

THE BRITISH COLUMBIA

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Road Runner

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Department's Hot New Turbo-Plow Takes Hills, Heavy Snow in Jet-Age Stride

The B.C. Department of Highways has been noted for pioneering in various engineering fields, including the development of new equipment. In January it achieved another first by putting into operation on the Salmo-Creston summit a snowplow powered by a turbine engine. So far as is known this is the only one in the world.

The vehicle is a Pacific Truck and Trailer four wheel drive, cab-over-engine unit with a 9-yard sand box on the back. It is the same chassis used for the familiar "5000 Series" plow and it has a gross vehicle weight of 40,000 pounds.

The engine, a Pratt and Whitney ST6-A industrial version of the 300 to 700 horsepower free turbine turbo-prop, turboshaft model, is a loan from United Aircraft of Canada Limited for experimental purposes. It runs on anything from furnace oil to unleaded gasoline but diesel fuel is normally used. The industrialization of this engine offers reliability, good performance and the compactness of the aircraft turbine engine. Rated at 320 horsepower, the engine weighs only 285 pounds and has a diameter of 19 inches and a length of 59 inches. By contrast the diesel engine normally used to power this unit weighs over 2,000 pounds and develops 250 horsepower.



Given the assignment to convert the 20 ton "5000 Series" snowplow from diesel to turbine engine, the Langford garage crew have been raised for the excellent job they did. Back row left to right: Ray Larson, Jack Watson, George Master-ton, Art Cook, Jack Unternaeh, Walter Kuzik and Dave Lake. Centre row left to right: Lary Croft, Andy Egeland, Walter Patterson, Frank Crouther, Jim Baker, Dan Robertson, and Don Ingalls. Front row left to right: Gordon Cook, Gordon Gunn, Neil Koel, Cliff Phoenix, John Lines, Elmer Sjare, and Byron Charters. Not in the picture are Glen Ades, who took time out from his training duties to do the electrical work and Glen Higgins, on loan from the Materials Testing Branch, who did detail design and draughting.

The installation is simple and compact, using a three-point mounting system. A centrally located mount carried the engine's weight and two remaining mounts at the rear carry the torque produced by the engine. A first class job of installation was done by the Department's own Langford garage crew.

A flexible coupling is installed between the engine and transmission, permitting misalignment and angular movement without damage to the installation.

An Allison transmission is used to transmit the high torque at low shaft speed to the four driving wheels. This produces high starting power and fast acceleration without gear changes, for example, 0-30 m.p.h. in 10 seconds. In addition to conventional air brakes, a torque retarder incorporated into the transmission produces additional braking power, and tests showed that from 25 m.p.h. a complete stop was achieved in 5 seconds. (Above figures obtained when vehicle unloaded with a N.V.W. 31,100 pounds.)

Performance figures obtained from initial testing under actual working conditions have revealed interesting facts: the noise level, when compared to its equivalent diesel power unit, is significantly lower; it can ascend a 6% grade ten miles long, maintaining 40 m.p.h. without gear changes; it can descend an equivalent grade without any increase in speed, using torque retarder only.



Weighing only 285 pounds, Pratt and Whitney turbine engine develops 320 horsepower in Department of Highways new experimental snowplow. Engine is only 59 inches long and 19 inches in diameter. Photo shows installation in "5000 Series" snowplow. Business end of engine is toward the right. Large pipe leading up at the centre is the exhaust outlet stack.

Cover photo of Plow in Action
by E. A. Staite

Minister's Message



Spring signals the approach of our busiest season. It also means the start of the annual tourist migration to B.C. As we have said before, we can't build roads without making a little dust but let's do our best to ease things as much as possible for our visitors. There were more than 5,000,000 of them last year. If we have to occasionally delay the traveller (and we include our own B.C. vacationers, of course) detour him, or even dirty his car a little, let's offer him help, guidance and a smile, and see that he "gets through" with the least difficulty. Tourists spent \$200 million in B.C. last year but even if they didn't spend a nickel we owe them the courtesy of good hosts and neighbours.

P. A. Gaglardi, Minister

Government Employees Give

Employees of the Department of Highways have been deeply involved in the charitable drives of the Government Employees Community Services and have more than fulfilled their share of participation. Many charities are supported in the four areas and in January 1966, for example, the following were the disbursements made by the various committees:

VICTORIA:	
Community Chest,	\$ 865.96
Salvation Army,	282.53
Canadian Red Cross,	193.83
B.C. Heart Foundation,	224.65
Conquer Cancer Campaign,	263.10
Rehabilitation Foundation of B.C., ..	69.46
B.C. Society for Crippled Children, ..	69.47
Cerebral Palsy Association,	78.63
Canadian Diabetics Association,	27.47
TOTAL,	\$2,075.10

VANCOUVER:	
United Appeal Red Cross,	\$1,085.10
B.C. Heart Foundation,	130.91
Conquer Cancer Campaign,	194.64
Central City Mission,	82.39
TOTAL,	\$1,493.04

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Pat Dunn	Burns Lake
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NEW WESTMINSTER:

United Good Neighbor, \$ 516.77

Kamloops just started last fall and is still in the early throes of organization but it is off to a good start with some \$2,100 pledged for 1966 to Thompson Valley United Appeal and \$450 to the Salvation Army. A substantial part of these pledges has come from Department Employees. Our employees are to be commended for shouldering their load of civic responsibility.

That B.C.G.E.C.S.F.? British Columbia Government Community Services Fund. And if you can think of a better name our committee would be grateful for your suggestion.

Quarter Century Awards Long Service in Vanderhoof



A familiar figure at her desk in the District Office at Vanderhoof is Mrs. Edith Silver (formerly Edith Murray), who has completed 25 years of service with the Government of British Columbia. All of this time has been with the Department of Public Works and Highways in Vanderhoof, with the exception of four years with the Department of Finance. Mrs. Silver was among the mainland employees who were presented with 25-year Service Awards by the Honourable W. A. C. Bennett at a Vancouver luncheon on December 16, 1965.

Edith joined the Civil Service in 1939 as a stenographer with the Public Works Department, but due to shortage of work, was laid off after 13 months. Her continuous employment began July, 1940 at the Government Agency in Fort Fraser, and she returned to Vanderhoof as clerk in 1944.

The Silvers share an interest in choir and church work, and Bill's musical talents extend to band and orchestra. Both enjoy the recreation of the area, which includes fishing, boating, and relaxing at their cottage on Stuart Lake in summer, and supporting the Vanderhoof Bears' hockey team and curling in winter.

R. G. HARVEY, Regional Highway Engineer at Prince George was recently elected Chairman of the newly formed Prince George Branch of Professional Engineers.

Ferry Captain

CAPTAIN ALISTER CAMPBELL attended the 25-year award luncheon in the Vancouver Hotel on December 16, 1965. He received a 25-year certificate for continuous service since June 1st, 1939.

He obtained his schooling in Kelowna and served on the Westbank Ferry until the Kelowna floating bridge was completed, transferring to the New Westminster District as Captain on the Ladner Ferry in August 1958. On April 13, 1959 he went to Francois Lake as Captain when Deas Tunnel Throughway was opened and the Ladner Ferry run discontinued.

He returned to the New Westminster District on December 1, 1959, to serve on the Albion-Fort Langley Ferry in his present capacity as Captain.

Bridge Dismantled Canal Flats

Another old B.C. Landmark has recently disappeared, with the dismantling of the old Kootenay River Bridge at Canal Flats.



The two-span Howe Truss bridge, built in 1931, had become quite a bottleneck in recent years and, with the rebuilding of Highway 95 to a 60 M.P.H. road, its useful days were over. It has been replaced by a new model of re-inforced concrete beam span.

Demolition was carried out by Columbia District's bridge crew, Harry Ball, Foreman; Fred Poland, Bridgeman 3; Cliff Popp, Truck Driver; Henry Lappenbush and George Cartwright, both Bridge Labourers.

Bridge Inspector



Recently appointed Bridge inspecting Engineer for the Department, P. B. (Pat) McCarthy is now well settled in Victoria, his new home. District Engineer at Rossland from 1953 to 1959 and at Courtenay from 1959 to 1965, Pat will work directly under Senior Maintenance Engineer J. A. Dennison. He will inspect and keep records on Department bridges and assist District officials in proper maintenance and inspection procedures.

Bridge Replaced



The Lost Shoe Bridge on the Ucluellet-Tofino Road has been replaced by 120 feet of 12 foot multi-plate culvert. The work was carried out by Bridge Foreman Arnold Glover under difficult winter conditions.

A tired snow plow operator in Prince George finally reached the limits of patience when a country housewife chased his machine down the road, brought it to a halt, then told the poor fellow never to pass her house at that time of day again. It seems the grader affected her T.V. just when her favorite program was on. Fortunately he was speechless.

Peek Into The Past



Mining machinery loaded on sleighs at Vanderhoof, ready to be freighted north into the Omineca Gold fields.



Personnel as well as equipment is interesting in this picture showing survey crew in 1945 near Lillooet. Rear, left to right, C. D. (Charlie) Grigg, levelman; Tudor Bryan, chainman; B. Ingram, transitman. Front, left to right, W. Shoup, D. Hodgson, Resident Engineer



The two bridges shown above represent 79 years service to the travelling public in the same area. The bridge on the top was built in 1887 as the main crossing into Lillooet over the Fraser River. It served until 1910 when the one on the bottom was built one mile north east of Lillooet. It is still in use and in good condition.



Drillers Drilled in Burnaby Course

Thirty of the Department's diamond and auger drillers from all parts of the province attended a course on safety, soil sampling and drilling at the Burnaby Vocational Institute from January 10-14, 1966.



One of the class sessions in the identification of soil types. Left to right, Bill Brand, Assistant Head Laboratory Technician, Mel Dixon, Diamond Drill Foreman Trev Beauchamp, Bill Leslie, Ernie Beregowski, Diamond Drill Foreman Lawrence Keller, Tom Westwood.

The course covered maintenance and repair of drilling equipment, drilling methods, soils sampling, administration and safety, with emphasis on the last.

Safety sessions were held on each of the first three days. The Regional Highway Engineer, Mr. G. Elston, introduced the safety sessions and stated the Department's policy toward safe work. J. D. Paton, Assistant Inspection Supervisor, Workmen's Compensation Board, spoke on safety generally and the work of the Board; R. L. Roscoe of Boyles Brothers Diamond Drilling Company spoke on safety in the drilling industry; Glen Ades from the office of the Superintendent of Equipment spoke on defensive driving; and Ken Jackson of the Civil Service Commission, spoke about, and showed films on, safe driving habits.

Boyles Brothers Diamond Drilling Company provided technical instruction by senior company personnel and provided premises and equipment for technical demonstration. Other companies in the drilling industry sent technical representatives to give talks.

Technical instruction in soils identification and sampling was provided by the Testing Branch Engineering staff, John Hvozdzanski, Andrew Reid, Bob Edwards and Don Mason, and technical staff, Glenn Higgins, Bill Brand, Jim Mewhort and Maynard Rudolph. The course was organized by John Austin Drilling and Exploration Engineer.



Four of the instructors at the Burnaby Drillers Course, left to right, Standing, John Hvozdzanski, Don Mason, Andrew Reid, seated, John Austin.

OBITUARIES

GEORGE FRANSON, 65, died February 8, 1966. He worked on the Ladner Ferry from 1943-1959, then in the Deas Control Tower until he retired 18 months ago.

VICTOR A. LESLIE, Laborer at Steamous died at the age of 55. Mr. Leslie started work with the Department, May 20, 1947.

DOUG DEAN, District Office Manager in the Salmon Arm office, who received his 25 Years Continuous Service award only last December, died January 1, 1966. Mr. Dean's death, was a blow to his many friends in the Salmon Arm Court House. He leaves his wife, Ethel.

CLARENCE AVISON died February 1, 1966 after a lengthy illness. Mr. Avison held the position of Stockman in the Department Garage at Cloverdale. He had four years of war service and joined the New Westminster Mechanical Branch in January 1964. He leaves his wife and four children. He was born on February 2, 1921, at Star City, Saskatchewan.

CAPTAIN WARREN HASTINGS died December 22, 1965 at the age of 63. He had been a Master Marine since March 1943, joining the Highways Ferry System in January, 1960 as relief Captain on the Woodfibre Ferry and transferring to the Barnston Island Ferry in the New Westminster District in March, 1963. Captain Hastings had an interesting career in coastal shipping, having worked for the Canadian National Steamships and several Vancouver Tug Companies. He worked for the North Vancouver Ferries from 1940 to 1958 and did summer runs for Harbour Navigation. He was born June 30, 1903, in Courtland, Ontario. He leaves his wife, two sons and a daughter. His son, Rowland W., works for the Department on the Coquitlam maintenance crew.

FRANK B. GOWANLOCK of Telkwa, B.C., died January 11, 1966, after a lengthy illness. He was 56 and had been working as a Brigeman in Omineca West for the past nine years.

Promotions



MRS. PAT CUMBERLAND is the successful candidate for the Clerk 2 position in the New Westminster Office. Pat has been in the New Westminster Office since 1962, originally coming from England.



CHARLIE BUCKLEY, recently promoted to Heavy Duty Mechanic at Ganges, Salt Spring Island, was busy during the snow storm. The approach of spring gives him a chance to catch up on his paper work.

BILL SAINSBURY, formerly a bridgeman 2 with the Lillooet Bridge Crew, has been promoted to Bridge Foreman 1 and is travelling in the Province resurfacing concrete bridge decks.

DENNIS W. HILL former Clerk 2 at William's Lake has been promoted to Clerk 3 and transferred to the Chilliwack Office in December 1965.

TOM WILSON TAYLOR has joined the staff at Salmon Arm as Road Foreman in the Cellista area, having transferred from North Vancouver. He was promoted from R.M.F. 1 to R.M.F. 2.

Reclassification

FRED J. EVANS, formerly Road Maintenance Foreman 3 is now Road Maintenance Foreman Grade 4.

Transfers



MRS. MARJORIE BROWN above, is shown with her husband, Douglas, left and District Superintendent Allan Park on the occasion of a farewell party for Mr. and Mrs. Brown, District Office Manager at Prince George for

the past nine years. Mrs. Brown recently transferred to the North Vancouver Office as District Office Manager. Among other gifts she was presented with a pair of snowshoes for getting to work in her new home.



W. RYAN, District Office Manager in North Vancouver has transferred to Nanaimo as District Office Manager.



CLYDE SMAASLET has recently transferred from Pouce Coupe to Prince George as District Office Manager. Clyde's home is in Prince George so he returns to familiar surroundings.

PEGGY BRUSH is the new Radio-Teletype Operator at Prince George and is known to many as "Prince George 1". Peggy has recently moved to Prince George from Nanaimo and enjoys living in the big North country where she can participate in her favorite sports, skiing and skating.

T. R. YEARSLEY, Regional Mechanical Superintendent, Kamloops, has transferred to Regional Mechanical Superintendent, Prince George.



Safety Awards Meetings

Quesnel Tops in Safety

Quesnel had the best safety record last year of any District in Region Four. The average accident rate was 10.3 per million man hours worked, compared with the previous year when the rate was 57.3. In terms of time loss accidents, Quesnel went from 10 in 1964 to 2 in 1965.



Temporary trophy until the official award is ready is handed to George Harper (left foreground), District Superintendent, Quesnel, by Pat Dunn (right foreground), Regional Safety Officer, Burns Lake, in recognition of Quesnel's 1965 highways safety record. Others in the picture are (left) Mr. A.R. Limacher, ex-Quesnel Regional Safety Officer; Mr. K. E. Jackson, Safety Officer, Civil Service Commission, Victoria; F. A. MacLean, Assistant Deputy Minister of Highways (centre) and (right) R. G. Harvey, Regional Highways Engineer, Prince George.



Gold Safety Award to Gibson's and Pender Harbor Road Maintenance and Mechanical Crews. Left to right, Foreman J. O. Hogue, E. Rietze, Regional Safety Officer A. Caldwell, District Safety Officer W. M. A. Baker, Mechanical Foreman G. Owen, District Superintendent W. M. Underwood, Safety Committee Chairman C. Chamberlain, Foreman D. C. Pollock, Bridge Inspection Engineer P. McCarthy, Safety Committee Secretary F. Charlesworth, Resident Engineer R. McMillan, D. Stewart.

Safety Hats, Shoes Prevent Injury

Bridge Foreman Bob McLarry and Temporary Foreman Gordon Harford have received "Gold Cap" awards and Soda Creek employees Albert Dalman the "Ten-on-Two" award at Quesnel recently. Bob was hit on the head by a six foot 2 x 4 which was knocked loose by the pile driver cable and Gordon was hit by a snag which broke off in the clearing operation. Both were wearing their hard hats. Albert had purchased safety-toed boots a week before hitting his foot with an axe. His foresight prevented a serious foot injury.



M. G. Elston, Regional Highway Engineer, presents Frank Stirling, New Westminster Bridge Foreman, with Bridge Crew Silver Safety Award.



At a gathering of proud employees and their wives in McBride, District Superintendent Al Park, right, presents the Bronze Safety Certificate to McBride Road Foreman Lloyd Crate, while Tete Jaune Foreman Bill Tinsley shares the honor.



Foremen Joe Pabin, left, and Dude Lindsay, centre, Delta maintenance crews, accepting the Bronze Safety Award from M. G. Elston, Regional Highway Engineer.

SAFE DRIVERS

Pat Huston of Soda Creek and Stan Harford of Cariboo Highway received commemorative packs of playing cards for their years of accident free driving. Pat's record is 11 years and Stan's record is 10½ years.

The Rossland-Trail District Safety Committee has been elected, installed and is operating efficiently. Chairman is P. Flood and members are W. Taylor, D. Bolduc, J. P. McKay and L. Briggman.

Films emphasizing safe driving, accidents and construction safety were shown in Burns Lake on February 2, 1966. Crews from B.C. Hydro, B.C. Telephone and the C.N.R. joined the Highways crews in viewing these films.

Safety (cont)



District Superintendent N. W. Wells, North Vancouver Bridge Maintenance and Patrol, presents Corporal W. Carruthers of the Department of Highways Patrol with Bronze Certificate of Merit for Safety.

Group See Rehab Centre at Work

The New Westminster Safety Committee received a first-hand look at accident consequences and the work of rehabilitation in a meeting February 11 in the Workmen's Compensation Building at Vancouver. Attending was Carl Seehuber, chairman; A. Fox, secretary; Safety Representatives, J. Kirkland, C. Doyle, A. Hadvick, R. Burton, J. Cookhouse, L. Ostasach, W. Paterson; Foreman Representatives, Stan Deans, J. Oliver, Norm Hunter and Roy Gittins, District Engineer.

The group was met by Dick Farnsworth, Public Relations Officer, and conducted through the Rehabilitation Centre in the morning and the Claims Department in the afternoon. The Vancouver centre handled 94,000 cases in 1965.

Lillooet Meeting

A very successful meeting was held in October, 1965 in the Lillooet Community Hall. The featured speakers were K. Jackson of the Civil Service Accident Prevention; H. Francis, Regional Safety Officer; Tom Yearsley, Regional Mechanical Superintendent; T. Anderson of the Workmen's Compensation Board and Phil Large, District Engineer.

A Silver Safety Certificate was presented to the Ashcroft Maintenance Crew, Bronze Awards to the Gold-bridge Maintenance Crew and to the Lillooet Administration staff. During the presentations a top proficiency award for apprenticeship mechanic was given to R. Glover by Mr. Yearsley. Mr. Glover is now heavy duty mechanic in the Lillooet shop.

First Aid

In Precept



One half of the First Aid classes being conducted for Bridge Maintenance personnel, North Vancouver, by Patrolman Howard Maundrell.

In Practice

Department Employee Comes to Aid of Fellow Worker

Alertness and experience enabled DON CULLEY of Kelowna to come to the rescue of his fellow-employee, Frank Duddy, when he was overcome by carbon monoxide poisoning.

Don was driving a grader pushing snow into a windrow for removal by a following Sleaford blower driven by Frank Duddy. When Don looked back and saw that the augur and the blower were not working and the operator was walking around the machine, he assumed that one of the shear pins had been broken. Then he saw another employee, Armand Poitras, approach Frank, who collapsed.

Going back to the blower, Don discovered that fumes escaping from the exhaust pipe broken by rocks or materials had caused Frank's collapse. When Don observed the rolling of the eyes, the loss of consciousness and the tongue being swallowed he acted quickly and coolly. The tongue was withdrawn and mouth to mouth resuscitation administered until Frank regained consciousness and they were able to move him to a place where he would be warm. On further instruction he was moved to the hospital where he remained overnight and was able to return to work the next day.

The District Superintendent says that diplomacy is the art of handling porcupines without disturbing the quills.

Department Employee Aids Crash Victim



John Carlisle

On January 13, 1966, at 1:20 a.m. Department of Highways employee, JOHN CARLISLE breathed life back into an accident victim whose heart had stopped. Investigating police officers reported that John waged a 35-minute fight to save the life of U.B.C. student, John Czerny, who was involved in a car accident near the south end of Deas Tunnel.

Czerny's heart beat stopped twice and both times John used mouth to mouth resuscitation to restore the pulse. Czerny had been found lying unconscious on the freeway about 70 feet from where the car had crashed into a light standard on the median. The radio in the Department vehicle had first been used to call for an ambulance.

A police spokesman said, "He deserves a medal for what he did for Czerny and also for the aid he has given other freeway accident victims in the last two years."

10-7 Club

43 Years Service Terminates



Swede Commons inspecting 1932 snow slide.

A banquet was held December 14, 1965 in Fernie for the retirement of **SWEDE COMMONS**. Approximately 65 attended, including Fernie District employees and their wives and Regional officials.

One of the Department's longest periods of continuous service came to an end. Swede Commons spent 43 years with the Department, 28 years as equipment operator and the remaining 15 years as Senior Foreman. He began in 1922 with the bridge crew and in 1927 operated Model "T" half ton and one ton dump trucks with gravity feed dump boxes. He became Senior Foreman in 1950 and retired as Road Foreman December 8, 1965.

Swede and Mrs. Commons have four children, all grown and away from home. He and his wife plan to remain in Fernie and devote much of their time to fishing.



Don Martin, Regional Engineer, Nelson, presents Scroll of Meritorious Service to Swede.



L. P. SEGALERBA an employee on the Sidney road maintenance crew, retired on January 3, 1966, after 22 years of service with the Department. "Skip" was presented with an electric razor from his fellow employees by the District Engineer, J. P. Hague. Mrs. Segalerba was presented with a bouquet of roses.



FRANCIS TANNER, a long-time employee of the Department of Highways retired recently. H. J. Kelsall, District Engineer, makes a presentation on behalf of fellow workers. Mr. Tanner started with the Department as a part-time worker in 1925. In 1947 he became a steady member of the Greenwood Road Crew and continued in this position until his retirement on December 31, 1965.



CHARLIE VIDAL has retired after 25 years with the Duncan road crew. Standing by his truck on his last day of service Charlie looks as if he has thrived in his long years of service.

L. E. CLOSE retired January 28, 1966. Les started with the Department in April 18, 1956.



FRED LAYER, Bridgeman, Nanatmo, retired after 15 years of service on the bridge crew. He was presented with a wallet by District Superintendent John Morris on behalf of Fred's many friends. Fred has many memories of jobs he undertook during his years of service and looks forward to getting some real camping and fishing trips on his retirement.

J. ZATKO retired January 31, 1966. John started with the Department, June 4, 1947.



GEORGE H. CREASSER, a hard working member of the Jordan River Maintenance Crew retired on January 31, 1966. George has worked for the Department since 1956.

News From Everywhere



Earl Lund, Regional Materials Engineer, Prince George, has recently received his registration as a Professional Engineer. The brand new certificate is displayed in his office.



Miss Gaby Hobeck is one of the reasons the New Westminster draughting room is so popular. Gaby has been a draughtsman for more than two years at the office working on the designs for ferry wharf improvements.



Fred Goddard, Divisional Construction Engineer is now at Prince George. Previously on the Stewart Cassiar project, Fred is working on the Prince George-McBride Highway.



Lunch time on the 12 mile ferry, Columbia River near Revelstoke. Head Ferryman, Adolph Kadhur is preparing his vittles!



Shirley Hrechka of Prince George office holds busy three-way job as receptionist, stenographer and telephonist. During heavy snow storms she spends half her day on the phone.



Single, and willing, to fix Departmental units that is! John Rabie of the Revelstoke shop.



Mike Baresinkoff, working on sieve analysis for concrete design.



Mario Merlo, Materials Engineer, Nelson, working on air photo interpretation for soils surveys.



Ken Towill, Head Laboratory Technician, Nelson working on gravel pit reports.

SPORTS SOCIAL ACTIVITIES

Department of Highways

Golf Tournament

All Government Employees vacationing the Vancouver area this year, Please note . . . From March 19 to October 22, the Department of Highways Dock District, is sponsoring a monthly golf tournament. Any government employee is cordially invited to take part. Green fees at \$2.50 and entrance fee \$1.00. Clubs can be rented. Those interested should contact Bert Larson or Gord Rowand at least two days before each tournament at LA 1-9461 between 8:30 a.m. and 5:00 p.m., or write to 773-6th Street, New Westminster, B.C. Trophies and prizes will be presented at each tournament. The dates, places and times are as follows:

- March 19 Green Acres Golf Club, No. 6 Road, Richmond, 12:00 noon.
- April 16 Undecided at present
- May 14 Maple Ridge Golf and Country, 2nd Avenue, Port Hammond, B.C., 8 a.m.
- June 18 Hazelmere Valley Gold Course, 18120 8th Avenue, Cloverdale, B.C., 8 a.m.
- July 19 Newlands Golf Club, 21025 Simmonds, Langley, 8 a.m.
- Aug. 27 Mission Golf and Country, Nelson Road, Mission, 8 a.m.
- Sept. 17 Pitt Meadows Golf Course, Harris Road, Pitt Meadows, 8 a.m.
- Oct. 22 Peace Portal Golf Club, 190 King George Highway, White Rock, 11:30 a.m.

All scores will be "net scores" derived from the "Calloway System". At the end of the season trophies will be presented for the, Best Performance, the Most Courageous Golfer and the Most Consistent Golfer. Wives and/or girl friends welcome to caddy.

Highways Bowlers Top Field

Department of Highways bowling teams placed first and third in a field of 32 during an all-department tournament held early in February in Victoria.

The Inter-Department Bowling Tournament for the W. R. Mayhew Trophy was held Saturday, February 5th. Thirty two departments competed in a 5-game roll-off. Trophies presented are, First, Mayhew Trophy, Second, B.C.G.E. Trophy and Third, Woodward Trophy.

First, was the Highways Location Branch Team: H. Quissy, John Blackey, R. Hewghan, G. Nickells and Ron Grant. Total for the team 5,554 pins. Ron Grant obtained High Single 321.

Lands Department was second.



First place team. Back row, left to right, Russel Heughan, John Blackey, Gordie Nickells. Front row, left to right, Art Dimock, Harold Quissy, Ron Grant.

Third place was also won by a Highway Team from the Bridge Department: R. Lomas, Doug Doidge, Art Dimock, Bruce Walker and Len Treudeau. Total pin fall 5,463. High five was won by Art Dimock with 1,223. He also obtained High Single of 340, but as he could not hold High Single and High 5, the former went to Ron Grant.



Third place team, Bob Lomas, Art Dimock, Doug Doidge, Len Treudeau, Bruce Walker.



Max Helzel of the Quesnel survey crew is also a member of the "Quesnel Kangaroos." He scored one goal and one assist when the Kangaroos played against the Finnish National Hockey team in December 1965.



Mrs. Karen Shepherd of the Nanaimo office staff won the Christmas Light-up prize in Nanaimo this year against heavy competition.



District Superintendent W. M. Underwood presents departing Bill Ryan with a transistor radio on the occasion of Bill's leaving to become District Office Manager in Nanaimo.

SPORTS (cont.)

Prince George Takes Trophy in Region 4 7th Annual Bonspiel Held in Burns Lake

Saturday, March 12th was an interesting day for Department of Highways employees with eight rinks entered in the "Jimmy Cricket" trophy curling bonspiel. Teams entered from Quesnel, Vanderhoof, Prince George, Burns Lake, Smithers and Terrace.

Prince George District Rink skipped by Spud Larson; Third, Allan Park; Second, Clyde Smaasiet; and Lead, Bill Ball captured the "A" Event and the Highways Trophy. Runner up in the "A" Event was the Regional Highway Rink from Prince George skipped by Pat Carr; Third, John Mill; Second, Warren Horsnell; and Lead, Barney Keane.



Winners of the B Event. Left to right, Art Clarke, Wilf Patten, George Kent and Vi Kent.

The "B" Event was won by George Kent's Vanderhoof's Rink with Wilf Patten, Third; Art Clarke, Second; and Vi Kent Lead. Second in the "B" Event was the Terrace Rink composed of Russ Trites, Skip; Wilf Toop, Third; Pat O'Toole, Second; and Barney Fairclough, Lead.

The Bonspiel was followed by a Banquet and awarding of prizes. The Prince George winners of the Highways Trophy went home empty handed due to some behind the scene skulduggery during the banquet and we believe that a check with the Terrace foursome would prove interesting.

Terrace Round Robin Competition

The staff at Terrace have an entertaining and interesting idea for interdepartmental competition. Each crew has a team selected. In this case they began with curling — the team winning this round robin was then challenged by one of the other teams at whatever sport they chose — bowling, table tennis, badminton or curling — bingo, whist and tiddly-winks have been suggested but not acted upon as yet! The Challenge Trophy was manufactured by the garage crew from an old piston and door handles, set on a base built by the bridge crew.



Winners of the A Event and the Trophy. Left to right, Al Park, Spud Larson, Bill Ball and Clyde Smaasiet.



The Department of Highways Region 4 curling Trophy. Treated with much respect though made out of a piece of beaver gnawed log.



The first team to win the Terrace Trophy, the Garage Crew, left to right, back row H. Toftager, J. Carmichael, front row, R. Trites, E. Butterfield.



Gordon Dunsmore, Engineering Assistant, Nanaimo, has been wearing a tartan tie, ever since he attended the Burns dinner. Gordon looks after the subdivisions in the Nanaimo area.

CONVALESCENTS



Maynell Patterson, Clerk in the Nanaimo office, was ill with a severe cold early in January, but worried about the monthly financial statements she showed up for work in time to make the deadline.

JOHN WYSK, Bridgeman, Nelson Bridge Crew, is recuperating at home after a severe shaking up due to a car accident on January 29, 1966.

JOHN DEWAR, Transport Operator, from Nelson, is in Hospital after suffering a heart attack. His colleagues wish him a speedy recovery.

TOM WILLIAMS is now home after spending several weeks in the Rosland Hospital. As an experienced "Cat" operator, Tom is now aware that "traction can have other meanings". He prefers the kind not used in hospitals.

GEORGE McCABE, Comox Resident Engineer, Courtenay District, has returned to work after several months illness.

J. H. A. STEVENS, former Senior Location Engineer with the Department of Highways, now of Savona, B.C., suffered a serious stroke February 13th. While he will be confined to hospital in Kamloops for some time to come, he is progressing much better than the doctors had predicted.

On The Job

Department Joins Forces With C.N.R. To Clear Slide



On January 23, 1966 at 6:00 a.m. a snow slide came down 52.5 miles west of Terrace on Highway 16 blocking both road and rail traffic for a period of 12 hours. Skeena West District and C.N.R. crews joined forces to clear the slide which measured 20 feet deep and 350 feet long. The railway brought in one rail Vee snow plow, one tornado dozer and one Euclid C-6 dozer. Highways used one Cat D-7 dozer, one Michigan dozer and one large snow plower. Part way through the slide the railway Vee plow became derailed which further delayed the remaining clearing operations. A lot of rock was mixed with the slide. Both highway and railway were open by 6:00 p.m.



Photos show equipment being marshalled in preparation for the attack and the C.N.R. Vee plow attempting to buck through the slide.



Busy renovating the garage stockroom is Dick English, member of the Revelstoke bridge crew.



The Langford Bridge crew hard at work constructing the new McVicar Bridge past Jordan River after a heavy snowfall.

Salmo-Creston



Snow slide on the Salmo-Creston Highway.



Camp, Salmo-Creston Highway—elevation 5283 ft.



Off to battle the snow is Senior Maintenance Foreman Ed King of Revelstoke, and with a smile, too.

Upper Halfway River Bridge

On The Job



The Fort St John Bridge Crew under the direction of Floyd Erishstad built a bridge over the Upper Halfway River 20 miles south-west of the Alaska Highway at mile 143. Construction began during the third week of January.

Work on the bridge was well under way the next week with the piling being driven in temperature of 40. below Second and third pictures show crewmen Bill Marshall and Donald Peterson at work in sub zero temperature.



New crusher being erected at Mc Dougall Pit, five miles south of Kelowna under the supervision of Foreman Hamilton Chester.



Drott Yumbo with operator A. W. Tucker excavating frost boils on Boucherie Road at Westbank H J Manderson standing beside the machine.



District crew erecting binwall on Barnard Avenue an Arterial Highway in Kelowna. Project now completed.



Laurie Willan, Road Foreman at New Hazelton, looks after west end of the Sheena East District.



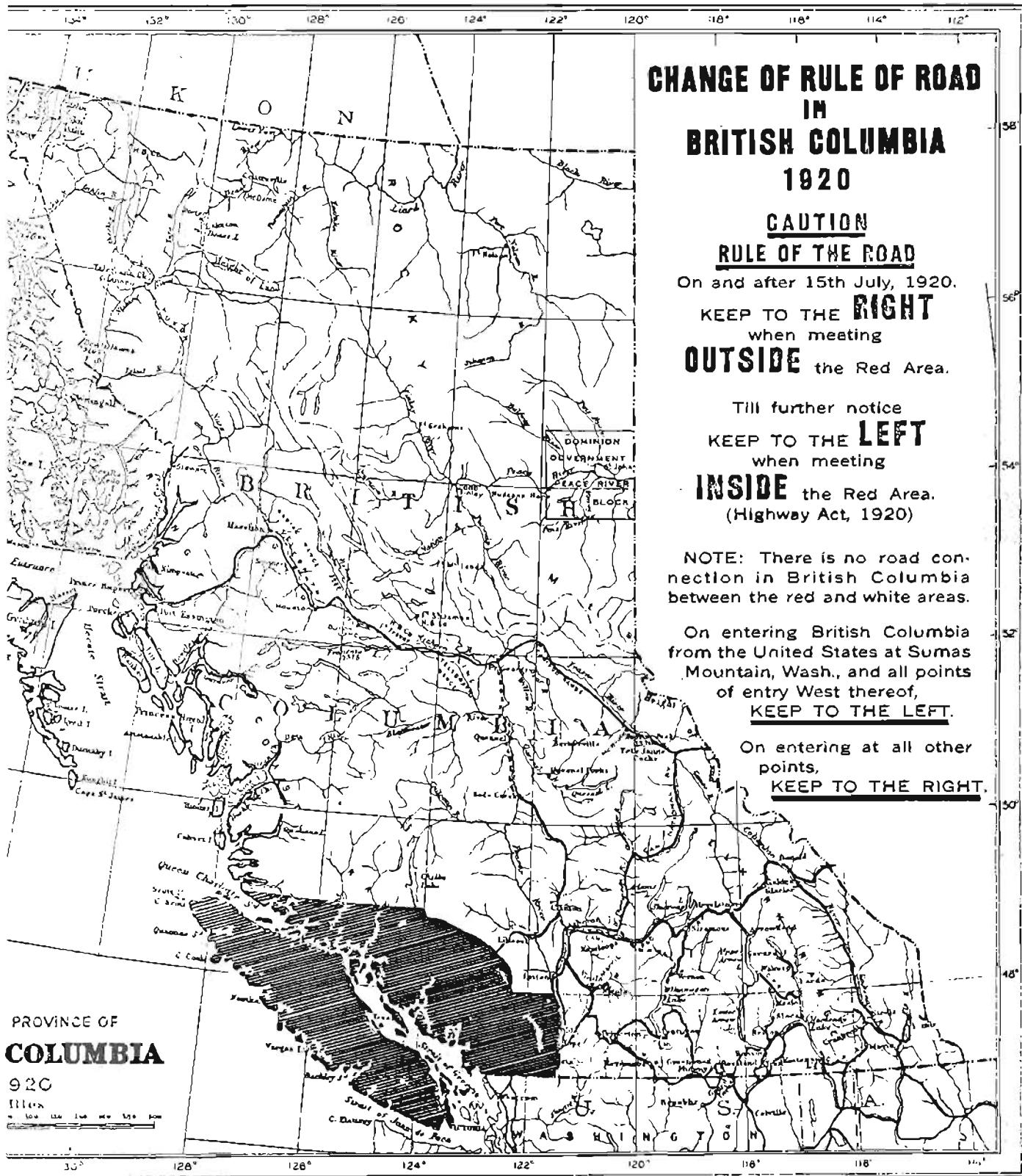
Russ Galloway, Road Maintenance Foreman at Cassidy, falling a danger tree in his district. This shows that a foreman is a real working man.



Tom Aarts (left) and Marvin Worden hard at work in the Nanaimo office.

Did You Know That:

The change of the Rule of the Road for British Columbia from left to right hand driving became effective July 15, 1920, with the exception of the area west of Hope to Vancouver and Vancouver Island as there were no road connections. It was not until December 31, 1921, that the Rule of the Road became uniform throughout the Province.



CHANGE OF RULE OF ROAD IN BRITISH COLUMBIA 1920

CAUTION
RULE OF THE ROAD
On and after 15th July, 1920.
KEEP TO THE RIGHT
when meeting
OUTSIDE the Red Area.

Till further notice
KEEP TO THE LEFT
when meeting
INSIDE the Red Area.
(Highway Act, 1920)

NOTE: There is no road connection in British Columbia between the red and white areas.

On entering British Columbia from the United States at Sumas Mountain, Wash., and all points of entry West thereof,
KEEP TO THE LEFT.

On entering at all other points,
KEEP TO THE RIGHT.

PROVINCE OF
COLUMBIA
920
Miles
1:50,000