“Who Knew?” Historical Highlights from 50 Years of Road Runner

Submitted by Nancy McLeod, Road Runner Editor

Hurray, Road Runner officially hit the big five-oh this month!

Here are some things you might not know about our newsletter, which for five decades has featured articles and photos about employees’ professional and personal successes, social and community events, and ministry projects.

How Road Runner Got its Name (And How I Found Out)

Golf and serendipity led me to how Road Runner was named. You see, some of the women from our ministry’s Nanaimo office regularly golf together, and among their group is the daughter of Road Runner’s first editor, Ray Baines. Leslie Gilmour (nee Baines) never worked with our ministry, but the other golfers were aware of her family connection. Enter a new player, Angie Allwood of the Courtenay office, who asked Leslie how she knew the group. When Angie learned of Leslie’s link to Road Runner, she told Leslie that Road Runner was celebrating its 50th anniversary this year, and suggested she contact me.

On May 1, I read an email from Leslie, that appeared in my Road Runner mailbox. I was elated for an entire week! We quickly connected, and Leslie has generously shared her memories of her father and his work.

It turns out that Ray Baines chose our newsletter’s name while travelling in the U.S. with his family. He saw a publication called Road Runner and thought it was well-suited to an employee newsletter for the Department of Highways. Ray, a former reporter with the Colonist, launched the first edition in November 1963 as executive editor and stayed at Road Runner’s helm for 19 years. Merv D. Novak worked with Ray as editor for the first four issues, then Arthur J. Schindel took on that role, and stayed for 17 years.

Leslie recalls her father taking her to the opening of the Salmo-Creston Highway in 1963. The next day, she proudly brought a piece of the opening ribbon to show and tell at her school. Leslie’s 91-year-old mother is alive and well, and residing in Victoria, so when Leslie came from Qualicum Beach to visit her in June, we met up at HQ.

Heaps of Heroics

Read back into the old editions, and you’ll encounter some heart-stopping and heartwarming stories about ministry employees who came to the rescue, in dire situations. Road Runner named the Road Runner.
Editor’s Note

Working on celebrations for Road Runner’s 50th anniversary, and looking back at issues dating to 1963, has been an unexpected walk down memory lane for me. It turns out I have worked with or known several of the previous editors, and even have one in my family tree.

Of course, I worked with Jane Hawksworth, who was welcoming me around 1999. About a decade later, I met Betty Nicholson who was editor from 2003 to 2007. I also knew Cindi Trowbridge, who was editor from 2001 and added, “I’ve got a bit of history with Road Runner compared, I came upon Eddy Piasentin, who works at the Ministry of Health. Eddy quickly and helpfully responded to the survey, and added, “I’ve got a bit of history with the Road Runner myself – I was the editor of the Vancouver Island Highway Project supplement to the Road Runner in 2001.” I feel privileged to have shared the role of editor with these highly skilled people whose history stretches back with Road Runner. I particularly like a message from Cindi Trowbridge who was editor when Road Runner was being revived as an employee-driven publication where all workers (as opposed to only communications people) write about 95 per cent of the content. Cindi’s editor’s note in the Winter 2004 edition reads:

“I hope you’re finding that the Road Runner is becoming a more people focused newsletter. As a ministry, we have much to be proud of in the province aren’t mentioned in the newsletter, please take the lead in making sure they’re included in the next issue. I’m happy to work on the writing with you. If you have any comments on how to improve the Road Runner, please contact me.”

To this, I say, ditto.

Nancy McLeod, Editor

across the provincial government, to see how Road Runner compared, I came upon Eddy Piasentin, who works at the Ministry of Health. Eddy quickly and helpfully responded to the survey, and added, “I’ve got a bit of history with the Road Runner myself – I was the editor of the Vancouver Island Highway Project supplement to the Road Runner in 2001.” I feel privileged to have shared the role of editor with these highly skilled people whose history stretches back with Road Runner. I particularly like a message from Cindi Trowbridge who was editor when Road Runner was being revived as an employee-driven publication where all workers (as opposed to only communications people) write about 95 per cent of the content. Cindi’s editor’s note in the Winter 2004 edition reads:

“I hope you’re finding that the Road Runner is becoming a more people focused newsletter. As a ministry, we have much to be proud of in the province aren’t mentioned in the newsletter, please take the lead in making sure they’re included in the next issue. I’m happy to work on the writing with you. If you have any comments on how to improve the Road Runner, please contact me.”

To this, I say, ditto.

Nancy McLeod, Editor

across the provincial government, to see how Road Runner compared, I came upon Eddy Piasentin, who works at the Ministry of Health. Eddy quickly and helpfully responded to the survey, and added, “I’ve got a bit of history with the Road Runner myself – I was the editor of the Vancouver Island Highway Project supplement to the Road Runner in 2001.” I feel privileged to have shared the role of editor with these highly skilled people whose history stretches back with Road Runner. I particularly like a message from Cindi Trowbridge who was editor when Road Runner was being revived as an employee-driven publication where all workers (as opposed to only communications people) write about 95 per cent of the content. Cindi’s editor’s note in the Winter 2004 edition reads:

“I hope you’re finding that the Road Runner is becoming a more people focused newsletter. As a ministry, we have much to be proud of in the province aren’t mentioned in the newsletter, please take the lead in making sure they’re included in the next issue. I’m happy to work on the writing with you. If you have any comments on how to improve the Road Runner, please contact me.”

To this, I say, ditto.

Nancy McLeod, Editor

across the provincial government, to see how Road Runner compared, I came upon Eddy Piasentin, who works at the Ministry of Health. Eddy quickly and helpfully responded to the survey, and added, “I’ve got a bit of history with the Road Runner myself – I was the editor of the Vancouver Island Highway Project supplement to the Road Runner in 2001.” I feel privileged to have shared the role of editor with these highly skilled people whose history stretches back with Road Runner. I particularly like a message from Cindi Trowbridge who was editor when Road Runner was being revived as an employee-driven publication where all workers (as opposed to only communications people) write about 95 per cent of the content. Cindi’s editor’s note in the Winter 2004 edition reads:

“I hope you’re finding that the Road Runner is becoming a more people focused newsletter. As a ministry, we have much to be proud of in the province aren’t mentioned in the newsletter, please take the lead in making sure they’re included in the next issue. I’m happy to work on the writing with you. If you have any comments on how to improve the Road Runner, please contact me.”

To this, I say, ditto.

Nancy McLeod, Editor

across the provincial government, to see how Road Runner compared, I came upon Eddy Piasentin, who works at the Ministry of Health. Eddy quickly and helpfully responded to the survey, and added, “I’ve got a bit of history with the Road Runner myself – I was the editor of the Vancouver Island Highway Project supplement to the Road Runner in 2001.” I feel privileged to have shared the role of editor with these highly skilled people whose history stretches back with Road Runner. I particularly like a message from Cindi Trowbridge who was editor when Road Runner was being revived as an employee-driven publication where all workers (as opposed to only communications people) write about 95 per cent of the content. Cindi’s editor’s note in the Winter 2004 edition reads:

“I hope you’re finding that the Road Runner is becoming a more people focused newsletter. As a ministry, we have much to be proud of in the province aren’t mentioned in the newsletter, please take the lead in making sure they’re included in the next issue. I’m happy to work on the writing with you. If you have any comments on how to improve the Road Runner, please contact me.”

To this, I say, ditto.

Nancy McLeod, Editor

across the provincial government, to see how Road Runner compared, I came upon Eddy Piasentin, who works at the Ministry of Health. Eddy quickly and helpfully responded to the survey, and added, “I’ve got a bit of history with the Road Runner myself – I was the editor of the Vancouver Island Highway Project supplement to the Road Runner in 2001.” I feel privileged to have shared the role of editor with these highly skilled people whose history stretches back with Road Runner. I particularly like a message from Cindi Trowbridge who was editor when Road Runner was being revived as an employee-driven publication where all workers (as opposed to only communications people) write about 95 per cent of the content. Cindi’s editor’s note in the Winter 2004 edition reads:

“I hope you’re finding that the Road Runner is becoming a more people focused newsletter. As a ministry, we have much to be proud of in the province aren’t mentioned in the newsletter, please take the lead in making sure they’re included in the next issue. I’m happy to work on the writing with you. If you have any comments on how to improve the Road Runner, please contact me.”

To this, I say, ditto.

Nancy McLeod, Editor

across the provincial government, to see how Road Runner compared, I came upon Eddy Piasentin, who works at the Ministry of Health. Eddy quickly and helpfully responded to the survey, and added, “I’ve got a bit of history with the Road Runner myself – I was the editor of the Vancouver Island Highway Project supplement to the Road Runner in 2001.” I feel privileged to have shared the role of editor with these highly skilled people whose history stretches back with Road Runner. I particularly like a message from Cindi Trowbridge who was editor when Road Runner was being revived as an employee-driven publication where all workers (as opposed to only communications people) write about 95 per cent of the content. Cindi’s editor’s note in the Winter 2004 edition reads:

“I hope you’re finding that the Road Runner is becoming a more people focused newsletter. As a ministry, we have much to be proud of in the province aren’t mentioned in the newsletter, please take the lead in making sure they’re included in the next issue. I’m happy to work on the writing with you. If you have any comments on how to improve the Road Runner, please contact me.”

To this, I say, ditto.

Nancy McLeod, Editor
Runner chronicles at least three instances where ministry employees made the difference between life and death.

John Carlisle delivered mouth-to-mouth resuscitation for 25 minutes to save the life of John Czens, a 25-year-old student who had been in a car crash. The victim’s heart stopped and started twice during that time. He had been thrown about 70 feet from a vehicle, near the Deas Tunnel. (March, 1966 Road Runner)

A ministry crew of 16 was able to save the lives of four people, from among eight who had been in a car that had crashed over the Cranberry Bridge and into the river, on June 14, 1975. Some employees entered the icy waters and delivered mouth to mouth resuscitation right there in the river, using the car to support the victim. Others, like Jim Turner (see “You and Road Runner – Making our Mark in Ministry History,” Page 5) pulled victims to safety and delivered first aid on shore. (Summer 1975 Road Runner)

On his way home from work, District Watchman Jack McColl pulled a semi-conscious and injured man from a burning vehicle, near the intersection of the Fraser and Pacific Highways. (Spring 1976 Road Runner)

There are marine rescues of capsized boaters, children being piggy-backed out of their flooded homes and many more ministry heroes in Road Runners past.

Employees Deliver (Babies)!

The Ministry of Transportation and Infrastructure has been known as the “can do” ministry for some time. Employees deliver projects large and small... and even babies! In Nov. 13, 1969, Patrolman Bill Laluk helped Michelle Ava Mae Beckley enter the world, at the south end of the Second Narrows Bridge. Road Runner reports that Michelle’s parents were bound for Lions Gate hospital, but had to pull over and ask for help. Bill called an ambulance and brought out a stretcher to take the mother into the patrol office, however, the baby chose to be born in the car’s front seat as, “Bill instructed and assisted the father in the proper procedure.” (March 1970 Road Runner)

CVSE Inspector Pete Handler delivered Tupelo Penningroth alongside Highway 7, near Mission, while on duty overseeing a house move, in the wee hours of Dec. 11, 2009. He was told that the nearest ambulance was 10 minutes away and recounted, “We advised the BC Ambulance Service that by then, we would most likely have a seven-minute-old baby waiting for them.” (February 2009 Road Runner)

Fearlessly Taking on New Technology

Ministry employees are always looking to find new ways to work more efficiently, and make the best use of funds and workers. Here are two remarkable examples.

A jet-powered snowplow? Yes, we kitted one out with a Pratt and Whitney turbine engine, to take on Kootenay Pass. At the time, it was known to be the only one in the world. It made the cover of March 1966 Road Runner and you can read more about it there, and, on the TranBC website.

In the late 1970s, The Motor-vehicle Branch (once a part of our ministry) revolutionized the preparation of letters about suspension, reinstatement, probation and assessment... with a word processor. Clerks were typing 3,500 letters a week and completing 600 to 700 computer cards a day, with each card requiring the driver’s licence number, full name, name code, effective date and file number. Administrative Officer June Byers, who was in charge, worked with a factory to “develop a word processing machine that would be compatible with the computer system where you could type in a master letter, have merging capabilities, and also be able to store and recall.” Imagine that! (Spring 1979 Road Runner)

Rich Ministry History Preserved

There are many more intriguing, startling and amusing stories and images in Road Runners past. You will find 149 editions of Road Runner (including this one) in the searchable Road Runner
Ministry Well Represented at Premier’s Awards
Submitted by Nancy McLeod, Road Runner Editor

Three out of seven provincial Premier’s Awards went to ministry employees for their work with the Ministry of Transportation and Infrastructure or their efforts on a cross-government team. The 2012/13 awards were present Oct. 16, by Premier Christy Clark at the Victoria Conference Centre.

Provincial Winners
Vancouver Island’s Top Down Stabilization team won for Innovation at both the provincial and regional levels. Geotechnical Design Engineer Peter Bullock and his team combined design/build project delivery and recent construction advancements, to stabilize soil and road materials from the road level. Working on narrow road shoulders and failing fill slopes along Highway 4, the team increased driver safety and reduced road maintenance costs. With the “top down” technique, excavation and road loss is limited and traffic through the work zone is maintained.

Paula Cousins won the provincial Leadership Award after receiving the regional award in the North/Interior. She has led the ministry’s Technical Entry Level and Engineer in Training programs and put forward a successful business case for increased future road rehabilitation funding, which saves money while ensuring safe and reliable roads. Paula was also recognized for mentoring and coaching others, and the corporate and operational services team she’s built in the Southern Interior Region which has twice been named one of the 10 Best Places to Work in the BC Public Service.

Sherrie Applegate and Carl Lutz shared in a Cross Government Integration Award for their contributions to Red Chris Mine Coordinated Authorization, led by the Ministry of Forests, Lands and Natural Resource Operations. The inter-agency team consolidated the process for reviewing mine projects, and this will guide future permitting for major mines in B.C.

Finalists in Provincials
Scott Maxwell was voted in as one of three finalists in the Emerging Leader Category, who went on to the provincial awards.

Carl Lutz, Richard Lokken and Cam Schley were provincial finalists as part of the Ministry of Jobs, Tourism and Skills Training Burns Lake Recovery Team. The team won the Cross Government Integration Award for the North/Interior region.

Ministry employees from two teams were finalists for the provincial Partnership Award: Geoff Freer, Ron Lepage and Mike Oliver with the South Fraser Perimeter Project; and Dirk Nyland who participated on the Ministry of Justice 2012 Spring Freshet Flooding Team.

Regionally Represented
Jesse Schultz, Tahna Neilson and Steve Clifford were recipients of a Vancouver Island regional award for their participation in the Citizen’s Services and Open Government Leading Workplace Strategies Initiative. The category was Cross-Government Integration.

Congratulations to Maria Braden and the 2012 GranFondo Whistler Team for being selected as regional award finalists.

Innovation Award winners for Top-Down Road Stabilization honoured by Premier Christy Clark (third from left): Peter Bullock, Renee Mounteney, Lina Halwani, Vince Trozzo and Wayne Jentsch.

Premier Christy Clark presents Leadership Award to Paula Cousins.
You and Road Runner – Making our Mark in Ministry History
Submitted by Nancy McLeod, Road Runner Editor

Ministry employees and the Road Runner have covered a lot of ground together over the last 50 years. Here are some events from along the way, from employees who have shared the noteworthy times in their careers on the Road Runner timeline.

Some highlights show how much things have changed over time. For example, Peter Spry’s “What is the Internet” presentation from 20 years ago, and Road Runner coverage about the ministry (and Canada) switching to the metric system. Others are exciting and unusual, like unexpected recognition, and Dave Byng’s exotic family travel adventures (Road Runner articles still fondly recollected by readers).

November 1955 – March 1997
All 40 plus years, satisfied, happy, proud and engaged – Alfred R. Atkins (retired)

November 1963
First edition of ministry newsletter launched – Road Runner

September 1972
Started with Highways Department in Provincial Building in Pouce Coupe – Dianne Young

June 14, 1975
Helped save people from vehicle submerged in Cranberry River – Jim Turner

Spring 1976
The need to move to metric measures – Road Runner

September 1976
Started with the ministry, then named Public Works – Cindy Smith

May 1978
Started with highways ministry. Oh my, how things have changed! – David Swales

May 1986
Involved in construction of Phase 1 of the Coquihalla Highway – Ken Lukawesky

January 1987
Tribute to Alex Fraser – transportation minister from 1975 to 1986 – Road Runner

September 1992
Completed supervising construction of Canada’s first GAZEX Avalanche Control System – Scott Aitken

September 1993
Presented “What is the Internet” at Texas HEEP conference – Peter Spry

October 1995
Recognized along with some great guys, aka The Drilling Crew – Jackie Chambers

June 25 – July 4, 1996
PREOC Information Officer: Bennett Dam sinkhole event – Ron Wiebe

December 2001
Received an unexpected recognition letter from RCMP – Kari McKeel

Spring 2003
EAF revives Road Runner as an employee-driven publication – Road Runner

March 2004
Acceptance into the Management Development Program – Ashok Bhatti

Fall 2005
Dave Byng’s “Burnt, Blistered, and Bummin’ in the Grand Canyon” – Road Runner

Spring 2005
Former Minister Kevin Falcon’s visit at the Coquihalla Toll Booth – Mike Kassian

October 2005
Dressed as Cookie Monster for HQ’s Cookies for a Cause – Cindy Hogg

February 26, 2008
Received my P. Eng (professional engineer) stamp in the mail – Ryan Oakley

June 2008
Created “Manager as Leader and Coach” course, delivered ministry-wide – Holly Adams

September 2008
Received Deputy Minister’s Award for Leadership – Leslie Elder

March 2009
Project completion – over-height detection system, Highway 1 at Glover Road – Giesila Decker

May 2010
Joined the Ministry of Transportation as regional director’s assistant – Melanie Robbestad

Jim Turner and crew rescued people from a car in the Cranberry River, in 1975.

Winter 1987 Road Runner, released in January, trumpets “Welcome Back Roadrunner! A definite morale booster for many years, the Ministry’s staff publication has returned.” Each time there has been a lag, our newsletter has risen again, thanks to the efforts of all who contribute to it. Road Runner, it seems, is as unique and lasting as the work we do.

“Who Knew?” Historical Highlights from Road Runner … Continued from Page 3
Hairlines and Hemlines
– Fashion through Our Pages
Submitted by Nancy McLeod, Road Runner Editor

Ministry employees have changed with the times, and so have their hairstyles, eyewear and clothing (though you’ve likely noticed a resurgence of 1960s eyeglasses). Here’s a glance back at some of the looks sported by ministry employees, from Road Runners past.

These checkered pants on G.J. Sutherland were likely the fashionable orange and cream colours of the time (Fall 1976).

Big hair, shoulder pads and wide belts like those worn by Rita Laverty ruled the 80s (December 1988).

A thrilling flight with an avalanche crew was a career highlight for Mandeep Chadha.

Gary Stringer is decked out in a ministry “Wearables” sweater and cap. Collared t-shirts and sweatshirts with the ministry logo and region or district location could also be purchased (Spring 1990).

Bob Veitch looking sharp in stand up crew cut, in Road Runner’s premiere edition (November 1963).

Linda Brown’s puka shell necklace and pageboy haircut framed with curls were extremely “in” during the 70s (Summer 1975).

This bouffant worn by Maureen Lemmerick was the crowning hairdo of the 60s (September 1966).

Bob Veitch looking sharp in stand up crew cut, in Road Runner’s premiere edition (November 1963).

A moustache paired with a print shirt was a popular combination seen on Morris Watske at the ministry, and Tom Selleck in Magnum P.I. (Summer 1980).
Five-Star Teamwork: the EAF and Road Runner
Submitted by Nick Nixon, HR Planner, Internal Communications

The Employee Advisory Forum (EAF) and the Road Runner have played important roles in shaping the culture and history of our ministry.

With roots beginning as a Renewal Team in 2002, after government restructuring, the EAF was formed to be the voice of employees to Executive. Later that year, it embarked on a series of focus groups to develop a renewal strategy; and in 2004, it launched an engagement survey for ministry employees, which was conducted by BC Stats.

A workplace survey conducted by BC Stats? “That sounds familiar,” you may be saying to yourself... If you’re thinking that sounds a lot like the corporate Work Environment Survey, completed last month, you’re right. It acts as an instrument for us to learn more about each other, and how our roles here (and our lives out there) align.

First Star ★

The Road Runner Archives: The EAF funded the professional scanning of more than 100 issues of the Road Runner, from November 1963 onwards! Now, you can look back in time at the commitment, expertise and energy that ministry employees have devoted to serving the public over the last 50 years.

Second Star ★★

An employee-driven publication: In recent years, the EAF has contributed to the Road Runner’s evolution as an employee-driven publication. EAF members do this by providing articles on career development, ministry priorities, work/life balance, recognition, employee benefits and health and well-being; and by promoting the ministry’s most important resource: its people. The information is housed in a regular section for EAF news, in every Road Runner.

Third Star ★★★

Promotions: The Road Runner has been an effective medium for spreading EAF news across the ministry! The EAF delivers a number of fantastic tools, services and programs, and the Road Runner is a great way to capture those contributions. “Like what?” Well, just look at what the EAF has released in the past few months: TransAction 2013, a new Bite of the Apple, the Benefit Blurb Library, new Career Development Profiles, Fall EAF Recognition Calendar pages, ministry-themed puzzles circulating across the ministry and much, much more! And, it goes both ways: EAF members promote the Road Runner by spreading the word, sharing paper copies of the newsletter around their workplace, and by keeping their ears to the ground for stories and being advocates for our long-lived employee publication.

Fourth Star ★★★★

Handing over the megaphone: The Road Runner has been a major proponent to providing EAF members (and all employees, for that matter) a way to voice who they are and what they do. It acts as an instrument for us to learn more about each other, and how our roles here (and our lives out there) align.

Fifth Star ★★★★★

Providing valuable experience and knowledge: When members of the EAF contribute to the Road Runner, like all contributors, they may be offered suggestions to make their article more appealing and engaging for readers. This provides them with some terrific communications experience – whether it be about how to set up a striking photo, write in plain language or add some real-life examples to illustrate a key point. And, I know the people who read the Road Runner have learned some interesting facts, been introduced to a new concept or read a comical anecdote from a submission by a member of the EAF, on more than one occasion.

Yes, you are right; this is definitely not an exhaustive list of all of the ways that the EAF and the Road Runner have combined forces throughout the years. Send me an email at Nicholas.Nixon@gov.bc.ca and let me know the other ways that you’ve seen this partnership in action.

Congratulations on your 50th Road Runner! Here’s to 50 more. ★

Early on, the EAF recognized how the Road Runner contributed to employee engagement. After a year-long hiatus, the EAF revived the publication in spring 2003. This time there was a difference – prior it had been written mostly by professional communications staff, but now it would be written entirely by and for all employees. Anyone in the ministry could share their news about an exciting project or personal success.

“In what ways do the EAF and Road Runner communicate with and connect people across the ministry?” “How do they do it in partnership?” Through some pretty terrific, five-star teamwork... (and yes, before you ask, I will continue talking to myself throughout this article).
DID YOU KNOW?

Facts About Pay and Benefits – Massage Therapy
Submitted by Daniela Pricope, EAF Member

Who wouldn’t like to get a massage?

Sounds like the same treat you get at a spa salon, but be aware there are tremendous benefits to be achieved through regular massage therapy treatments from a registered massage therapist. Whether you need to enjoy a few moments of relaxation, reduce muscle tension or attain relief from chronic pain, a therapeutic massage can enhance your overall emotional and physical well-being as well as your quality of life.

Massage therapy benefits people of all ages. While it helps the injured, the ill and the stressed, the real strength of massage therapy lies in possibly preventing illness and conditions before they develop. Therapeutic massage can be an important part of your health maintenance plan, by:

- Reducing or eliminating pain
- Improving joint mobility
- Improving circulation
- Improving immune system functioning
- Reducing depression and anxiety
- Reducing tension within muscles
- Increasing body awareness

Did you know that your extended health care plan contributes toward massage treatments performed by a registered massage therapist? (Refer to the College of Massage Therapists of British Columbia for a list of registered practitioners.)

For unionized employees, the benefits plan covers $8 per visit, for the first eight visits. After that, they are reimbursed at 80 per cent of future visits, until the maximum entitlement of $750 per person, annually, is reached. See the Benefits Guide for Bargaining Unit Employees.

Various options exist with Flexible Benefits for Excluded Employees, and they determine the amount that the excluded employee is reimbursed for massage therapy and other services. If you have any questions call MyHR at 1-877-277-0772, or sign into CaresNet on the Pacific Blue Cross website for more information about benefits under the extended health and dental plan.

Jeanne Reeves has tried out massage therapy and knows how helpful it can be in keeping you active and engaged:

“I’m a runner, and I had to stop running for awhile due to a foot injury, and my back started compensating for the injury. So I started using massage therapy to help alleviate some of the discomfort I was in. I’ve now completed three half marathons! I still use massage treatments as monthly maintenance to help keep me fit, to keep on running!”

Karina Kersten – Project Administrator
Submitted by Pamela Paul, EAF Member

A project administrator and executive assistant in the Pacific Gateway Branch, Karina Kersten has worked for many international companies and speaks English, German, French and Dutch fluently.

Prior to coming to Canada from the Netherlands, Karina worked in the private sector. She was the assistant manager of a manufacturing and sales company which developed drainage materials for green roofs. Green roofs create additional green space in high-density areas and retain water to prevent drainage problems. Flowers and grasses are often seen on these roofs. Complete gardens are built on a variety of building rooftops and might even go unnoticed when they are on top of underground parkades.

Following her heart, Karina and her husband moved to Vancouver Island in 2007, where they started their family. Seeking new opportunities, Karina began with the provincial government as an auxiliary employee with BC Stats.

In her current position, Karina enjoys the diverse people she interacts with from our ministry, across government and externally. As a project administrator and assistant to the executive director, Karina deals with a wide variety of items from transportation projects to proposed pipelines, where her branch assesses access and infrastructure needs. Karina’s broad range of tasks as assistant includes those of an office manager.

Karina received a university education, is currently taking provincial government project management courses and has just completed the PM300 course. Furthermore, she is looking into supervisor development.

She also serves as a member of the Employee Advisory Forum (Team Appreciation), volunteers for Public Service Week and supports the Provincial Employees Community Services Fund as a canvasser. Being involved with these employee initiatives provides her with fun and fulfilling ways to further develop her career.

Karina’s words to live by for work and life: “Try to have fun with everything you do; it will make life easier!” Additionally, she is convinced that you can achieve more with a smile on your face.

Karina and her husband Kevin are currently renovating their Shawnigan Lake home, where Kevin is setting up his company, BC Greenroof, with a nursery for green roof vegetation. Apart from spending time with her son Max, Karina loves cooking, baking, eating and gardening. She also enjoys her transit commute to Victoria because she gets to do some pleasure reading!

Karina Kersten recommends learning about finance, cultural diversity, government sectors, First Nations negotiations and environmental assessments.
Tania Betiku – Human Resources Planner

Submitted by Nick Nixon, HR Planner, Internal Communications on behalf of the EAF

Tania Betiku was raised in Winnipeg, and lives in Victoria where she works as a human resources planner in the Strategic Human Resources Branch.

In 2005, Tania worked for a consulting firm as a researcher for a client in the health and wellness field, where she was heavily involved with client relationship building. In 2008, she joined the BC Public Service as a co-op student in the Ministry of Employment and Income Assistance, within the ministry’s Corporate Planning Department. In search of new adventures, that same year Tania moved to Ottawa to the Canadian School of Public Service where she worked in the research department of leadership development and talent management, supplying a full range of human resources services.

One year later, B.C. called out to her and she rejoined the BC Public Service with the Leadership Centre, where she worked with a group to re-evaluate the leadership development framework across the public service, from executive leadership down. In 2009, the Leadership Centre moved from the BC Public Service Agency to a group called the Future of Work, which was responsible for fantastic initiatives such as Spark.

From there, Tania went on to the Ministry of Social Development, in the Employment and Labour Market Services Department, focusing on training and change management. She remained there until joining the Ministry of Transportation and Infrastructure, in August 2012. Her current role has seen her focus shift from training and development to data analysis, staffing and management compensation.

Tania has a Bachelor of Arts in Political Science from the University of Manitoba, and a Master of Public Administration from the University of Victoria.

Within the next two years, she will begin working toward her Certified Human Resource Professional designation. She wants to establish herself as a human resources professional by ensuring that she has a full generalist perspective. Some additional learning in which she may be interested, is labour relations and compensation and classification; two areas that, she believes, are somewhat overlooked yet require attention within the profession.

Tania is also interested in pursuing executive coaching or coaching for performance in the future.

When she’s not in the office, you can find Tania taking classes at an adult dance studio, cycling every morning, or spending time at one of the many community-based organizations she supports, most of which are involved with teenagers or support groups for women. Also, Tania has an affinity for knitting – she describes it as a “mind-cleaner.”

The accomplishment that Tania is most proud of is graduating from her Master of Public Administration program. Completing her final project helped her determine her career path, by encapsulating all of her learning and knowledge of human resources. For her work on this, Tania was nominated for an Institute of Public Administration of Canada award and presented her findings at the institute’s conference. This presentation earned her a silver medal for the National Thought Leadership Award.

Anouncing the Benefit Blurb Library

Submitted by Daniela Pricope, EAF Member

Trying to navigate through the list of your available benefits? New to the BC Public Service, or have recently switched benefit types, and don’t know where to start? Looking for more information about the benefits that are available to you?

The EAF’s Team Appreciation has created the Benefit Blurb Library to help steer you in the right direction. This aligns with our goals of improving the quality of recognition and raising awareness of employee benefits.

The Benefit Blurb Library is available on the EAF website under the “We’ve Done It!” tab. Please read through the list, or simply do a search and be taken directly to the benefit you are looking for. From chiropractic treatments to the BC Auction, this library includes some of the most commonly accessed benefits from both the benefit guides and the online store. (Please note: the Benefit Blurb Library is not intended to replace information found on MyHR.)

The Benefit Blurb Library also has a link to Your Benefits at a Glance, which details the level of reimbursement paid for extended health care expenses. For the full Benefits Guide for Bargaining Unit Employees, go to the MyHR website, click on “Benefits”, then “Benefits for Bargaining unit employees” and under “Fast Track” you’ll see a link that will take you directly to the guide. For excluded employees, see the Flexible Benefits Guide for Excluded Employees also located on the MyHR website. Click on “Benefits,” then “Benefits for Excluded Employees” and under “Fast Track” there is a link to that guide.

The Benefit Blurb Library, on the EAF’s website, brings together benefits information from different sources.

The Benefits Blurb Library can also be used to find discounts on particular products and services such as discounts on health and fitness products, travel and transit or home office furniture. Go to the @Work website and under “Forms & Tools” click on the “Employee Discount Store.”

We are looking for feedback on the Benefits Blurb Library. If you would like something added, or have a question about the library, please contact the EAF at MOT.EAF@gov.bc.ca.
Recognizing Road Runner – Our Rare Bird
Submitted by Karina Kersten, EAF Member

This anniversary edition celebrates 50 years of Road Runner, which could not have been published without dedicated editors. I would like to recognize the hard work of all the editors involved over half a century:


Many thanks and kudos to you and to everyone who has contributed to the content of our staff newsletter in the form of lively and informative articles and photos. The Road Runner is truly published without dedicated editors. I would like to recognize the hard work of all the editors involved over half a century:


Many thanks and kudos to you and to everyone who has contributed to the content of our staff newsletter in the form of lively and informative articles and photos. The Road Runner is truly

The newsletter’s current editor, Nancy McLeod from the Web and Social Media Group, started with producing the Special Recognition Edition in 2007. When Road Runner’s regular editor, Jane Hawksworth, left our ministry, Nancy became editor. She launched the January 2008 Road Runner which was made-over with an energetic new look and features like a table of contents with hyperlinks, and a new typeface to improve readability and accommodate more content.

Nancy works with Graphic Designer Kathy Macovichuk in our Engineering Systems Branch to produce the Road Runner. Nancy edits the approximately 35 to 40 articles she receives each issue, chooses photos and writes headlines and captions (if not provided). She then lists the order in which the articles will appear, and turns all the pieces over to Kathy who, using Adobe Creative Suite design software, works her magic.

Together, Nancy and Kathy produce a professional publication which visually and editorially reflects our ministry and the pride of its employees. Nancy and Kathy, you both rock!

“There’s been extra work to mark Road Runner’s big 50th anniversary this year, and my colleagues have all been contributing to making it a success,” Nancy says. “It’s wonderful to be surrounded by talented, collaborative co-workers.

“Russel Lolacher has encouraged a comprehensive approach to Road Runner’s celebration year. James Penner, Neil Judson, Kristen Reimer, Wendy Grant and Kyla Kelch have done a variety of tasks -- from gathering all the old paper copies of Road Runners, to writing articles and planning events. Kathy Macovichuk has put her creative hand to developing splashy visuals like the ’Celebrating 50 Years’ banner, a distinct look for all the 2013 editions and a gigantic paper Road Runner timeline housed at HQ.”

Nick Nixon has been a big supporter from Strategic Human Resources and the EAF, developing the Great Road Runner Archive Expedition questions, writing an article and bringing loads of enthusiasm to the planning.

Now that we have the online Road Runner library of all editions since 1963, we can see how the Road Runner evolved throughout the years. Take a moment to look through them – you will be amazed.

I was fortunate to attend Nancy’s lunch and learn: “Road Runner – A Rare Bird,” this summer at HQ. I liked hearing about the naming of the newsletter and little anecdotes about former employees and even their families. I also learned that it’s extremely unusual for an employee newsletter (or any newsletter) to have the longevity of Road Runner. A survey that Nancy did across the BC Public Service revealed that there are no other internal publications or websites where the content is predominantly provided by employees who do all kinds of work (versus being written by trained communications employees or contractors). Road Runner is a rare bird indeed!

Not sure about you, but as soon as Road Runner is published, I quickly flip through the pages looking for a picture of someone I know, and scanning the titles of the articles. At a later point, when I have more time, I get to actually read through the whole edition. Check out the Employee Advisory Forum (EAF) bulletin board in your area to see excerpts from the Road Runner.

All in all, we can be very proud of our staff newsletter, not only because it has survived 50 years of evolution within our dynamic ministry, it’s also on track – considering the commitment of our employees – to continue for at least another 50 years! ★
Road Builders Soccer Team Takes Home “Friendliest” Trophy
Submitted by Tyler Thompson, EAF Member

To follow up on the August 2013 Road Runner article, “Road Builders Soccer Team Nets Fun and Friendship,” the BC Government Employees Coed Summer Soccer season has now ended. Apart from a few unfortunate injuries, our inaugural season was a great success and definitely one to remember for anyone in Victoria who participated!

The season culminated with a friendly wind-up tournament and annual general meeting in August. To keep with the spirit of the league, the tournament provided an opportunity to play some additional teams in the league and socialize following the games; no scoring was kept. At the meeting, league business was discussed and awards were given out.

I’m proud to announce the Road Builders team took home the title of Friendliest Team for 2013, bumping out the defending champs who’ve won the last two years in a row and four times in the last six years. We won a fairly large and impressive trophy.

In addition to our team’s overall win, we had two women on our team win prizes for Most Sportsmanlike Female Players – Alison Schiarizza (sister of ministry employee Megan Schiarizza) and Carly Haycroft (who works for the Ministry of Agriculture). Only five women in the entire league of 21 teams were handed this award.

The awards were determined through voting which was completed after each of the 18 games played throughout the season. Each team manager ranked the opposing team, based on the spirit of the game and selected one male and one female player for most sportsmanlike player of the game from that team.

This is a great achievement for us and a testament to the quality of players that have been brought together. Our team dynamic, great attitudes and love for soccer have allowed us to fit right in with the league’s spirit and mentality.

Everyone has now gone their separate ways for their respective winter leagues or other activities, but we can all look forward to starting again in April 2014. If you’re interested in getting out, playing soccer and joining up with a team, please check out the BC Government Employees Coed Soccer Society website.

Remember, this is a recreational and fun soccer league. It is not just about playing soccer, but about encouraging teamwork, health, wellness and camaraderie among players.

Road Builders clinch the 2013 Friendliest Team trophy: (back row) Rich Hargreaves, Daniel Belisle, Nam Nguyen, Carey Taylor, Alyssa Tepper and Samantha Eburne (sidelined but still smiling); and (front row) Jeness Weisgerber, Tyler Thompson and Dan Cossette.

The Year That Everything Happened...1963
Submitted by Kristen Reimer, A/Supervisor Social Media

It has been referred to as “The Year that Everything Happened”, and when you look back at some of the events that unfolded then, it’s easy to see why.

Some of you might remember 1963 as the year U.S. President John F. Kennedy was assassinated, or the year that Martin Luther King Jr. gave his famous “I Have a Dream” speech. Others might recall 1963 as the year Beatle-Mania officially gripped North America when the Fab Four landed in New York City and were greeted by fan madness. In 1963, Lester B. Pearson became our 14th Prime Minister, lava lamps were introduced, Alcatraz closed its doors forever and General Hospital debuted on television.

But 1963 also marks a special moment in the history of the Ministry of Transportation and Infrastructure. It was the year the Road Runner was born. The first edition was published in November 1963 and featured an article on the October opening of the Salmo - Creston Highway (now known as Kootenay Pass), a momentous milestone, which recently celebrated its 50th anniversary. (See Page 12)

Another ministry service was already celebrating its 50th anniversary in 1963 – the Usk Ferry, which still runs on the Skeena River. That means the ferry turns 100 this year! Happy Birthday to Usk (Ferry)!

A quick review of the first edition of the Road Runner reveals that the publication’s features were strikingly different in 1963. Page 11 is almost entirely dedicated to “Our Newlyweds” with details of ministry staffer marriages and a photo of a happy couple leaving a church. Promotions and transfers are highlighted, illustrating the fact that the newsletter was meant to communicate all staff activity in a time before email announcements.

Times have changed, and the ideas that drive this publication have expanded, but the concept of a newsletter by employees remains the same. So, as you read this, take a moment to think about how far we have come with the Road Runner and where you would like to see it go in the future. The road is wide open.
Kootenay Pass 50th Celebrated at the Summit
Submitted by Cliff Razzo, Area Manager

Commemorative ribbon cutting on the summit of Kootenay Pass: Creston Valley Chamber of Commerce President Ron Schepers, West Kootenay District Manager Hugh Eberle, Nelson Creston MLA Michelle Mungall, Creston Mayor Ron Toyota, Lower Kootenay Band Chief Jason Louie, Creston RCMP Staff Sergeant Robert Gollan, (retired) Avalanche Technician John Tweedy, Kootenay Pass Road Foreman Tom Martin, (retired) Kootenay Pass Road Foreman Bill Mayer, Salmo Mayor Ann Henderson and Salmo Chamber of Commerce (past) President Phil Berikoff.

The residents of the East and West Kootenays just celebrated the 50th Anniversary of Kootenay Pass, on Oct. 6. The celebration was held a week early, due to the Thanksgiving holiday. Kootenay Pass was officially opened back on Oct. 13, 1963.

Interestingly, the opening of Kootenay Pass, (once commonly known as the “Salmo Creston Highway or Skyway”) was heralded in the inaugural edition of our own Road Runner, published in November of 1963. It even made the cover page. Quoted from the article is, “A good road has been built, adding to the other famous highways in British Columbia.” Such simple words couldn’t be truer.

Construction of Kootenay Pass commenced in 1957, after the business communities of Salmo and Creston lobbied for the completion of the Southern Trans Provincial Highway. Part of the Kootenay Pass alignment follows the historic Dewdney Trail, which linked mining camps and small towns, in the mid 1800s. Construction was slow due to a short construction window. One reason was the summit area usually has accumulated a three-metre snow pack by April.

The highway was constructed to a 60-mile-per-hour standard, with grades not exceeding 7.5 per cent. The summit reaches an elevation of 5,820 feet (1,774 metres), which makes Kootenay Pass the highest mountain pass in British Columbia, and even Canada, that’s open year-round. The cost to complete Kootenay Pass was approximately $12 million back in 1963.

More than 2,700 people attended the official opening of the pass back in 1963. The completion of the pass created a vital link between Creston and Salmo which eliminated the need to travel the Kootenay Lake Ferry, shaving two hours off the trip between Creston and Salmo, and opening up the southern part of British Columbia.

What Does the Editor Do?
Submitted by Nancy McLeod, Road Runner Editor

In case you’ve ever wondered what an editor does (or what this editor does) here’s the nitty-gritty of my work producing four editions of Road Runner each year.

I’m here to help every employee in the ministry (who so desires) to tell their story to our co-workers at the Ministry of Transportation and Infrastructure. I look to add value to what’s provided, by reviewing articles for:

- **The 5Ws + 1H** – Who, what, when, where, why and how — the essentials of every story.
- **Ease of understanding** – Would each of the ministry’s 1,400 employees be able to follow what’s being said? Specialized language can block others from grasping (and appreciating) what you’re writing about.
- **Logic** – Does it make sense? Are the facts or sequence of events clear? Does any aspect need to be filled in, checked or confirmed?
- **Spelling, grammar and punctuation** – Just like back in English class (journalism program for me); knowing and following these rules keeps communication clear.
- **Aspects worth pursuing** – Sometimes an article (or its accompanying email) contains a hint of something unusual or colourful, that I’ll discuss with the contributor and include, to add further interest.
- **Suitable for broad readership** – Eg. “In” humour does not always translate beyond the people who were there at the time.

When making any changes that might be required, I scrupulously avoid altering the writer’s “voice” — the unique way they express themselves. One thing that makes Road Runner so readable is that each contributor’s individuality comes through in their writing. It’s what makes our employee-driven publication so representative of who we are and what we do.

Once I’ve made any revisions that are needed, I:

- **Select the photos that best tell the story** — especially people shots.
- **Write headlines and photo captions** (as needed) to capture the story. Not everyone has the time or interest for reading the full article; however, an informative, quirky or fun headline and captions can give the reader a sense of the story, and may even lure them further into it.
- **Determine the sequence of stories** — much like a newspaper — dramatic stories go up front, lighter items and “goodbyes” at the back.
- **Proofread, proofread and proofread** — at every stage of production. Typos and errors are annoying to readers and sometimes they can slip in unexpectedly. At worst, a missed word or letter can drastically alter meaning — sometimes in embarrassing ways.

If you’ve never written an article for Road Runner, or want to know more about how to tell your story, check out Road Runner’s Writing Tips and Contributor Guidelines. You might also find these tips helpful for other writing you do, like briefing notes, reports, letters and presentations.

Road Runner celebrates our employees and their achievements. It’s as lasting and unique as the work we do. What story do you want to share? ★

More on Page 13...
Kootenay Pass 50th Celebrated at the Summit... Continued from Page 12

Moving forward 50 years to the present day, more than 300 people attended the 50th anniversary celebration on the summit. The event was hosted by the Creston Museum, Yellowhead Road and Bridge (Kootenay) and of course us, the Ministry of Transportation and Infrastructure. Fortunately, we were graced with stunning weather, as it had snowed the week before. Luckily, there was just enough snow on the mountain peaks reminding us that winter is not far off.

In attendance for the celebration was West Kootenay District Manager Hugh Eberle. Hugh spoke about the construction challenges of building a modern highway in a mountainous environment. Avalanche Technicians Robb Andersen and Mark Talbot were on hand with an amazing display about the avalanche program. John Tweedy, retired avalanche technician with more than 30 years of service at Kootenay Pass, was there to take in the event and help cut the commemorative ribbon. CVSE Mobile Inspector Carl Kastelan, from Creston, also attended.

The event included speeches by local elected officials who remarked on the economic impact the pass has had on the Kootenays. In addition, maintenance contractor staff were praised for their continued efforts in keeping the pass open in the winter. Then there was a commemorative ribbon cutting on the highway, and cutting of the cake.

Yellowhead Road and Bridge had some of their snow fighting arsenal on display, included a new Western Star tandem axle plow truck along with my favourites, the CAT 966 loader with snow blower and CAT 14M grader. In attendance from the company were General Manager Stephen McNeil and Operations Manager Marc Dale. Also on hand were Kootenay Pass Road Foreman Tom Martin and Shift Foreman Brian Wert, who each have more than 30 years of service on Kootenay Pass. Both started working on the pass in the 1970s.

BC Parks rangers attended to represent Stagleap Provincial Park which surrounds the summit with endless recreational opportunities such as hiking and back-country skiing. They had a display about back country safety, and the majestic Mountain Caribou which frequent the pass.

Over the past 50 years, Kootenay Pass has experienced some amazing events. In August of 1964, the summit was host to a special "outdoor" session of the Legislative Assembly of British Columbia. Marking the event was the creation of Stagleap Provincial Park to commemorate the marriage of East and West Kootenays. In addition, the Olympic flame has traversed the summit twice. It travelled east bound in 1988, for the Calgary Olympics. Then the flame travelled west for the 2010 Vancouver Olympics.

One important detail I discovered during this 50th anniversary celebration is that everyone I spoke to about Kootenay Pass has a story to tell about the place. Whether they were involved in building the pass, worked on the pass or simply travelled over it, they never forgot about their experience on Kootenay Pass. ★

Videos Profile Ministry Heroes on Highway Thru Hell Website

Submitted by Nancy McLeod, Road Runner Editor

As a Highway Thru Hell fan, I was delighted to spot some new videos on the show’s website, that producer Mark Miller and his crew created, about some of our employees who work along the Coquihalla and Fraser Highways.

The Highway Heroes video series captures the efforts of ministry employees (and other workers) to keep motorists moving safely, in some challenging conditions. CVSE Senior Area Vehicle Inspector Collin Nemeth and Avalanche Technician Chris Link demonstrate and explain what they do, and our avalanche technicians drop explosives, in a video about highway hero (and helicopter pilot) Brad Fandrich.

To view the videos, click on the Highway Thru Hell website www.discovery.ca/Showpage.aspx?id=45238, then click on the Highway Heroes box. Headgear will help you pick the ministry employees out of the 13 faces featured – Collin Nemeth in his CVSE cap (and reflective coat) and Chris Link to Collin’s right, in a toque (and red jacket). Valley Helicopters’ Brad Fandrich is at Collin’s left. ★
The Safety ReEvolution
Submitted by Gary Klein, Manager of Provincial Highways and Infrastructure Safety and Tracy Wynnyk, Provincial Occupational Risk and Safety Advisor

This is part three of a series by Field Services to celebrate Road Runner’s 50th anniversary, and look back at how the provincial government’s highway system and road building practices have changed from the early 1960s.

Long-term ministry employees will attest that among many other changes, our approach to health and safety has undergone some dramatic transformations.

Fifty years ago, safety effort was mainly centred on preventing broken bones and other injuries arising from physical hazards. Safety was considered a separate concern to getting the job done and managed as an “extra.” The 1980s brought an emphasis on chemical hazards and the Workplace Hazardous Materials Information System (WHMIS) and Transportation of Dangerous Goods (TDG) regulations were introduced.

As desktop computers became more widely used, work station design became increasingly critical. Musculoskeletal injuries developed as workers spent more time at work stations keyboarding and performing other repetitive tasks, giving rise to a focus on workplace ergonomics.

More recently, psychosocial hazards have been recognized. Risks related to violence, mental stress, bullying and harassment are gaining prominence.

The way we manage safety has evolved as well. Safety is now seen as integral to the planning and implementation of projects and in operations. Clear communications are necessary to ensure responsibilities are understood consistently by all, and the advances we have seen in communication tools have helped to make communications more efficient.

The dedicated employees who make up our health and safety committees have kept abreast of these changes and they continue to make valuable contributions to our safety efforts. Committees help us make effective policies and procedures that are integrated into the ministry’s culture. Our contractors are partners in innovation and their contributions are recognized through the Deputy Minister’s Awards for safety innovation.

A dramatic example of how safety has improved with technology and innovation is in the way we have used helicopters in the past and today. A photo from the cover of Road Runner in 1969 shows a lifting operation in progress (note the lack of fall protection for the worker at the top of the pier).

Recently, the helicopter was employed in a new way to remove danger trees on a steep slope in preparation for rock scaling work. A chipper suspended below the helicopter is lowered over a tree to literally chew it up.

The chipper was invented and patented by the owner of Valhalla Helicopters who acted as prime contractor for this work. Nicknamed “Martha”, the chipper is powered by a four-cylinder turbo diesel engine and reduces trees to mulch as low as two metres from the ground. (You can see Martha in action on TranBC’s YouTube Channel). Traditional falling practices would have placed manual fallers at risk for up to two weeks while removing 80 danger trees by hand. Using Martha, the job was completed in seven hours of flying time, which significantly reduced worker exposure for completing the work, as well as limiting traffic disruptions on the highway below.

Safety has come a long way since the days of metal hard hats. Changes in our work have brought innovations in the way we manage risks. We will continue to see innovations in how we do our work and achieve positive safety results.

As all of us conduct our work, we are presented with opportunities to consider ways to improve safety and efficiency. This is where innovation begins.
30 Years Later for Lenora
Submitted by Lenora Fillion, Business Services Regional Manager

Amazing that the Road Runner is celebrating its 50th year and I am celebrating my 30th year with the ministry.

I started as an auxiliary and planned to work for a year and then go back to school. However, after working in the service industry and then coming to the public service, where I received paid vacation, weekends off and benefits, I knew that I had stumbled on a good thing. Throughout my career, I have had many opportunities working in both administration and operations and continue still to learn each day.

It is really an amazing place to work. While the staff have changed over the years there is still a sense of family and camaraderie. In fact, I turned down a higher paying job because of the people I worked with. I can attest to the fact that there are times when money is not the motivator.

I have formed close friendships, and had great mentors and leaders during my time with the ministry. I feel very fortunate for the opportunities I had in the past and the continued support from my current supervisor, staff and co-workers. To date, my most memorable moment was when I received two containers of cookies baked by a previous Deputy Minister and was able to offer them to co-workers. The look on their faces was priceless when I relayed that our Deputy Minister had sent them to me! Why sent me cookies is a story for another time.

I wish to extend my gratitude and thanks to Nancy McLeod for her efforts in producing the Road Runner and her role in documenting various highlights of our people and our work. Thank you Nancy! ★

I quickly found out how “terrible” winter in B.C.’s capital could be...there was almost two inches of snow! I could cope with that, so dropping the offices of the Ministry of Transportation and Highways (as it was called then), on Blanshard Street, I asked about employment. A couple of months later, the contractor for the ministry’s Photolog program offered me a job. I packed up and moved to Victoria and took photos to inventory ministry infrastructure all over the province.

That fall, I started with the ministry’s Planning Service Branch, in Victoria. And what a great experience it was! Great people, great job! Then came a big down-size and although it wasn’t fun at the time, I look back on it without regret. The experience I gained broadened my knowledge.

From February 1996 until November 2006 I roamed through BC Parks and Fisheries and Aquaculture where I learned that there are even more people dedicated to the service of our province.

But I am a transportation guy at heart and found my way back to the Ministry of Transportation, in the Saanich area office. Again, more great people, more good experiences.

Now, I’m at the Courtenay area office as District Operations Technician/Area Manager. These days, I work with even more great people and here is another aspect of government for me to learn.

Nailing down one highlight is tough but maybe the turning point of my career was being in the Road Runner with my ugly tie. Yup, that’s the same tie I’m wearing, in the photo here. Finally you get to see it in colour. Thanks Road Runner!

Editor’s Note: Thanks Michael, for your good-natured consent for you and your tie to be an example which encouraged employees to submit their career highlights (see Page 5). ★

Michael Goodhelpsen, 22 years later with the same tie and a Deputy Minister award, a Valued Contribution Award from BC Parks, and his multi-ministry collection of years-of-service pins.
Lean Launches Bridge Engineering’s New Speed BOAT
Submitted by Josh Rossiter, Senior Project Management Analyst

For a permit application involving a long route, previously unevaluated load configuration (axle spacings, weights, etc.), extra-extra heavy load or some combination of those factors, the route identification and bridge evaluations could take up to eight full hours.

For years, this process produced a high level of surety for the ministry when issuing permits for heavy loads travelling over bridges. The approach allows the reviewing engineer to ensure all bridges are accounted for and evaluated for a given load. However, there has been a large increase in permit requests for these types of loads, making it extremely difficult to meet industry demand.

During the workshop for this Lean project, the process of identifying and evaluating extraordinary loads became a key topic of discussion:

- Is there a way to do this faster? – probably
- What kinds of efficiencies have already been made? – quite a few
- Do we have the information to automate it? – yes, but not readily available
- Do we have the expertise to automate it? – very likely

During the workshop, one of the engineering group’s engineers-in-training, Daniel Belisle, overheard discussions with the manager of the bridge evaluation engineering group, Gary Farnden, about the possibility of developing an automated tool, and offered his services. Within weeks, they had scoped out a project that would enable the group to develop an auto-evaluation program. In order for the project to be successful, it had to meet several of the bridge engineers’ criteria:

1. Simple to use: a criteria that should be applied to any program
2. Easily updated: bridge information can change on a daily basis (construction, rehabilitation, accidents, etc.)
3. 100 per cent accurate: no missed bridges, no incorrect evaluations
4. Maintain safety: no diminished quality of results in comparison with manual evaluations

Without getting into all the details of how the final product came together, let’s just say that the resulting bridge overload automation tool (also known as BOAT) is impressive. In only a few months, the team has been able to develop a simple program to identify bridges on a proposed route, compare the truck’s load effects to each bridge’s known capacity and determine any crossing conditions required (eg. slow travel speed, straddle multiple lanes or centre line) to make the bridge stresses acceptable. The program has the potential to reduce the amount of time spent on this process to about 1.5 hours. With less time counting bridges for simple applications, the engineers will be able to focus efforts on complex evaluations and proactive work, such as opening up additional 85-tonne routes. Check out this infographic found on TRANnet’s Lean page, illustrating the highlights of the project.

As the group moves into the testing and implementation phase of this project, it is extremely encouraging to see the impact that Lean will have with the extraordinary load approvals process.

The number of extraordinary load review requests submitted to the bridge engineering group has increased dramatically.

Daniel Belisle discusses the bridge overload automation tool (BOAT) developed for bridge engineers to assess applications for extraordinary commercial loads.
Pets Bring People Together
Submitted by Tina Kulchyski, District Services Manager

Have you ever thought about those common denominators that bring people together?

Food, music, sports, laughter...and of course...our beloved pets!

What better way to relieve stress at the end of a busy work day, than to come home to our furry friends. As pet owners, we know we consider our pets as members of our family. Whether its man’s best friend, a purring cat, or a whinnning horse, they mean the world to us.

We give them the basic necessities: food, water, shelter...and they give us back their unconditional love. They make us laugh, they make us cry, and they are loyal to a fault. They are our constant companions.

Do you dress up your pet in a Halloween costume or buy them a Christmas present? Do you take them for a walk then post their pictures on Facebook?

Employees from the Thompson Nicola District have paid tribute to their furry friends. In Kamloops, the lunchroom has a wall dedicated to employees’ pet photos! The same has been done in the Merritt office. We love to share stories about our pets. Pets make life better! ★

Merritt employees’ best friends: Brent McDonald - Willie; Roxanne Lorette - Tucker; Jurgen Lutter - Daisy Schmutz, Dodge and Ben; Sam Pantaleo - Pilly; Dan Cumming - Tonka, Jackson and Casey; Bob Alexandruck - Sheba, Kirra and Charlie.

Kamloops employees’ furry family members and their humans: Paula Cousins - Finn, Chester, Beanz, Chilly, Taco and Chickita; Glenn Taylor - Carter; Cheryl Newton - Boston; Bart Chenuz - Lucy; Joan Brickwood - Scarlett and River; Al Schmidt - Sputnik, Pickles and Spike; Wendy Cumming - Abby; Kim Brown - Mr Tibbs and Roxy; Trent Folk - Buddy and Blue; Tina Kulchyski - Lizzie; Don McKimmie - Brandi, Mia and Shelby; Brandon Lloyd - Moses; Donaldia Ritchie - Charlie; Brian Lloyd - Jethro; Harvey Nelson - Niko; Pam Grosjean - Jovo and Big; Megan Cullinane - Winston; Amanda Aldrich - Harvey; Nicole Hansen – Sossi and Sammi; Paul Riegert - Jager; Emily Robertson - Pilot.

Checking Out a Looong Load
Submitted by Mike Zakus, Area Vehicle Inspector

On Sept. 16, I was asked by my supervisor, Jim MacMillan, to attend a location in Surrey, just off Olsen Road, to view an extra-long load.

A request had come into the CVSE office from a B.C. government-licenced inspection facility, which wanted clearance to inspect the load, outdoors. One of the commercial vehicle inspection program requirements is that all inspections must be performed inside an authorized inspection facility. However, the facility operator said there wasn’t space to accommodate the unit.

To verify this information, I went to see the trailer, which was loaded with a hydro transformer headed for Burnaby. I believe the facility owner’s claim had some merit... the trailer was 56.92 metres (186 feet) in length. Once connected to a tractor at the rear (to push) and a truck at the front (to pull) the load would measure about 71.3 metres (234 feet). Considering that an NHL hockey rink is 61 metres (200 feet)...that’s a extremely long load!

This visit was just one way CVSE works in partnership with local industry, to drive economic growth and trade, while maintaining a safe highway system. ★
Ironman Endurance Triathlon Comes to Whistler

Submitted by Henry Lew, Traffic Operations Engineer

When the inaugural sold-out event for the Subaru Ironman Whistler took place on Aug. 25, ministry staff ensured that vehicle traffic continued to move efficiently and the event was executed safely for more than 2,500 athletes, numerous spectators and event volunteers. Large crowds gathered at Rainbow Park, along Highway 99 and within Whistler Village to watch the event and cheer on the athletes.

The Ironman event started with a 3.8-kilometre swim in Alta Lake. Next, was a 180-km bike ride with athletes travelling south on the Sea-to-Sky Highway from Whistler Olympic Plaza to Callaghan Valley, north to Pemberton and then returning to Whistler Olympic Plaza. The triathlon finished with a 42-kilometre run on the Valley Trail around Whistler Village.

The “out and back” configuration for the bike route had cyclists travelling on Highway 99 in both directions, simultaneously, at times. North of Whistler, the highway is primarily two lanes with narrow shoulders. Consequently, a full closure of Highway 99, between Whistler and Pemberton, was implemented for the safety of Ironman participants and motorists. Southbound Highway 99, between Whistler and Callaghan Valley Road, was also closed during the morning for the Ironman event; but northbound access to Whistler Village was maintained throughout the day.

Contingency plans were developed for urgent and emergency travel during the planned road closures. Pilot vehicle escorts and single lane alternating traffic management were used to facilitate necessary travel.

A comprehensive public communication and community outreach plan was critically important in informing motorists how to avoid travel delays. Travel bulletins, newspaper advertisements, radio spots and social media were used extensively to provide information about the Ironman event and its traffic impacts. Prior to the event, Ironman staff also visited local businesses, hotels and campgrounds to hand out brochures and answer questions or address concerns.

About two weeks before the event, information signs and portable changeable message signs were placed alongside municipal roads and provincial highways, from Greater Vancouver to Lillooet. These were supplemented by information on the ministry’s overhead dynamic message signs and DriveBC travel advisory notices.

On event day, information checkpoints were set up at Alice Lake and within Whistler, Pemberton and Lillooet, to provide information to motorists on the status of road closures and alternate routes. An event communication centre, operated by the Ironman organizers in Whistler, monitored the event, managed incidents and distributed up-to-date information about event operations.

Planning for the inaugural Ironman Whistler began in early 2013. A major special event such as this requires that ministry staff, including Traffic Operations Engineer Henry Lew and Special Events Coordinator Holly Adems, work diligently on operational planning to manage the details and coordinate with a multitude of stakeholders before the event can occur.

Monthly meetings were held in Squamish and Whistler over a six-month period with the Ironman organizers, Miller Capilano Maintenance Corporation, Delcan Engineering, RCMP, Resort Municipality of Whistler, Village of Pemberton, Squamish-Lillooet Regional District and other stakeholders.

The ministry team did an amazing job working through the logistics for this major special event and helped produce the very complex traffic management plan needed to make this event successful.

For smooth traffic operations, a large number of devices and personnel were required, including:

- 27 RCMP
- 81 traffic control persons
- 131 barricades
- 2,500 delineators or cones
- More than 450 signs

Miller Capilano, led by Traffic Manager Steve Donnelly, also did an excellent job tackling the extremely challenging task of implementing and executing the traffic plan in this first year of the event.

The triathlon brought an estimated $15 million in economic benefits to Whistler and the other communities. Early feedback from the participants, spectators and public about the event and traffic operations has been overwhelmingly positive.

Negligible traffic queues were reported at the information checkpoints during the event, as many motorists adjusted their travel plans or deferred making trips. Increased traffic volumes were observed shortly before the end of the highway closures as motorists showed up in anticipation of the reopening of Highway 99.

Due to the hard work of the Ironman organizers and Miller Capilano, Highway 99, both north and south of Whistler, was reopened on schedule and as advertised. ★
Transportation ProjectsBC Showcased at UBCM Gathering

Submitted by Sean Nacey, Senior Project Manager

The recent annual Union of British Columbia Municipalities (UBCM) convention in Vancouver provided a great opportunity for the Infrastructure Development Branch to showcase its Transportation ProjectsBC website to hundreds of officials from local and senior levels of government.

Over the course of Sept. 18 and 19, Sean Nacey and Rosita Petruzelli introduced UBCM participants to Transportation ProjectsBC, a new tool designed to keep them informed about projects the ministry is working on, across the province.

Participants also had the opportunity to navigate the easy-to-use site for themselves, often gravitating to their own community to check out projects and details including what the project is about, the benefits it will bring, how much it will cost and when it is expected to be finished.

Common feedback was that the site is extremely user-friendly, provides valuable project information and would be recommended to others and visited again in the future.

All in all, it was a great couple of days promoting Transportation ProjectsBC and connecting with community representatives from across the province.

“Having spent some time reviewing the new Transportation Projects BC website, I am most impressed. It’s a superb interactive, comprehensive site that will help our residents to easily understand and plan for highway improvement projects. The site is user-friendly and provides a wealth of information on projects in our area and around the province.”

– Chris Burger, Mayor, City of Parksville

A special thank you goes out to Events Coordinator Deb Brendeland and Senior Public Affairs Officer Lisanne Bowness at Government Communications and Public Engagement for their help in coordinating the Infrastructure Development Branch’s participation at UBCM.

Employee Blast from the Past

As the Long Service Awards took place this month, now is a great time to look back at employees who have served the public as part of our ministry, for many years. Here are some employees, captured in Road Runner, from different times in their careers.

– Maria Braden (centre) has been central to the Northern Region for 35 years (Winter 1982).

– Janet Colussi, a foundation of the Skeena District, has 35 years of service (Fall 1981).

– Mike Proudfoot and Rod Mochizuki (left), and Sue Pauwels (second from right) continue to enhance transportation in the South Coast Region (Fall 1992).

– Dan Keeler and Brad Moores developed a database for the ministry’s bridge inspection reports which had been on paper (Spring 1993).

– Sharlie Huffman has long been a role model for women in engineering (Spring 1989).

★

Rosita Petruzelli welcomed participants to the website and its features.

Senior Project Manager Sean Nacey introduced UBCM delegates to the Transportation ProjectsBC website.
CVSE Celebrates 20 Years of Northern American Championships with Wins

Submitted by Richard Roberts, Inspector Portable Weigh Scale

As the Road Runner celebrates 50 years, Commercial Vehicle Safety and Enforcement (CVSE) also celebrated a milestone. 2013 marked CVSE’s 20th year of representing British Columbia at the North American Inspectors Championship (NAIC).

It all starts with the provincial competition, the CVSA Challenge. The South Coast Region hosted this year’s three-day event that began with a trip to the regional office, specialized training and a tour of the new Traffic Management Centre in Coquitlam. Inspectors then competed in a series of events, consisting of a driver’s log book inspection and interview, and a mechanical inspection of a truck and trailer loaded with crushed cars, a cargo tank simulated with dangerous goods (don’t worry our good friends at Trimac Transportation cleaned the tank first!), a highway bus and a FedEx van staged with dangerous goods packages. Oh…and don’t forget the written test and the fact that all these events were timed.

The top seven inspectors wrote several qualifying exams to make it into the finals. They were Darren Kennedy (Delta), Gary Li (Surrey), Grace Dean (Parksville), Nicholas Leatham (Prince George), Neal Martin (Kamloops), Allison Kelly (Delta) and Glenn Winther (Prince George).

Congratulations to all the competitors, and especially Darren Kennedy who moved on to represent B.C. at NAIC, in Salt Lake City, Utah. Darren represented us extremely well, bringing home a top honor of High Points Canada! Not to mention, he was on the team that scored the highest overall points, winning the Team Award.

Darren has the following to say about his experiences:

“I competed at NAIC for the first time back in 2008, in Houston, Texas. This year’s competition was world class and highly organized, as it was back then. From daily training sessions, extra-curricular activities, to the actual competition itself, everything runs smoothly and we as competitors are able to enjoy our experiences. Speaking to the training we do, it is varied to many different topics that pertain to our job. We learn valuable skills and knowledge that we bring back to our respective jurisdictions and share with our co-workers. The focus of some of the training is consistency. CVSA strives to ensure that an inspection done in any member jurisdiction is the same.

“One of the best parts of competing is meeting new people and networking. You quickly realize that we as an enforcement agency have the same issues that most other jurisdictions have. The friendships made during NAIC last a long time and also provide additional resources when needed. For anyone who is CVSA trained, I highly recommend competing in B.C.’s competition to see if you have what it takes, and push yourself to be better.”

Now let’s rewind 20 years ago, when B.C. first sent a competitor down to see what it was all about. It was after that first experience that we believed so strongly in the mandate that we became one of the founding members of the NAIC committee, formed to ensure uniformity and consistency across North America. The committee also identified the differences between U.S. and Canadian regulations, making sure the defects the competitors checked for were universal. B.C. continued to send competitors and developed the CVSA Challenge, our own provincial competition, to help us select the best of our best.

Over the years, Canada has been very successful at NAIC, as have B.C.’s CVSE inspectors. CVSE has won several category awards as well as the following top honours:

2013 High Points Canada – Darren Kennedy
2006 Grand Champion & High Points Canada – Richard Roberts
1999 High Points Canada – Rob Anderson
1995 High Points Canada – Dale Dawson

NAIC is an excellent opportunity to share our skills and training with other certified officers from all over North America. Congratulations to all the competitors who have tested themselves over the past 20 years and a special thank you to all of the supporters and organizers who make this event happen. (We couldn’t do it without you).

As Darren mentioned, test yourself and enjoy one of the best highlights of your career — CVSA Challenge 2014 awaits you!
Field Services Awards 2012 Safety Performance

Submitted by Alicia Kosolofski, Safety Advisor Assistant, Field Services

The 2012 construction year was a busy one for Field Services – delivering 124 projects, totalling a value of approximately $377.1 million – while working with a strong focus on safety.

This spring and summer, Field Services presented well-deserved awards to the crews and personnel who went the extra mile (so to speak) in their commitment and dedication to completing their work safely. The winners were nominated by Field Services managers, or by their peers. The nominations were then brought to a panel which consists of Field Services managers and safety personnel. The panel reviewed the various nominations to determine winners in the following categories:

1. Best Grading Crew
2. Best Paving Crew
3. Best Manager in Safety
4. Challenge/Leadership/Innovation

For the first three safety awards categories, a selection criterion is “toolbox compliance.” Occupational health and safety toolbox meetings are scheduled monthly by Field Services teams to discuss safety issues, explore new ideas and approaches and take part in safety-related activities. Toolbox compliance means the meetings happen every month, without fail.

The 2012 Field Services Safety Awards were presented by Director of Field Services Keith Callander, Occupational Risk and Safety Advisor Tracy Wynnyk, and each crew’s respected manager. The winners were given certificates recognizing their accomplishments and a safety award. This year’s award was a Field Services imprinted wrist watch. So, without further hesitation, it is an immense pleasure and honour to announce the winners.

Congratulations to all the award winners for their hard work and dedication to safety!

★

2012 Best Manager in Safety – This award is presented to the manager who achieves the highest toolbox compliance amongst all the Field Services crews. Brian Twiname (centre) was once again the deserving recipient of this honour. Brian has proven why he deserves this award, for the sixth year in a row, as he has encouraged his crews to achieve 100 per cent compliance with toolbox submissions, and consistently provided all project-related safety information. The submissions produced by Brian’s paving crews have always been thorough and thought-provoking, and go above and beyond in their topics and ideas.

2012 Best Paving Crew – Bob Petho’s crew from Terrace, managed by Brian Twiname, have proven themselves worthy for an impressive fifth year in a row! This crew continually demonstrates consistency with their timely submissions and active participation, in the monthly toolbox meetings.

2012 Best Grading Crew – For the second year in a row, Dan Harris’ crew from Golden, managed by Kirk Bentley was the deserving recipient. The Harris crew has continually demonstrated its commitment and consistency in monthly toolbox compliance. Keith Callander and Tracy Wynnyk with Dan Harris Crew: Noel Simpkins, Dan Harris (also a 2012 Safety Leadership Award winner), Kirk Bentley, Rick Marven and Rick Hundt.

2012 Safety Leadership Award – This award was presented to three individuals for this year. Below (centre): Dan Harris (managed by Kirk Bentley) was recognized for submitting the highest number of near miss reports. Above: Tom Murphy (also managed by Kirk Bentley) received the award for honouring a contractor’s safety plan and installing back-up alarms in crew vehicles. Tom is centre with James Davies and Nayana Kumarapeli. Left: Dan Templeton (managed by John McKenzie) determined the need and delivery of critical incident stress debriefing for staff.
3 Silvers, 1 Gold for Ministry Building Construction
Submitted by Bruce McAllister, Project Director

Two ministry buildings recently constructed in the Lower Mainland, received a total of four awards from the Vancouver Regional Construction Association (VRCA).

The new Transportation Management Centre (TMC) building in Coquitlam recently won three Silver Awards of Excellence in the categories of: general contractor ($15 to $40 million), mechanical contractor (up to $3 million) and manufacturer and supplier. The awards are presented to those who complete construction projects of the highest calibre, on time and on budget.

The design and construction of the TMC was managed by Bruce McAllister and Maria Ciarniello from the ministry’s Operations and Procurement Branch. The TMC is designed and built to post-disaster recovery standards which mean that it is expected to withstand a major earthquake with no loss of function, and continue operating for seven days with no outside source of power or water. It is also an LEED Gold building, and a Wood First building. (The provincial Wood First Act requires wood to be considered as the primary building material for all new publicly funded buildings).

The Surrey Service Centre, also project managed by Maria Ciarniello, won a gold award for the electrical contractor. In addition to being a TReO customer service centre, to handle tolling for the Port Mann Bridge, the building provides tolling data backup for the server in the TMC. The Surrey Service Centre was built within the right of way of the 160th Street interchange on Highway 1.

“The judges were extremely impressed with the high quality of the projects nominated this year,” said Tony Everett, chair of the association’s adjudication committee. The Vancouver Regional Construction Association received 42 entries representing 38 projects, worth more than $1.1 billion in construction in B.C.

Last May, ministry staff from the South Coast Region, Lower Mainland District, Commercial Vehicle Safety Enforcement and Passenger Transportation Branch moved into the TMC. In June, the Regional Traffic Management Centre (formerly known as the Provincial Highway Conditions Centre) joined the group. Parts of the Transportation Investment Corporation and TReO are also housed in the building. ★

Project management team at the award-winning Transportation Management Centre: Merrick Architecture’s Louise Web and Graham Fligg, EllisDon’s Jason Hui, and our ministry’s Project Director Bruce McAllister and Project Manager Maria Ciarniello.

You’re a Winner

Employee Blast from the Past… Continued from Page 19

Can you pick out Ed Miska and Patrick Livolsi in the traffic research group (Fall 1993)? They are kneeling and standing to the right of the device.

Three out of four still with the ministry: Allen Edgar, Hali (nee Brown) Davenport and (far right) Leslie Elder (Spring 1991).

Robyn Clifford is a hoppy development approvals technician in the Okanagan Shuswap District (Spring 1993).

Ministry Card Co-ordinator Cindy Smith once worked with the Contract Disbursement Section (Winter 1989).

Ken Lukawesky, pictured early in his career, has been with the ministry for 40 years (Spring 1979).

Chief Engineer Dirk Nyland, then a geotechnical field engineer in Kamloops (Summer 1980).
Year three of the Test of Humanity mountain bike race has proven to be the most successful year to date!

With more than 275 racers, 75 volunteers and 40 sponsors, we were able to raise almost $50,000 for Canadian Humanitarian’s projects in Ethiopia, from our race track in Summerland.

Canadian Humanitarian is a non-religious, non-profit organization that provides orphaned and vulnerable children in Ethiopia with access to health care, education, vocational training and the basic necessities of life such as nutrition and shelter. Proceeds from the last two races played a major role in building a new school in Gindo Town (a small town in southwestern Ethiopia) which my wife (Shei) and I were able to visit again this spring. By going back to Ethiopia every two years, we have a new school, built by Canadian Humanitarian. Students in Kality, a semi-rural area outside Addis Ababa, will soon have a new school, built by Canadian Humanitarian.

Our Sept. 22 event day was fun filled, with races for all ages and capabilities. This year we had to split up the age three to 10 category into two categories, as there was so much demand for the event. Now we have a Half Hour Test (three to six years old) and a One Hour Test (seven to 10 years old), which without a doubt, provides some of the best entertainment one can imagine. There is nothing quite like hyper-energetic kids jacked up on Gatorade and cookies throwing caution to the wind and careening around a mountain bike course with parents frantically trying to keep up on foot. There were team events for the 11 to 15-year-olds and a one lap 10-kilometre race for beginners over 16 years old. This event, incidentally, saw Ron Cannan (our local Member of Parliament) and his family boldly take on the 10-kilometre race in fine style.

The main event is a four-hour endurance race where competitors do as many 10-kilometre laps as possible, in the four-hour period. Racers can either compete solo, or in teams of two. The course is moderately technical and climbs 1,000 feet per lap. Due to extremely good trail conditions, and a massive amount of fitness, Evan Guthrie was the first racer in the event’s history to complete eight laps in the four-hour time limit. That’s 80 kilometres of riding and 8,000 feet of climbing, in less than four hours, which is a superb accomplishment.

Once again, special recognition should go to Argo Road Maintenance’s Tim Daechsel for not only playing a major role as a volunteer, but also raising $400 in pledges. Unfortunately for Tim, due to recent injuries keeping him from his usual training regime, he fell just short of his nemesis, Richard English, and came second in the Elite Male 40+ category. However, completing seven laps is still a phenomenal achievement!

Once again, a large number of people from both the Ministry of Transportation and Infrastructure and our local maintenance contractor (Argo Road Maintenance), stepped forward to help in one way or another. For those of you who either volunteered, sponsored us by providing equipment, sent in pledges or actually raced in the event, please know that every one of you have played a major role in helping to break the cycle of poverty in Ethiopia, and both Shei and I can’t thank you enough!

As raising money to support Canadian Humanitarian’s projects in Ethiopia is our main goal, we would like to thank all of you that donated so generously to the Test of Humanity. In addition, we also send a special thanks to these volunteers who helped make the 2013 Test of Humanity a great success:

Ministry of Transportation and Infrastructure:
Jason Wood, Joe Peterson, Rob Bitte, Ron Domanko, Scott Aitken and Steve Portman

Argo Road Maintenance: Dave Tribiger, Rick Taggart, Rob Wiens, Sandi Paulson and Tim Daechsel

Next year’s Test of Humanity will be held on Sept. 21, 2014, and if you would like to be a part of this lively and worthwhile event, please see our website at www.testofhumanity.com or email us at testofhumanity@gmail.com.
Wrangling on Highway 24
Submitted by Robyn Clifford, Sr. Development Technician, Okanagan-Shuswap District

I am always so proud to call our beautiful province “home” and our ministry “my family.” This was especially true as I was returning from vacation on Sept. 20.

I was traveling east along scenic Highway 24, in the Thompson Nicola District, and as I rounded a curve, I came upon a ministry vehicle with four-way flashers and roto-lights blazing, escorting a lone cow up the long hill west of Little Fort. I drove by slowly, but just had to turn around to capture this perfect example of one of our ministry’s own going above and beyond to protect both the cow and the unsuspecting travelling public.

Area Manager Bart Chenuz covers the northern part of Service Area 15, which includes Clearwater, Barriere, Little Fort and Vavenby. Stakeholder relations is his speciality, as clearly evidenced here, where he went above and beyond to ensure the satisfaction of (even our most stinky) road travellers.

As it turns out, Bart had accompanied the cow from the bottom of the hill, where a commercial truck rollover had occurred, spilling a load of cattle. By the time I came upon Bart and his bovine companion, the poor cow was quite tired and stressed, but Bart continued to slowly and patiently guide it up the hill.

Many of the cows were pinned in the trailer for some time until they could be freed to head toward greener pastures. Unfortunately, several perished in the crash. The remainder of the approximately 20 surviving cows were escorted up the highway until they could get past the long length of concrete roadside barrier, and eventually onto some range land.

The truck’s driver narrowly escaped injury and walked stunned out of the cab.

Bart led the response and recovery of the crash site, along with Argo Road Maintenance (Thompson) and support from CVSE’s Don McKimie (shout out to Don for being first on the scene) and Neil Martin.

After all that livestock duty, Wrangler Bart may have been the most stinky critter by the end of the day, but nonetheless was surrounded by all his new brown-eyed furry friends. If only we had a picture of that!

Sweetest Wedding Photo Ever?
Submitted by Mary-Ethel Audley, Manager Property Development, Marketing Properties and Land Management Branch

This is the best wedding picture ever! Kevin House (wearing a garbage bag!) of the Properties and Land Management Branch married Heather (McCaw) House from the Ministry of Forests, Lands and Natural Resource Operations, where she’s a human resources advisor.

After their wedding in Ontario, and a great honeymoon in St. Lucia, a local reception was held on Sept. 7, to include the really important people in their lives!

This photo is a result of a very interesting contest, where guests of the local wedding reception and barbecue, were able to vote on which half of the couple would have a tasty cake thrown in their face. The vote was overwhelmingly in favour of Kevin being on the receiving end!

Attending from our ministry were: Susan Cringle, Kenna Bilek, Catherine DuBois, Nam Nguyen, Debbie and Bob O’Brien, Levi Timmermans, Kevin Volk, Kevin Contzen, Crystal Lacher, Jennifer Hardy, Tara Breyesen, Katie Ollmann, Paul Squires and Mary-Ethel Audley.

Fellow provincial employees from the BC Public Service Agency and Heather’s ministry also joined in the celebration with Kevin and Heather.

Bart Chenuz guides a truck crash survivor to safety.

Bart Chenuz covers the northern part of Service Area 15, which includes Clearwater, Barriere, Little Fort and Vavenby. Stakeholder relations is his speciality, as clearly evidenced here, where he went above and beyond to ensure the satisfaction of (even our most stinky) road travellers.

As it turns out, Bart had accompanied the cow from the bottom of the hill, where a commercial truck rollover had occurred, spilling a load of cattle. By the time I came upon Bart and his bovine companion, the poor cow was quite tired and stressed, but Bart continued to slowly and patiently guide it up the hill.
South Coast Region 27th Annual Golf Tournament – A Ka-Boom Event!

Submitted by Sheila Hui, Regional Project Manager

KA-BOOM! As exciting and loud as thunder can get, that’s how the 27th Annual South Coast Region (SCR) Golf Tournament ended!

Now that I’ve got your attention, perhaps you will consider signing up for the energetic SCR Annual Golf Tournament next year. The SCR 27th Annual Golf Tournament took place on Sept. 5, at the Pitt Meadows Golf Club and this year’s event was as fun as it can get! Here is a short summary of what you missed and what you can look forward to next year.

Taking vacation time, a total of 30 ministry employees participated in the event, with employees from about 25 of our partners in highway construction companies, design firms and road and maintenance. The golf tournament is an annual event where ministry staff liaise and mingle with our partners, to foster strong partnerships and enjoy a day on the greens.

Spirits are always high during this annual event and this year was no exception. Despite the grey overcast weather, teams started the tournament sharply at 1 p.m. At around 4 p.m., thunder and lightning, along with heavy rainfall, started and the tournament committee, jointly with the golf course management, made the decision to end the tournament early for safety reasons. Despite the dreadful weather, the committee was able to rearrange the schedule and start dinner early. In addition, because the players were unable to play all 18 holes, Pitt Meadows Golf Club gave every player a gift certificate to play a round of golf another day. How great is that to play one and a half rounds of golf for the price of one!

The Pitt Meadows Golf Club hosts 18-holes of golf, two carts per team of four, a delectable BBQ steak buffet dinner and scrumptious assortment of deserts to follow with tea and coffee. The putting contest sponsored by CMS Focus was won by John McKenzie this year who was able to hole the putt in one shot with nothing but the assistance of the rain. In memory of Ross Coulter, $340 will go to the Heart and Stroke Foundation from funds raised by this contest. A big shout out to CMS Focus for sponsoring the putting contest every year and for raising money for an excellent cause. John won a $125 Golf Town gift certificate and went home happily with a big smile on his face as his team (including Keith Callander, Darren Finlayson and Brent Andrews) was also the winning team. John was elected by his team to battle Brent Jacoby, from Valley Traffic in a rock-paper-scissor contest to earn the winning team title.

Last but not least, the night ended with a 50/50 draw with the lucky winner being Mark Bradford of Mainroad Contracting who is $377.50 richer. In addition, about 50 prizes were generously donated this year by contractors and consultants. (That’s a 35 per cent chance of winning something so it’s better odds than winning the lottery!) Best of all, the night was filled with fun, laughter and fond memories.

In summary, a big thank you to the SCR Golf Tournament Committee for planning this fun-filled event – kudos to Jackie Chambers, Loretta Carlson, Catherine Grisewood, Clare Lotter and Sheila Hui. Extra thanks to Loretta for capturing the event in photos.

Now, after reading all about this fun event, consider joining us next year and the committee is sure you will have a memorable time! We look forward to seeing you at the 28th Annual South Coast Region Golf Tournament.
Send in Your Cheers to 50 Years Photos!

Send in your photos from the ministry-wide toast to Road Runner’s 50th birthday, which took place on Nov. 27. Email your JPEGs to RoadRunner@gov.bc.ca

Prizes will be awarded for the most unique photo from groups of:
- less than 10 people
- more than 10 people

The winners will appear in the February 2014 edition of Road Runner.

Happy 50th Ministry Anniversary Len Romanow

Road Runner’s 50th anniversary coincides with Len Romanow’s amazing 50 years of service with the ministry. This shot from July 1973 Road Runner shows Len with his colleagues after completing a paving course. Congratulations Len!
Our Favourite Photos of the Past 50 Years
Submitted by James Penner, Social Media Writer/Researcher

Members of the social media team (myself included) are constantly on the lookout for dramatic images that tell the ministry’s story in new and exciting ways. So with Road Runner’s 50th anniversary, we thought it’d be an interesting exercise to choose our favourite photos from Road Runners past.

Neil Judson, Kristen Reimer, Nancy McLeod and I found there are a lot of amazing shots to choose from. We wanted to narrow it down to one shot per decade, but that just wasn’t going to happen. So we settled on our top two per decade – or in the case of the 2000s up to now, the top three. Here’s what we found striking about the action, setting and people in these shots.

March 1964
Plowing snow. It’s one of those bread-and-butter activities that define the ministry’s identity. This shot, from the cover of Road Runner’s second edition, showcases that identity brilliantly. It’s a classic winter highway scene. The forest and mountains provide a great backdrop to the icy road as the plow rips through the drifts, sending the snow arching off to the side and out of the way of traffic. The photo is black and white, but it’s easy to picture bright blue sky as the sun illuminates the clouds.

September 1968
This is a wonderful image for nostalgia. The aerial view captures the Horseshoe Bay ferry terminal (just north of Vancouver) as it looked back in 1968, with the old Sea-to-Sky Highway in the background. For anyone familiar with the area, today’s highway (which was upgraded in 2010) and the growing community have dramatically changed the old landscape. There’s action too, with marine vessels and motor vehicles on their way, or soon to embark.

July 1971
This image is extremely well composed, not to mention the excellent job done with the exposure. It can be challenging balancing the lights and the darks to get adequate detail in both, and this picture does it really well. Also, the light at the end of the tunnel and the road curving and disappearing in the distance draw the viewer’s eye into the frame, giving the shot a sense of movement and wonder about what adventures are in store for “station wagon” around the next bend. Who can resist thinking about leaving the office and going for a road trip after viewing this?

October 1974
What does your average work day look like? Does it involve sitting at a desk for the most part, with the occasional daring trip to the printer? How about casually perched 300 feet in the air, scaling rock to stabilize a cliff and make the road safer for the travellers below? The dizzying, dangerous perspective juxtaposed with the casual disposition of the workers gives a fascinating glimpse into a world that few have had the opportunity, and perhaps the desire, to experience.

Spring 1982
What is this great black monolith set high on a snowy peak? There’s something about this image that screams Stanley Kubrick’s 2001: A Space Odyssey. Or maybe the object is some remnant from the Cold War. Actually, it’s a shot of the ministry’s Holiday Mountain radio repeater station just east of McBride, back in the early 1980s. This photo, more than any of our favourite images, sparked a lot of curiosity, conversation and speculation.

Summer 1987
Police on the bridge, guns drawn, ready for action. Is this an earlier incarnation of Commercial Vehicle Safety and Enforcement doing some particularly aggressive enforcement? Actually, no, but it does showcase some of the work the ministry does in a more indirect way. This is actually a scene from the 1987 movie Stakeout starring Richard Dreyfuss and Emilio Estevez. Highway crews helped prepare the Agassiz-Rosedale Bridge in Chilliwack for the movie and ensured traffic could still get around while the movie was shot. This isn’t the only major motion picture to grace the pages of Road Runner, but we thought the image was the most captivating.

Summer 1991
It may not be immediately obvious, but this shot shows worker Paul Klein removing reflectors off Highway 19. While the act itself isn’t really enough to inspire much interest, the angle in which the photo was captured creates a lot of visual interest. The coiling line drags the viewer’s gaze into the frame, and the worker’s stance creates a sense of movement. It’s a great way to tell an interesting story about a topic that in itself may not otherwise get much notice.
Winter 1992/1993

A lot of attention gets paid to our coastal ferries, but our inland system deserves consideration as well. This photo does an excellent job of showing what it’s like to be part of that system. A lone employee surveys the ferry deck below against a backdrop of a vast, mountainous vista. The sun streaming through the clouds lends an idyllic look, which contrasts with the vigilance of the ferry worker.

Spring 2006

Snow fighting isn’t just restricted to plowing roads. Sometimes you need to bring out the big guns. And the 105mm recoilless rifle these avalanche techs are using in Bear Pass definitely qualifies. While the gun itself isn’t used anymore, this image is one of the coolest we’ve seen. The snowy slopes in the background hint at the hazards involved, while the crew works with grace and precision to load another round and set off an avalanche. It’s dynamic, it’s dangerous, it’s just plain awesome.

May 2010

The 2010 Vancouver Olympics were a major event for this province, and some ministry employees were lucky enough to contribute to making them a success. Whoever took this photo must have been quick on the trigger to capture the ski jumper at just the right moment, so they appear directly above the Olympic rings where ministry employee Erin Moxon is pointing. It’s an excellent example of setting and action telling a story.

November 2011

This is the Kinsol Trestle over the Koksilah River near Duncan. The trestle got its name from a nearby mining venture called the King Solomon mines. But that’s not really the interesting story. The real story about this trestle is how the local community rallied to have it restored from a rotting, dangerous structure into a valuable part of the Trans-Canada Trail. With people lining the trestle as far as the eye can see, this photo not only captures the impressive structure and the work that went into it, but also what the trestle means to the community and the celebration that locals had when the project was complete. Katie Ollmann and Rachelle Ray look justifiably pleased too.

Share your story in the February 2014 RoadRunner

Send articles and photos to RoadRunner@gov.bc.ca by January 7.

David Swales (second from left) with the Penticton District bridge crew (Fall 1979 Road Runner).
Glenn’s Last Ride – into a Haida Gwaii Sunset
Submitted by Lori Wiedeman, Skeena District Manager

I am writing this story as a tribute to a (now) retired district manager who was not only an excellent leader, but also a true gentleman.

As the new district manager for Skeena, I had only been on the job for about a month when I got the chance to give West Kootenay District’s Glenn Olleck, a tour of the Skeena District. From my perspective, this was a golden opportunity to gain some pearls of wisdom from one of my favorite DMTs (also known as district managers of transportation). Glenn started with the ministry in 1980 as an area manager, and after many acting assignments as district manager, he took the role permanently in 2008.

On July 3, we left the Skeena District office for a tour up Highway 16 to Prince Rupert and had a stopover at our infamous Car Wash Rock, (also known as 35 Mile Avalanche Path – see August 2013 Road Runner) where we are challenged annually with icefall and avalanches. It is a real pinch point on the highway where the train tracks, highway and an overhanging rock wall converge. Glenn was suitably impressed and we had a good discussion about the similarities and differences between the West Kootenay and Skeena Districts.

We were bound for Haida Gwaii, but fog delayed the sea plane from leaving Masset to pick us up in Prince Rupert and had a stopover at our infamous Car Wash Rock, (also known as 35 Mile Avalanche Path – see August 2013 Road Runner) where we are challenged annually with icefall and avalanches. It is a real pinch point on the highway where the train tracks, highway and an overhanging rock wall converge. Glenn was suitably impressed and we had a good discussion about the similarities and differences between the West Kootenay and Skeena Districts.

Area Manager Nathan Voogd was on hand to pick us up in Masset and deliver us to the Village of Queen Charlotte at the other end of Graham Island, where Glenn and Nathan joined me at my home for a fresh caught salmon dinner. Not a bad start.

Glenn and I spent the next day touring the highway and seeing the sights of the misty islands, including the challenges posed by a 26-foot tide that can throw huge driftwood logs over and onto the highway. We also met with the Haida Gwaii and Prince Rupert maintenance contractor, O’Brien Road and Bridge Maintenance Ltd., had a full tour of our 120 kilometres of provincial highway, and stopped at St. Mary’s fountain where it is rumoured that if you drink from the spring, you will always return to the island.

That pretty much summarizes the logistics of the trip, but not the real value that was the final result. The opportunity to spend two days with Glenn at that point in my orientation to my new role was, in my opinion, pivotal. I had just enough time under my belt to have some real issues to discuss with Glenn and he was able to give me his insight, suggestions and perspective in a way that I am not sure would have been possible otherwise.

I will always appreciate the time I got to spend with Glenn and the ideas and creative approaches he brought to his work. Fortunately, I fully expect to see Glenn in Haida Gwaii, in the future, as he drank from the fountain while he was here, and the misty islands have a way of drawing you back. Glenn left me with his thoughts about his plans for a long motorcycle ride into the sunset of retirement, and I wish him all the best. ★