis, loading and unloading the taxis all the while trying to ensure that looky-loos weren’t taking advantage of this residence-only service. Two cell phone numbers were set up for residents to call for pick-up at their homes down to the dock on the Westside. School District No. 23 was called upon and 7-8 buses were on stand-by at the Westside kiosk to bring people to and from their homes.

On July 12, 205, Westside Road reopened to single-lane alternating traffic.

In August, Minister Falcon visited the District and expressed his personnel thanks to all the District staff who worked so hard on this project. Minister Falcon presented plaques to everyone, along with a letter of appreciation from Peter Milburn, Assistant Deputy Minister. Minister Falcon took time to sit down and visit with the Rest Area Rangers. These kids were thrilled that they had this opportunity to talk to him and Minister Falcon appeared to quite enjoy their discussions – a memory that they will always have.

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Many positive comments came from various members of the community either in the media or personally to staff manning the phones or at the information kiosks. The water taxis brought back fond memories of the days when a government ferry was the only means of public transportation between Kelowna and the Westside.

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Minister Falcon also presented Grant Lachmuth with a special plaque with thanks for his leadership during this event. Jeff Wiseman, District Operations Manager, on behalf of staff, formally presented Grant with his Rear Admiral epaulets and a special personalized life preserver for the S.S. Cohiba!

All in all, everyone who worked on this project at the District rose to the challenge and worked together as an awesome team and great camaraderie.

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**SIR Golf Tourney**

Submitted by Bill Richards
Manager, System Services, Kamloops

It was a dark and stormy night when 18 went out to challenge it, 18 came back, most were changed by the experience (soaked to the skivvies).

Here is a recap of the event:

Winner of the Wang Classic computer (a.k.a. sleeve of golf balls) for men’s long drive - **Barry the Basher Bergstrom**

Winner of the gum (a.k.a. sleeve of golf balls) for ladies’ long drive - **Hurricane Helen Dacho**

Winner of the hoola hoop (a.k.a. sleeve of golf balls) for mens KP - **Darren Dead Eye Lincoln**

Winner of the other Wang Classic computer (a.k.a. sleeve of golf balls) for ladies KP - **Deadly Dawn Fraser**

Team with the most sandbaggers - er...umm...lowest score ($20 gift certificate to Nevada Bobs, graciously donated by Reggie Lawrence)

- **Frank Dacho**
- **Helen Dacho**

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Although there was no prize for largest divot I must mention that Mark Collins is the proud owner of a 5 pounder. Rumour has it he is doing some landscaping.
Burnt, Blistered, and Bummin’ in the Grand Canyon

Submitted by Dave Byng
Former Executive Director,
Highways Operations

The wavering light from our headlamps flickered through the trees as we strode into the darkness, preparing to descend the steep cliff face into the black abyss below. Cheryl and I, accompanied by our two boys, Tyler-12 and Mackenzie-10, were about to enter a land of extremes, where our day plan revolved around managing the seemingly limitless desert heat.

We had kicked off a month of hiking and backpacking in the US south-west desert, by undertaking a 40km traverse of the Grand Canyon, backpacking from rim-to-rim. We found as we descended the vertical mile to the canyon floor that our trail companions were to be few and far between—unless you counted the lizards, due in part to the record breaking summer heat wave that Arizona was experiencing. As the day wore on and the heat grew more intense, it brought to mind the 1930’s Noel Coward song “Mad Dogs and Englishmen” which goes:

In tropical climes there are certain times of day,
When all the citizens retire to tear their clothes off and perspire.
It’s one of the rules that the greatest fools obey,
Because the sun is much too sultry
And one must avoid its ultry-violet ray.

The natives grieve when the white men leave their huts,
Because they’re obviously, definitely nuts!
Mad dogs and Englishmen go out in the midday sun…

Of course in our case it would more accurately read “Collared lizards and Canadians”…

To cope with the heat we started each day at 4:00am, breaking camp as quickly as possible to take advantage of the cooler temperatures. We were laden with 40-60lbs of water between us, with an extra 15lb sack of Gatorade powder in Cheryl’s pack. By 9:00am the sun was soaring overhead and the temperature was usually around 35°C and climbing fast.

At the canyon bottom temperatures climbed to 50°C in the shade and a searing 60°C in the sun!

Trip preparation is essential; when we met with the backcountry ranger on the south rim he explained that the park rangers don’t regularly patrol the trails we would be traveling on during the summer heat. He stated, “We don’t recommend people travel through the canyon in this heat—and we take our own advice!” To further encourage us he went on to explain that people die hiking in the Grand Canyon each year and they render assistance to about another 2500 hikers annually. And just to make sure we were really paying attention, he went on to add that if they were required

Caution! Control your children!

continued on page 33
to extract us, which would be by helicopter, we would be required to pay a US $3,000 fee.

We made a point of traveling light and fast to allow us to find some shade and water to ride out the heat of the day in. We often relaxed under a fly we suspended on our hiking poles to keep the sun off, sleeping on the ground in (or more accurately on) tropical sleeping bags. The nightly routine was to soak down wearing the minimum amount of clothes required to maintain your decency in case of passersby, and then retire onto your bag with another litre of water to get you through the night. The downside to our sleeping arrangements was you never really knew what nocturnal visitors might come a knockin’...

Our ranger friend had advised us that the rattlesnakes weren’t much of a problem; you almost never saw them and they had never killed anybody as far as he could recall. Oh...the scorpions...not really a problem either...just shake out your boots in the morning. If one does bite you it won’t usually be fatal, just hurt A LOT for a few hours, then you can hobble off down the trail, again. Very comforting...

Our luck with the rattlesnakes seemed to be much better than the “I don’t patrol the trails” ranger; we had rattlesnakes residing with us in every one of the mandatory backpacking campsites. It goes like this: people = food = mice = snakes. Our boys spotted one along the trail by our campsite at dusk one evening, which was to unwittingly wreak havoc on a group of Japanese backpackers across the way. When they became aware that it had been slithering through their campsite they implored a passing ranger to remove it. She politely declined, explaining that almost all the snakebite incidents they deal with are a result of people trying to handle snakes, and she wasn’t going to add to the stats. They then broke camp heading to a different part of the camping area, even though she tried to explain that it had just left their campsite and was unlikely to return; however by relocating they might unintentionally put themselves on its course once more!

Climbing up out of the canyon to the south rim brought on whole new adventure-mules. Mules with dudes riding them down steep narrow trails, led by wranglers that had run away from the circus! Mules that tore up the trail and kicked up clouds of dust...mules that left mounds of boot sticking, fly attracting...well...crap...around every bend. Mules that had obviously drank a lot and left reeking deposits along the trail. As you can tell there is a strained relationship between the mule teams and the backpacking community, evidenced by the pile of shirts available in the gift shops sporting a hiker and the logo “Real Men Don’t Ride Pack Mules”. In fairness to the mules and the dudes, the mules have an impeccable safety record, affording the opportunity to see the inner canyon to many people who would otherwise be unable to do so.

As we broke over the south rim, having spent five days experiencing the inner canyon, we all felt a tremendous sense of accomplishment and privilege, having really experienced one of the wonders of the world “up close and personal” in a way few do.
Management Development Program Welcomes New Participants for 2005

Submitted by Paul Squires, Manager, HR Planning & Development and Trish Sterloff, Manager, Business Services

We know that the Ministry of Transportation is a great place to work, but it’s great to see that others feel that way too! The Management Development Program (MDP) has been running for over a full year, and provides participants with an accelerated exposure to management roles and responsibilities. For the second year in a row, the program has received a high level of interest from outstanding candidates both internal and external to the ministry.

The competition was tough, but in the end, five individuals made it into the program:

**Jane Hawksworth** - Worked as a Senior Marketing Associate at Royal Roads University, and is now working in the Land Management Branch with Phil Christie.

**Cindy Hogg** - Worked as a Supervisor at the Hunter Creek weigh scale, and is now working in the Construction and Maintenance Branch with Mark Pratt.

**Stephanie Livingstone** – Currently on a TA as District Development Technician in Prince George, and is most interested in the operational side of the business and quite open to opportunities around the province.

**Jesse Morwood** – Worked as a General Manager at the Canadian Chamber of Commerce in Mexico, and is now working at the Gateway Project with Mike Proudfoot.

**Craig Sobering** – Currently works as an Area Development and Operations Technician in New Westminster, and is interested in project management, cycling infrastructure, and the environment.

Mentoring is a cornerstone of the MDP program as it allows the participants to get advice, build a relationship and learn even more about the ministry. Many of you reading this might not have an assignment available for an MDP, but would be interested in playing a mentoring role. Continued on page 35.
role for some of the participants. If so, we would love to hear from you!

Even though the program is still relatively new, some of the MDPs from the 2004 intake have had recent success in winning ministry competitions. We’d like to extend our congratulations to Ian Pilkington who won the position of Regional Project Manager, Nicole Pharand-Fraser who is now Manager, Maintenance Programs in the Construction and Maintenance Branch, Erin Moxon, who is now District Engineer in the West Kootenay District, and Ashok Bhatti, who recently started a temporary assignment as Operations Manager in the Peace District. Congratulations and good luck to all of them!

So what does the program look like? Typically, an MDP participant will work on a total of four, six-month assignments, getting to roll up their sleeves in many different areas of the ministry. Some past MDP assignments include: District Operations Manager-In-Training in the Vancouver Island District; Assistant Project Manager at the Kicking Horse Canyon Project; and Project Manager in the Properties and Business Management Branch. There are four areas of ministry business that the participants will have the opportunity to work in: district, region, headquarters, and major project.

Participants benefit from exposure to new areas of the ministry, and supervisors benefit by catering the MDP participant’s workload to best serve operational needs. “With the multitude of activities underway at Gateway, we’ve been able to tailor MDP assignments to meet the needs of the project and the interests of the candidate while providing a solid understanding of the Ministry’s mission”, says Mike Proudfoot. “It’s been great to see the enthusiasm and commitment of our MDP participants as they take on their tasks and build the experience to pursue future management roles.”

If you have a work assignment that you believe is suitable for an MDP participant or are interested in acting as a mentor to an MDP throughout their time in the program, please contact Trish Sterloff or Paul Squires to discuss.

Kootenay Pass Avalanche Staff Lay Down Their Guns

Submitted by West Kootenay District

After 30 years and nearly 20,000 rounds, the gas compressed avalanche used to control avalanches on the Salmo-Kootenay Pass-Creston stretch of Highway #3, has been retired. The Snow Avalanche and Weather Programs in Victoria with the assistance of the West Kootenay District installed the final gaz.ex exploder on the west side of the Pass in July (2005).

The Gaz.ex is a remote avalanche control system from France that combines oxygen and propane gases in a large open ended tube located in an avalanche starting zone. Once the gases have been released into the tube, a high voltage spark is introduced into the mixture creating an explosion. The expanding gases impact the snow surface with a force comparable to thirty kilograms of dynamite. One of the excellent benefits of the Gaz.ex system is that the effect of detonations extends to nearly 100 meters in all directions from point of impact. This dramatically increases the probability of producing an artificial avalanche.
which is the ultimate goal of any avalanche control mission.

The Snow Avalanche and Weather Programs started the upgrades to the Kootenay Pass avalanche control systems in 1993 when three Gaz.ex explorers were installed. Since then a further 18 explorers and 6 control shelters have been placed strategically in the most problematic avalanche starting zones on both sides of Kootenay Pass. Total cost of the project since 1993 is just under four million dollars.

This final Gaz.ex exploder is unique as it is a new “stand alone” system that has its own gas supply and computer telemetry systems right at the exploder location. It is the first of its’ kind in North America and the western hemisphere. Currently there are only five of these “autonomous” systems in use worldwide.

The efficiency of this kind of system is evident when compared to previously used systems. Prior to the use of Gaz.ex it would take nearly eight hours to conduct effective avalanche control in the Pass. Not only does Gaz. ex provide vastly superior results in producing artificial avalanches, a full mission from one end of the pass to the other can now be completed in one hour. The excellent results produced by Gaz.ex also ensures safety to maintenance crews who remove avalanche deposits from the highway prior to re-opening the road.

Although Kootenay Pass is one of the most avalanche prone stretches of highway in North America we can now offer safer and more efficient passage to the significant flows of public and commercial traffic on this important highway corridor.

Special thanks to Mike Boissonneault, Manager of the Snow Avalanche and Weather Programs HQ and to Jacques Dupas, Manager of the West Kootenay District for their financial support and vision. John Tweedy, Kootenay Pass Avalanche Technician is once again to be congratulated for taking on the role of project manager for this initiative which was delivered on time and on budget. The Ministry also recognizes ongoing service excellence provided by Avatek Systems Limited of Vernon as the Canadian supplier of the gaz.ex avalanche control system of France.

http://www.th.gov.bc.ca/publications/roadrunners/index-roadrunners.htm
A Trip to China – The Awakened Dragon

Submitted by Cindi Trowbridge
Manager, Business Planning &
Client Relations

I recently had the amazing privilege of travelling with Minister Kevin Falcon and Deputy Minister John Dyble as part of a Transport Mission to China led by federal Transport Minister, Jean Lapierre. The group also included representation from the Alberta and Saskatchewan ministries of Transportation and Infrastructure, as well as Canadian transportation business leaders. From August 29 to September 10, we travelled to three of China’s major centres - Beijing, Shanghai and Hong Kong.

What impressed me the most? When one sees the construction cranes lined up along the skylines of all three cities, the major transportation infrastructure works underway, the millions of containers in the shipping yards and learn of some of China’s plans for the near future, you definitely get the impression of a country progressing as an significant world economic giant. In one of his speeches in Shanghai, Minister Lapierre aptly described China as a dragon and Shanghai as the head of the dragon. This dragon isn’t sleeping…

The Canadian Embassy staff certainly impressed me. They were a great local knowledge resource also acting as interpreters and guides. Typically, they spoke three languages – English, French and Mandarin or Cantonese – with seemingly equal ease. I witnessed them carrying on conversations in all three at the same time. Makes one feel pretty inadequate.

The Chinese are a very industrious people, from those in big business to market stall vendors to sellers on the streets. Going against my usual inclinations, I became pretty adept at bargaining with the market stall vendors. Their communication tool of choice is a calculator and the process goes something like this…they show you their original astronomical asking price…you punch in what you want to pay and it goes back in forth with much theatrics on their part until you are ready to walk away. Then the deal is successfully completed. Phrases such as, “You are killing me” or “You are my friend, I give you my best price” are pretty commonplace.

It’s all an expected part of the interaction. Whether at the Silk or Pearl or Ya Show markets in Beijing, at the Great Wall or on the Bund in Shanghai or downtown Hong Kong, often the final price was 20-40% of the original asking price.

On Sept. 8th, Minister Falcon and I returned to Beijing from Hong Kong to attend the World Economic Forum. The Minister participated as a panellist for a session entitled, “China and the World: Reshaping Global Markets and Regional Relations” where he spoke about the Pacific

continued on page 38
Gateway, as well as the provincial government’s and our ministry’s successes in deregulation. It was impressive to meet and listen to the business leaders and government officials of the world.

What didn’t I like? When we first arrived in Beijing on Aug 30th, the fog of air pollution took me aback. You knew the sun was shining, but you couldn’t see it. Mountains and buildings were obscured by it. We learned that 2,000 cars a day are added to Beijing’s road network, replacing bicycles. Combined with the heat and humidity, the air felt heavy. A couple of days later, the winds cleared the air and there was beautiful blue sky and scenery.

It was sad to see the very poor, elderly, mothers with babies or disabled children and the crippled begging for coins in the streets, using whatever mode of primitive transport available. Always the same people in the same locations. China doesn’t have a social assistance program. We should be grateful for the assistance programs we have in Canada and the example we set for other nations.

The 15-hour time difference isn’t so hard to adapt to when you go to China. The hard part is resetting your internal clock when you get back. The bonus is that you get to re-do that 15 hours of your life. The first week back was a bit of a challenge for me.

What was the food like? Generally, the food was much different than the Chinese food Canadians are used to…a lot less batter and deep-frying. The formal meals we attended, such as the one hosted by the Vice-Mayor of Shanghai and the one hosted by the Municipality of Beijing at the Great Hall of the People, were 10 to 12 courses and always ended with a fruit plate that included tasty dragon fruit. Duck was frequently on the menu. The most unusual thing I ate was fish lip soup (in case you’re wondering…fish lips are chewy!) and slippery black mushrooms are pretty tricky to pick up with chopsticks. The hotels offered North American, European and Chinese fare.

What did we see? In a word, “lots”. In addition to tours of transportation infrastructure such as the Beijing and Shanghai Hongquiao airport expansion projects, the Waigaoqiao Port, COSCO and the Maglev Train (with a top speed of 431 km/h) at Long Yang Station in Shanghai, the Planning and Infrastructure Exhibition Gallery and International Terminal (port) in Hong Kong, as well as the International Airport in Kowloon, the schedule allowed for time to visit some cultural sites. While we were in Beijing we visited Tiananmen Square, the Great Wall and Summer Palace and in Shanghai we toured the Yuyuan Garden, the Bund and took a short nighttime cruise on the Huanpu River. The Great Wall and viewing the night-lights of Shanghai were highlights for me.

I couldn’t write this without mentioning the taxi drivers in China. Riding in a taxi is a whole experience in itself. The best advise is, “don’t look behind you”...it’s too scary! There is much honking of horns and innumerable close calls. Pedestrians do not appear to have the right of way...every driver thinks he has the right of way. Taxi drivers generally do not speak English. The trick is to get the hotel doorman to tell the driver where you want to go and make sure you have a hotel business card in Chinese to show the driver for the return trip. Somehow we thankfully always managed to get to our destination unscathed. As Beijing is hosting the 2008 Summer Olympic Games, they’re working on their traffic management.

This was an experience of a lifetime!
Employee Advisory Forum Update

Submitted by Lisa Gow, Chair, and Julian Malinsky, Vice Chair

Last February John Dyble announced that the Ministry’s Renewal Initiative would be evolving into an Employee Advisory Forum board (EAF).

The mandate of the EAF is to build on the success of the Renewal Initiative that began approximately three years ago. The forum is a central place to receive and develop ideas that make our Ministry a healthy and rewarding place to work.

To CVSE staff that recently joined our Ministry, “welcome to our team”. We look forward to working with all of you.

The EAF board consists of 48 members that represent all MoT employees (19 EAF members were previous Renewal Members/Delegates and 29 were not). Lisa Gow is Chair and Julian Malinsky, Vice Chair. Each member is committed to represent you for a two-year term.

An agenda was developed, in partnership with Executive, for the first EAF meeting/workshop scheduled on October 18 & 19th in Victoria.

In preparation for the Oct 18 & 19th meeting, the EAF members are canvassing employees in their business unit for ideas on how to achieve a healthy and rewarding workplace. Your voice, participation and input are critical to our success. Please forward your suggested improvement ideas to your team representative, or to any other EAF member. Anyone wanting input anonymity, please forward your suggestions directly to Susan Ingram in an enveloped marked “CONFIDENTIAL”.

We are encouraged by the support given by John Dyble, Deputy Minister, Assistant Deputy Ministers and Regional Directors to the Employee Advisor Forum.

We are honored and thrilled to be working with you and your EAF members. Do not hesitate to contact any member (including one of us) if you have any questions.

Lisa Gow & Julian Malinsky
http://gww.th.gov.bc.ca/EAF

Provincial Employees Community Services Fund 2005 Campaign

The Provincial Employees Community Services Fund 2005 Campaign is in full swing. Through pledges and various fund-raising events last year, government employees donated nearly $1,500,000.00 to support local charities throughout the province! Every donation is appreciated and reflects on our commitment as a group to help those in need in our communities.

There are 2 ways in which you may pledge your donation:

1. Electronically - through the Employee Self Service link: icw.eview.gov.bc.ca/ess/index.htm

2. Manually - using a Community Fund pledge form obtained from your canvasser or printed from the community fund website: www.bcpublicservice.ca/communityfund/

As before, there are several contribution options – pay-period or one-time payroll deduction, one-time cash or cheque – as well as several fund distribution options. Further information regarding the community fund and the charities supported in the various regions can be found at the community fund website above or through your local canvasser.

www.bcpublicservice.ca/communityfund/