Message From The Minister

On September 4 we opened Phase II of our province's newest highway, The Coquihalla. As we begin to enjoy the benefits of a faster link between Merritt and Kamloops, I think it fitting that we acknowledge those who actually put the pavement beneath our wheels.

Our engineers, design technicians, construction workers, contractors, supervisors, wildlife and fisheries biologists have proven once again that they measure up to the best in the world. All Ministry staff involved at all levels of this project have every reason to be proud of their achievement, and we are justified in showing pride in their efforts.

This newest highway link adds another 73 kilometres of safe, modern freeway between Kamloops and Vancouver, but it brings us closer in more than just physical distance. It links our province's central interior to the future. British Columbia is entering a new era in world trade and commerce, an era of innovations and enterprise. This highway is just one of the ways of ensuring that the communities of the interior are an important part of this exciting future.

Coquihalla II will truly benefit our entire province, and above all it will encourage the flow of new business and job opportunities into our central interior.

Cliff Michael

Deputy Minister Comments

I am indeed delighted to have this opportunity to greet employees of Transportation and Highways for the first time through the Roadrunner. From my experience in other Ministries the impression I have of public servants has always been of a group of responsible, dedicated people performing a sometimes thankless and often difficult role. I am sure the same applies to this Ministry.

It is somewhat difficult to say hello to people you haven't met, but I do hope to meet many of you in the months ahead, not just in Victoria and Vancouver but field staff as well.

I come to this Ministry with one fundamental belief and that is to serve the people of British Columbia.

There will be changes and challenges ahead, however I am confident that if we work as a team we will accomplish much for our people.

Robert Flitton
Deputy Minister
Road Safety Committee Formed

Hon. Cliff Michael addressing the CCMTA. Keith Jackman, Superintendent of the Motor Vehicle Department sits at right.

A Cabinet Committee chaired by the Hon. Cliff Michael has been appointed to review and coordinate traffic safety programs in British Columbia.

Mr. Michael told the annual meeting of the Canadian Council of Motor Transport Administrators in Victoria recently that Attorney General Brian Smith and Labour Minister Lyall Hanson (ICBC) would join him on the Committee to study road safety in B.C.

Highlight of the evening was the presentation of a miniature truck to outgoing president Keith Jackman, Superintendent of Motor Vehicles, from incoming President Dan Coyle, Asst. Deputy Minister and Registrar of Motor Vehicles in Manitoba.

Transpo Trivia

1. What was America’s first true sports car?
2. What was the most costly mistake ever made in the automotive industry?
3. Where does the word Jeep come from?
4. What car had the largest fins?
5. What was the first American car with fully independent suspension?
6. What is the only car “killed” by a book?
7. What car had a full roll bar as standard equipment?
8. What car made the cover of both Time and Newsweek?
9. When was the Rambler introduced?
10. When was Chevrolet started?
11. What car introduced 12 cylinders in 1915?
12. Where did Cadillac get its name?

Answers on page 30

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Above And Beyond The Call

Quality is job one... Better service to the public is paramount... Excellence... Dedication...

Those words and phrases we have all heard many times in many ways.

But there is another phrase that belongs right up there at the top... "Above And Beyond The Call"

We have good reason to be proud and the next time you're perhaps feeling a little forgotten, remember the things your friends and co-workers do almost on a daily basis, without hesitation, and without seeking recognition.

Many areas of our province are isolated, with long stretches of lonely roads. And sometimes, stretches of highway even in more populated areas can be equally lonely and desolate — at night or in poor weather.

When something happens to a motorist, it is usually a Ministry of Transportation and Highways employee who is first on the scene. Sometimes it involves a minor thing like automobile trouble... but there are times when it is much more serious, and often there is a lack of quickly available help.

The travelling public is extremely fortunate to have the Ministry staff who are ready to go beyond their everyday role to provide such assistance.

The Roadrunner is proud to take this opportunity to salute and extend commendations to all our members whose quick action — above and beyond the call of duty — show that five star service, that quality, that excellent and dedicated service to the public.

We all have good reason to be proud.

LETTERS TO THE EDITOR

Sir,

This note is to thank and commend some of your employees from Mezidam Camp

On January 27, I was involved in a serious accident at the Nass River Bridge just south of Mezidam Junction. The van in which I was a passenger had a dispute over the use of the bridge. In the ensuing collision I received multiple injuries including broken ribs, a collapsed lung and severe internal bleeding from a damaged kidney.

I don't remember many details of the night but I understand it was Highways employees who were first on the scene and started to transport me to medical help. My doctors tell me I had a very close call due to loss of blood so the minutes saved by your employees actions became very important. I would like to express mine and my family's gratitude for those prompt actions and good care... please pass on my thanks.

I'm on the road to recovery, the only lasting memories being a knobby whose lifespan is still a mystery, and some good scars.

Yours truly,
Doug McLeod — Whistler

Sir,

On March 14, my family and I were travelling to Campbell River from Quesnel. Several miles before Williams Lake we encountered car troubles. It was 6:30 a.m. — there was no traffic and there we were, a woman and three children, stranded without any idea how to fix my ailing vehicle.

As panic was about to set in, a Department of Highways truck was quickly spotted in opposite direction and it stopped and a very kind gentleman by the name of Barry Wilson came to the rescue. Not only did he get the car started, he turned around and followed us to the cutoff point of his district's jurisdiction.

It's nice to know there are still some very kind people around who will go out of their way to help others in need. So often we hear only about the bad ones.

This is one employee the Department of Highways can be very proud of.

Helena Wrobel-MacDonald Quesnel

Sir,

On the morning of May 30, at approximately 2 a.m. our department was notified of a serious vehicle accident on Highway 3A at 17 mile involving a car on fire with an occupant trapped. Upon arrival, we found a late model vehicle off the road and down on the embankment approximately 40 feet and fully involved in fire. Further along the road we located two of your employees tending the needs of the seriously injured driver. Upon investigation, we determined the following.

Jim Ewan, of Longbeach, the driver of the vehicle, had been on the last trip from Kootenay Bay to Balfour, Terry Christensen and Jim Taylor, having completed their shift, were proceeding west on Highway 3A when they came upon a cloud of smoke blowing across the highway. Upon investigation, they found the Ewan down the embankment on fire, with the driver trapped and semi-conscious in the vehicle.

At this time, Roger Aubert, another highways employee, was sent to summon help while Taylor and Christensen, with little regard for their own personal safety, were able to free Mr. Ewan and transport him to the safety of the highway.

On behalf of the Balfour-Harrop Fire Department I wish to congratulate these two men for their heroic efforts which, there is little doubt, saved this man's life. It is great to have reinforced the fact that people still put the lives of others before that of their own in times of need.

Yours truly,
Bruce Meldrum, Fire Chief
Balfour-Harrop Fire Dept.

On December 21, at 10:30 a.m. approximately six miles south of Lytton we hit a patch of black ice. As a result we landed in the ditch. Neither of us was hurt, however the old car, a '75 Pontiac Catalina, got a few bruises.

About 15 minutes later we had company as another car landed alongside of us. Very shortly Mr. J. Williamson of your Department arrived. No one could have been more pleasant and cooperative. He contacted the R.C.M.P. and advised them of the situation. We were lifted out of the ditch by a wrecker and were able to proceed on our way.

Deadline for submissions to Roadrunner
November 20, 1987

(Letters continue page 6)
Ray White Retires

After 36 years of dedicated service to British Columbia, Ray White, Assistant Deputy Minister of Highway Operations, has retired.

More than 140 people attended a dinner held in Victoria July 9, 1987, in honour of Ray’s retirement. Among those attending were a large number of retirees, as well as colleagues from the Ministry of Forests and Lands, and from private engineering firms.

The occasion was highlighted by several presentations. A humorous “Loop Road Map” of the province was presented by the Hon. Cliff Michael. A cake, made by Annie Collins (Radio-room Operator in Kamloops), was presented to Ray and Vi by Keith Besplug, Director of Region 2. Gordon Sutherland, Region 3 Director, presented Ray with the “Order of the Snowflake”. In making the presentation, Sutherland told Ray, “this will help you keep your head over the ball when you’re golfing”. Dan Doyle, Director, Region 1, presented framed photographs on behalf of Region 1.

Deputy Minister Roy Illing, who acted as Master of Ceremonies, paid tribute to Ray’s 36 years of service and presented him with a Minolta Autolocus camera on behalf of the Ministry. Ray’s daughter Terri presented her Dad with a zoom lens on behalf of the family.

Ray now plans to spend some time renovating his cabin on Shuswap Lake and to “lake life easy.”

Ray joined the Forest Service as an engineer in 1957 and was transferred to the Highways Department as District Engineer at Nelson in 1963. In 1967 he was promoted to Regional Location Engineer and in 1969 to Regional Highway Engineer at Nelson, transferring to Kamloops in 1970 in the same capacity.

In 1977 he was promoted to Executive Director, Construction, in Victoria, and on January 22, 1986, was appointed ADM Highway Operations.

Ray will be missed by all.

Provincial Employees Helping Our Community

Provincial Employees’ Community Services Fund Campaign for 1987 is well underway.

The fund has been operating since 1965 with the endorsement of the Provincial Government. The endorsement means that 100% of your donation goes to the organization of your choice. All administrative costs are covered by the Provincial Government.

Participation in the Fund is available to the Provincial Government in the following areas: Vancouver/Lower Mainland, Victoria, Powell River, Central Fraser Valley, Courtenay/Comox, Fort St. John, Smithers, Prince George, Kamloops, Nelson, Nanaimo, Campbell River.

Individual committees of volunteer Public Service, representing all employee groups are established in each area. The committees conduct annual campaigns, review and assess the needs of charitable organizations for funding to ensure your money assists and serves you community the best way it can.

Why give? Well you can support one of many agencies in your community. Your donation is distributed as you see fit. Every cent of your donation goes to the organization of your choice. And hey, donations are tax deductible!

Provincial Employees’ Community Services Fund CAMPAIGN ‘87

YOU can support the agency of YOUR choice
YOUR donation is distributed as YOU see fit
Every penny goes where YOU want
Donations are tax deductible
JOIN IN!
Provincial Employees “Helping Our Community”
Contact your local Campaign representative.
Continued From Page 4

Irene and I would appreciate it if you would please pass our very great thanks to Jim. It is very nice to know that the Highways Dept. has employees like Jim. All the best from a couple of senior citizens.

Irene and Tom Smith
North Vancouver

I wish to express our sincere thanks to you and your employees in the Department of Highways for helping us in a moment of need a few months ago.

As you are aware, Goldstream Mine is closed and staffed on a care and maintenance basis with only two employees on duty each day. On the 29th of April, instead of being at the mine, I was in Revelstoke on company business during the afternoon and was enjoying dinner with my family that evening.

While I was still at home, my co-worker, who was alone, phoned me to say he was having a heart attack. My driving up there would be of little benefit as more than an hour's delay would result. Instead, I contacted Jerry Miller, your District Manager in Revelstoke, who gave me the radio-phone number for the 50 Mile Maintenance Camp which is only about 10 minutes from our mine.

Stan McPherson was in camp and immediately responded to my request to drive up to the mine and do what he could to assist my co-worker, Don Habermehl Stan, because of his training in Industrial First Aid, was able to assess the situation and took Don to hospital where it was determined he had in fact suffered a heart attack.

Please forward our thanks to all concerned, especially Stan. We are most grateful for his assistance.

Yours very truly,
VW Shuttleworth
Safety Superintendent
MacLaren Forest Products Inc
Goldstream Mining Div., Revelstoke

(letter dated July 10/87) Last Tuesday on Highway 1 east of Golden I ran through some fallen rock and ruined the rear tire of my pick-up truck.

When I went to put on the spare I found that in changing equipment in the vehicles someone had removed the wheel wrench.

This presented a real problem, the road was narrow and the truck was in a bad spot. Also I had more equipment than I could lock in the cab. Golden was a dozen miles away and vacationers are not keen on picking up hitchhikers — of whatever type.

Fortunately, your highway patrol man Mr. Wayne Hubbard and his helper came along and not only provided the wheel wrench but also helped me change the tire. Assistance such as this is really appreciated and certainly gives the Department of Highways a good name. I would like, through you, to thank the Department and Mr. Hubbard.

Yours sincerely,
J.S. Miller, Vernon.

It's great to see the Roadrunner back with all the information about people and projects throughout the Ministry.

However, I felt that there were a couple of items in poor taste in the last issue. Specifically, on page 12, the first sentence about Angela Abrams, "... could have been a typist, a teacher, a bookkeeper or beautician ...", and on page 20, the item about Charlane Shepherd and "... her sweet little voice."

I don't believe that these types of comments would have been made if the individuals in question had been men, and I think they were in poor taste. I'd like to see the Roadrunner avoid all stereotypes, whether intended about men or women.

I look forward to the next issue.

Janice Johnson,
Snow Avalanche Section, Victoria.

(We try and will endeavour to try harder in the future to ensure that offending inappropriate remarks do not slip through Ed).

Just received my copy of the Roadrunner, the first in several years. My congratulations to the new format. It is even better than before.

I have been retired nine years from the Paving Branch, Region 1, but I still take a great interest in my former fellow employees, and also new faces, and particularly the great strides that have taken place in the technology of highway building.

It is with great pleasure that I read this "first" copy of the new Roadrunner. Keep up the good work, you are doing a fine job.

Lawrence J. (Slim) Barrell, Aldergrove.

I am very interested in some of the articles you have in the 1987 Winter and Spring Roadrunner newsletter booklets

There was a picture of some oldtimers working on the road from Crawford Bay to Gray Creek in one of them.

Would it be possible to get a magazine each time if there is any cost please advise me.

Mrs. Mr. Koshlay
Crawford Bay, B.C.

A tragic construction accident on Highway 1 in Surrey, August 25, claimed the life of Larry Pastró, road foreman for Imperial Paving Ltd., of Burnaby.

Since 1978, Larry worked aside Ministry personnel on a multitude of projects throughout Region One With Paving Branch, Construction Branch and District crews, he dealt with projects as varied as major highway construction to paving remote unorganized roads.

Larry was a cooperative and responsible foreman — quick to respond to problems and proud of a job well done. He had earned the respect of Ministry supervisors and inspectors who were comfortable knowing Larry was on the job.

The Ministry and the people of B.C. owe much to Larry for his dedicated efforts in maintaining safe construction standards and providing a quality product.

He will be sadly missed.
Mike Proudfoot
Chilliwack

Westergaard's Road Birds

FEURILE TRANS-AM TWIT Habitat: paved roads, hamburger joint and pub parking lots. Distinguished by excessive speed, insouciant lane-weaving, tailgating. Has unwarranted faith in own ability. Frequently observed collecting roadside paper scraps from RED-BREASTED ROAD PROWLER. Life span: Short. LOFFY-BEAKED CORVETTE, CRETEIN. Habits similar to Trans-Am Twit, but tends to frequent discotheques and cocktail bars. Congregates with own kind, shunned by wiser birds.
A long chapter in Fraser Valley maintenance operations ended recently with the retirements of PAT HASSARD, Abbotsford Road Foreman and DON RUTLEY, Rosedale Road Foreman.

Although each had his own distinct supervisory style, they shared a keen work ethic and the strongest dedication to the Ministry and the public. They leave these qualities behind as an example and inspiration to all who worked with them.

PAT HASSARD was first employed by the Government of B.C. in 1951 at the Home for the Aged in Vernon. He says he's now qualified to return there.

Pat joined the Highways in 1952, working with the Surfacing Branch as equipment operator at a number of remote work sites. He can recall the early days of travel status when a stack of culverts was considered a high-rise hotel and R&R meant Sunday off for laundry.

He joined the Williams Lake Maintenance crew in 1953 where he worked until his promotion in 1964 to Road Foreman at Texada Island. He was again promoted in 1965 to Road Foreman in Abbotsford. Pat stayed there until his appointment to the Chilliwack District Office in 1986, where he completed his 35 years of service.

Pat was toasted at a retirement banquet in Abbotsford, attended by friends and honoured retirees Mr. and Mrs. Walt Mercer and Mr. and Mrs. Don Page.

Retirement plans include some needed practice on his golf game and some well deserved rest and relaxation.

DON RUTLEY's entire 35 years of service was spent on the Rosedale Maintenance crew. He began his career in 1952 as Truck Driver 1, progressing over the years to operate loaders and graders.

In 1960, Don began acting as Relief Foreman. He was promoted to Temporary Road Foreman and Winter Shift Foreman in 1973, to Road Foreman B in 1980 and Road Foreman A in 1983.

Don is a "walking encyclopedia" of highway information through the Upper Fraser Valley and can relate a story about every creek, cut or curve in the Rosedale Foreman area from Yedder Canal to Silver Creek.

The Rosedale crew organized a memorable retirement party for Don and his wife, Nell. The bash was attended by friends, relatives and a host of previous retirees from the Rosedale Yard. Don was presented with a tape saw and the clock from his office, which reportedly stopped keeping time on the day of his retirement.

Don plans to maintain a busy schedule around home and do some "no-schedule" travelling across the country.

Good luck and best wishes to Pat and Noreen, Don and Nell, from all your friends.

Steady She Goes

The Quesnel Cariboo Observer recently caught one of our centreline crews working in their area. Highways worker RON SCOTT is seen here giving Cariboo roads a fresh new look. In the back is PETER MACDONALD.

On The Edge

Photographer Keith Anderson of the Kamloops News was on hand recently as BRUCE McGORMAN inspected the damage to the Squilax Bridge near Chase after a cement truck crashed through the railing. Bruce is the Bridge Maintenance Engineer for Region 2 and recently transferred from Terrace.
by Jackie Bourget

There's no fooling around with this guy. Just ask the Bridge Crew in the Fort St. John Highways District.

Some call him "Errorless Floyd" but most members of the Bridge Crew call him their "Fearless Leader." That may not be a very original nickname, but crew members say he is "exactly that."

He is Floyd Erickstad, Trade Sr. Supervisor, Bridges, Fort St. John District. Floyd takes his responsibilities and bridge work very seriously — so much so he is a crew member as well as Supervisor. You might say this "Fearless Leader" is a hands-on type of person.

Most certainly, there's no fooling around with Floyd Erickstad — 31 years to date of dedicated service, and nine promotions, all in the same District. Most people don't see that many promotions in their lifetime.

Floyd started working with the Ministry in August 1956. In August 1958 he became Bridgeman 1 and in November 1960 was promoted to Bridgeman 2. Then, in April 1961 he was promoted, again — to Bridgeman 3.

There's more. In December 1961, at his request, Floyd was transferred to M.O. 4 and by October of the next year he was promoted — again — to M.O. 9.

A Man Of Many Talents

by Ross Westergaard

George Truax of the Hope Roads staff first joined highways on the first of August, 1965, working out of Allson Pass as a truck driver. Four years later he was transferred to Hope, where he "ran the night shift and looked after day labour as a relief foreman."

Over the years he has been involved with most of the major washouts and weather problems in the Hope area, on all types of roads. George's knowledge and experience have grown, so that few situations arise which he has not previously coped with, and he has gained the trust and respect of road crews.

During construction of the Coquihalla, George felt as though he was following a family tradition. His grandfather was one of the builders of the famed Kettle Valley Railway, before going overseas to fight in the Great War of 1914-1918. The well-known Quintette Tunnels near Hope, now a much-visited park and tourist attraction known as the Othello Tunnels, were once part of the "Kettle." George's familiarity with the KVR road bed.

George and his wife Valair have lived in Hope since their marriage in 1964. They have raised two sons who are now working in Kamloops and Vancouver, respectively, and a daughter who will enter UBC this year.

That position must have been something of a comfortable niche, because Floyd stayed in that post for four years, until January 1966. It was then he was promoted to Bridge Foreman 1, and Floyd was off and running again. In June 1966 he was promoted to Bridge Foreman 2, until August 1971 when — you guessed it — he became Bridge Foreman 3.

At last he settled down, until April 1983 when he was reclassified to his present position of Trade Sr. Supervisor, Bridges. You could say it's true, he takes his work seriously.

Floyd is a hometown boy, too. He was born in Fort St. John on May 6, 1937. His wife, Hanna, is from Switzerland. How they met, of course, is another story but obviously he took time out between promotions. They have four daughters, a son-in-law and one grandson.

All work and no play? Not with Floyd. He takes his play, or hobbies with just as much energy. He enjoys raising honey bees, farming, fishing and camping at his cabin at Moberly Lake. Floyd also enjoys curling and is the President of the Farmer's League in Fort St. John. And they say he's a pretty good curler, too. When he's not on the ice, Floyd is out on the green, working to improve his golf game.

You might, with considerable effort, take Floyd Erickstad out of Fort St. John — but you'd never, ever get Fort St. John out of Floyd. It's home. And he takes that seriously, too.

The two boys and George worked together for a few years in their hobby business, the Tru-Wax Ski Shop, until the boys "flew the coop", remaining only as part-time associates. Since downhill skiing is George's favourite sport, and he has skied most of the "old mountains" — B.C. tuning and repairing skis and equipment comes naturally to him.

Although George has had close calls in the course of his work, his most hair-raising (or humiliating) experience occurred skiing, when he was "helping" his son to improve his technique. George remembers going downhill on a slope just ahead of his student: he turned to check the other's progress, when he suddenly lost control and fell. George's son literally skied over him and on to the bottom of the hill! Needless to say, there was some barely concealed giggling, along with relief that Dad had sustained no more than a dislocated thumb. George now accepts the fact that his students have surpassed their teacher.

George, a well-liked Hope employee of long standing, contributes conscientiously to the community through his quiet, capable work.
People On The Job

Weighmaster RALPH BYER traded his uniform for "civies" recently after retiring from the Ministry's Commercial Transport Division. Ralph started at the Golden Weigh Scale on May 7, 1972, trading his Canadian Armed Forces career uniform for the one he wore for 15 years with Commercial Transport. His last day of work was February 11, with the retirement dinner February 14. Ralph and his wife Esther plan to travel extensively with their new motorhome, starting with a trip to Alaska. Ralph also plans to get back into model railroading and to try out his new fishing gear.

Recent retirees from the Merritt Highways District include ERNIE STIRLING, WILS GRAHAM, STAN ISBERG, FRED JOHNSON, WALT CARYK, STU BRYSON and FRED ARMSTRONG.

Vehicle Inspector Finds Hidden Guns

One thing about being an Area Vehicle Inspector there is variety and even adventure at times. In one inspection that DON CHAPLIN carried out for local police, he took off a wheel on a Dodge van and found two smuggled firearms hidden in the brakedrums. Apparently, it all started with a parking complaint. The owner had been in Canada illegally since October 1985 and police were suspicious of the vehicle. The guns, according to Don, were found in a plastic bag attached to the brake shoe all covered in dirt.

When not assisting police, Don is busy inspecting school buses, trucks and trailers, motor coaches, taxis, accident investigation and checking out designated inspection facilities. Don has been with the Motor Vehicle Department since August 1964 and is considered one of the top mechanical inspectors in the business today.

How Many Employees Does It Take To Read a Roadrunner?

7,008
An ADM to authorize it... An auditor to scrutinize it...
A Lab Tech to analyze it... An office manager to prioritize it...
A planner to theorize it... A secretary to diarize it...
A draftsman to customize it... A writer to editorialize it...
and the rest of you to patronize it!!!

The Roadrunner is Your Magazine. Read It. Drop Us a Line.
Letters To The Editor: The Roadrunner, 5th Floor, 940 Blanshard St., Victoria, B.C. V8W 3E6
Coquihalla II Opening An Historic Occasion

The second phase of British Columbia's interior freeway was officially opened September 4, 1987 simultaneously in Kamloops and Merritt.

Cliff Michael, Minister of Transportation and Highways, assisted by Kamloops MLAs Social Services and Housing Minister Claude Richmond and Bud Smith, cut the ribbon at the Kamloops end while MLA Jim Rabbitt, Yale-Lillooet, opened the road to motorists in Merritt.

The opening of the new 75-kilometre connector between Kamloops and Merritt was marked by a cycle race between the two communities prior to the highway opening. Cyclists from across the province gathered in Merritt to compete for $3,000 in prize money offered as the purse for the Coquihalla Challenge. The race conclude with an awards presentation and victory procession at Aberdeen Mall in Kamloops.

The finished four-lane freeway will take about 45 minutes to drive, starting at the Nicola Interchange at Merritt and ending at the Alton Interchange seven kilometres east of the Columbia Street access to Kamloops. The existing highway 1/97 at Kamloops has been completely redesigned and expanded to six lanes to accommodate the new highway.

The opening of Phase II of the Coquihalla Highway marked a historic occasion for our province's interior communities as well as for the entire province.

The workers on the Coquihalla put forth a magnificent effort on what has to rank as the largest highway project of our time on the North American continent. We can all be proud of their accomplishment.

Whether they were with our Ministry or working in the private sector, it was local people — in the interior — who did the majority of the work on this project; people who have a real commitment not only to exercising their own skills and knowledge, but who believe in the value of what they are building for themselves, for their neighbours and for their children.

On Coquihalla II, while the terrain was less challenging, the commitment to the highest quality of work was unsurpassed and the statistics add significantly to the enormity of the project: more than 1,000 hectares of clearing, over 20 million cubic metres of excavation, 48 km of culverts, 179 km of fencing, more than 3,200 square metres of reinforced earth walls, 620 catch basins, and 415,000 tons of asphalt paving.

We have proven once again that we know how to build British Columbia, and that our engineers and design technicians, our construction workers, contractors and supervisors, our wildlife and fisheries biologists measure up to the best.

Coquihalla II will encourage a flow of new business, and job opportunities into our Central Interior. It offers a great challenge to our tourist industries to develop and market a corridor of high quality facilities and recreational opportunities benefitting from the natural link between Vancouver and Banff.
CAROLYN THOMPSON enjoys her job as a toll booth operator at the Coquihalla summit. Carolyn lives in Merritt and is married with two grown sons. One of her hobbies is creating little mushroom ornaments which has netted her the nickname “the Mushroom Lady”. She finds talking to customers makes her job very interesting.

SHILO REAVIE, second in command, also affectionately known as the 2nd Head Troll. Shi is single and lives in Merritt. He has worked for the Ministry for five years. Shi enjoys cross country skiing and is an avid runner.

BETTY CAPP has been with the Ministry since the opening of the Coquihalla May 17, 1986. Betty lives in Merritt, is married and she and her husband have nine grandchildren.

LESLEY WEBSTER

BETTY HIGGINBOTTOM has worked for the Ministry since May 1986. She is married and lives in Merritt. Betty enjoys her work and finds meeting people interesting.

Toll Trolls

Well it’s been a busy first year for the Coquihalla Highway toll booth staff and Highways crews in Merritt.

The first year was spent in overdrive just getting used to the Coquihalla, and Pat McCoy, Merritt Highways District foreman, says highways crews are now just starting to recover from the frantic pace of the past year getting operations up and running smoothly.

“It was a little hectic when it first opened, but it’s evened out now” he says.

Debra MacAulay, toll booth financial officer says it’s been exciting working at the top of Canada’s only toll highway.

“It was a real fun thing to be part of and get going.” MacAulay says.

Toll booth operators do a lot more than simply collect money. In fact, they wear many hats — from dispensing tourist information and answering questions about the new highway, to assisting motorists in distress.

Dave Lyons, senior revenue officer for the toll booth operation, says most of the 18 employees are from Merritt and are “proud” to show off the new highway.

“They’ve done a really good job, and I think a lot of that is because they are from Merritt and they’re proud of the Coquihalla. It’s been reflected at the toll plaza.”

During an interview in May with Merritt Herald, Lyons told a story about a couple from Australia who were passing through the toll booth late one night. All of the city’s motels and hotels were booked so one of the operators, Betty Capp, put the couple up for the night at her house. Now the three are pen pals.

If you think it’s boring sitting in a toll booth all day, you’re wrong. Two of the operators, Ron Curiston and Mike Bowcott, have received commendations from the RCMP for a job well done.

Two men travelling east on the highway towards Merritt refused to pay the toll and were very abusive. After ordering the men to make a u-turn, operators contacted police.

The pair were later pulled over by RCMP, and as it turned out, they had escaped from Oakalla prison in Burnaby.

Brian Niehaus, Merritt Highways District technician, is also one of the people who feel the first year just raced by.

“The year has gone by very fast. We were learning on the job as we were going,” he says. “It just blew your mind to be there right from the start.”

Harry Kroeker, Mayor of Merritt, credits the Coquihalla with giving the community a positive attitude adjustment.

“People dressed up their premises. The hospitality industry is up. It’s changed the attitude of the community,” he says. “It’s been a good promotion for the province and for Merritt.”

Coquihalla Is One Year Old

Photos and cake by
Ann Collins

Well it’s been a busy first year for the Coquihalla Highway toll booth staff and Highways crews in Merritt.

The first year was spent in overdrive just getting used to the Coquihalla, and Pat McCoy, Merritt Highways District foreman, says highways crews are now just starting to recover from the frantic pace of the past year getting operations up and running smoothly.

“It was a little hectic when it first opened, but it’s evened out now” he says.

Debra MacAulay, toll booth financial officer says it’s been exciting working at the top of Canada’s only toll highway.

“It was a real fun thing to be part of and get going.” MacAulay says.

Toll booth operators do a lot more than simply collect money. In fact, they wear many hats — from dispensing tourist information and answering questions about the new highway, to assisting motorists in distress.

Dave Lyons, senior revenue officer for the toll booth operation, says most of the 18 employees are from Merritt and are “proud” to show off the new highway.

“They’ve done a really good job, and I think a lot of that is because they are from Merritt and they’re proud of the Coquihalla. It’s been reflected at the toll plaza.”

During an interview in May with Merritt Herald, Lyons told a story about a couple from Australia who were passing through the toll booth late one night. All of the city’s motels and hotels were booked so one of the operators, Betty Capp, put the couple up for the night at her house. Now the three are pen pals.

If you think it’s boring sitting in a toll booth all day, you’re wrong. Two of the operators, Ron Curiston and Mike Bowcott, have received commendations from the RCMP for a job well done.

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Toll Plaza Unique

The Coquihalla Toll Plaza is indeed a unique operation within the Ministry of Transportation and Highways, says Frank Rizzardo, District Highways Manager in Merritt.

Located halfway between Merritt and Hope, at an elevation of 4,000 feet, the toll plaza has never closed since the start of operation 12:01 a.m. May 17, 1986. On that day, 16 people started as toll booth operators and during the summer as many as 32 operators were employed.

"To date, tolls collected have surpassed the $14 million mark," says Rizzardo. "More than one million vehicles have passed through the toll booths.

"The Coquihalla toll system is unique in Canada," he adds. Operators never have to leave the booths to deposit toll money. "They simply deposit the money into pneumatic delivery containers made of high strength lexan plastic and then the containers are literally blown through pneumatic tubes to the vault."

Data capture is handled by a network of 12 electronic cash registers and two IBM AT micro-computers with data transfer to an IBM AT in Victoria.

What's In A Name?

What does Coquihalla mean? It is a question that has been asked many times in the past year.

Roadrunner crack investigative reporter Miles O'Road has done some digging and has come up with the answer.

Coquihalla — or kw'iy kw'iya'la — is a Stalo Indian Band name, meaning "slimy container." According to legend, pools along the Coquihalla River were inhabited by slimy water pygmies who confounded fishermen and did not easily give up their fish.

And speaking of fishing, the Coquihalla has become a "highway to heaven" for B.C.'s fishermen. That masterpiece of a freeway we built has opened the door and the famed lake fishing district around Kamloops and Merritt is experiencing an unprecedented boom.

There's no question that there are more people going to that area. Drive any weekend on the highway and you'll likely see four out of five vehicles with boats.

Reports in the media say the area was already over a million angler days a year by the beginning of June. Of that million, about 150,000 were non-residents. In the past 12 years there has been a net increase of about 300,000 angler days.

Phase one of the highway cuts at least an hour off a trip to the area. A fisherman leaving Vancouver at 7 a.m. can be fishing outside Merritt by 10 a.m.

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Warning on Connecticut Highways:
"He Who Has One For The Road Gets Trooper For Chaser."
New Kamloops Yard Opened

Kamloops now has a brand new highway maintenance yard which was officially opened recently by the Hon. Cliff Michael, assisted by Kamloops MLA's the Hon. Claude Richmond and Mr. Bud Smith.

The occasion was highlighted by a ribbon cutting ceremony followed by a reception at the site for some 150 persons.

The new establishment serves a dual role as headquarters maintenance yard for the Coquihalla and the Trans Canada Highway.

Mr. Michael pointed out that the new facility was built because the existing one was incapable of serving both highways.

"This new facility is one of the most modern and operationally efficient highway garages across Canada, and will make a significant contribution to the successful maintenance of the Coquihalla and Trans Canada Highways serving the highway system within a 150 km radius," said the Minister.

Contractor for the job was Guardian Construction Management Ltd., of Burnaby at a bid price of $3,438,108.

The new yard has a vehicle maintenance garage of 4,124 square metres, fully equipped with mechanical maintenance, welding, body shop, painting and washdown bays, employee training room equipped for air brake training, stockrooms, crew accommodation and 14 vehicle bays. There is also a fuel kiosk building with two 5,000 gallon underground fuel storage tanks. In addition, there is a road maintenance building, constructed of non-combustible materials, structural steel frame, concrete block, and metal stud walls with exterior metal siding. The latter building contains accommodation for vehicle storage, bridge crew, sign storage and storage mezzanines. The yard employs about 100 workers.

Consultant for the project was Antenbrinck & Associates of Kamloops, while floor plan design and functional program were prepared by the Ministry. The facility was built under contract to the B.C. Buildings Corporation which is responsible for all government space requirements.

Yellowhead Signing

The Hon. Cliff Michael, right, and the Hon. Frank Oberle, MP for Prince George — Peace River, sign the $36 million federal-provincial Yellowhead Highway agreement to upgrade B.C.'s portion of the highway over the next three years.

The first of 30 new British Columbia welcome signs for international and provincial points of entry was unveiled in Victoria recently by Transportation and Highways Minister Cliff Michael and Tourism, Recreation and Culture Minister Bill Reid.

The reflectorized signs, which measure 8' x 11', show the spirit logo in red, white and blue and convey the words "Super Natural British Columbia Welcomes You," in blue letters on white background.
A Hardhat Salute as T.C.H. Turns 25

The completion of the Rogers Pass route, final and magnificent link in the Trans Canada Highway, requires a tribute to the hardy men who built such things, as The Roadrunner celebrates the 25th anniversary of our national highway.

From the ingenuity and vision of the engineers and planners to the sheer guts of the workmen, they deserve the highest praise.

The first highway through the Fraser Canyon was hung on the cliffs with dynamite, picks and shovels and spidery trestles. It was narrow and it twisted like an angry snake, but it was marvelous in its defiance of gravity and nature.

Since then, things have improved a lot. Giant machines gouge out the earth, shift boulders and lay down the pavement. But it is still the eye of man that sees where the road must go and the hand of man that gets it there.

When highways soar high up into the mountains, the job is more than hard work and careful planning. It is compounded by the threat of avalanches, biting cold in winter and biting insects in the summer.

There is no movie theatre, pub or cozy home to help the workmen pass the time in which he isn't working. The job is dangerous, hard. But the results are wonderful.

Today all sorts of vehicles, from the smallest car to the largest transport truck, can now move smoothly through lands that were once open only to the toughest explorers.

Perhaps the thousands of motorists who go to see the wonders of the Rogers Pass will spare a moment to think of that vital breed of men — the roadbuilder.

It was 25 years ago this summer that the Trans Canada Highway was officially opened. The date — July 30, 1962.

Now, don't get into a flap. That's the date quoted in the Canadian Encyclopedia. Actually, there was another "official opening" held on September 4, 1962. The July opening was held by the Provincial Government of the day, while the September opening was held by the Federal Government.

While they might not have been able to agree on the opening date all those years ago, they did agree on one thing. The most spectacular section of the entire highway — the Rogers Pass — was chosen for both opening ceremonies.

There are many Ministry staff members — some still with us, others retired — who will remember building the British Columbia section of Canada's national highway. The memories and the stories are simply too numerous to include here but perhaps the Roadrunner's special feature will spark some of those memories, prompting our veterans to shake the cobwebs off their stories and recall some of the "good old days."

Public pressure for a national road began as early as 1910, but more than half a century elapsed before it was completed. In fact, when the Trans Canada formally opened in July — or September of 1962, more than 3,000 km were still unpaved.

Work started in the summer of 1950 with an infusion of $150 million of federal funds — half the estimated cost — provided for in the Trans Canada Highway Act (1949). Cost-sharing plans, revised twice, increased the federal contribution to $825 million.

The target date for completion was December 1965, but the job was more difficult and more expensive than anticipated.

The Rogers Pass was probably one of the most difficult sections in the country. That route, between Golden and Revelstoke, sees an average of 15 metres of snow per year, and therefore, snowsheds, earth mounds and other devices for avalanche control had to be provided. In all, the bill for the Rogers Pass construction was in the neighbour-hood of $50 million.

In Quebec, the tunnel under the St. Lawrence River at Boucherville Islands, which is part of the entranceway to Montreal, was another extremely difficult project. The tab was $75 million to cover a little more than one kilometre of highway. By 1970 the Trans Canada was finished, costing something in the area of $1.6 Billion.

Today, with a new generation of Highways employees, the Ministry is busy upgrading many sections of the Number One to four lanes.

Ceremonies were the order of the day as the final link to the Number One was completed. Above was a ceremony opening China Bar.

Over the period it took to complete the B.C. section of the TCH, there were two Ministers who had overseen construction, at the left is Hon. W.D. Black, Minister from 1969 - 1972, and at right is Hon. Philip Gagliardi, Minister from 1962 - 1968.
To Ottawa It's Canada Paved
To Gaglardi It's B.C. Affair

The Hell in Hell's Gate

"... Only 516 miles to Calgary. Ethel!"

The old (foreground) and the new Alexandra Bridge.

"The Master" of ceremonies, Phil Gaglardi at work, opening the Abbotsford Bypass

Construction of the Nelson Creek Bridge in West Vancouver.

Cache Creek

Sailor Bar Tunnel

"... the eye of man sees with"

Kamloops

Spences Bridge

Lytton

Yale

Hope

Vancouver

Abbotsford

The old days just east of

To Ottawa It's Canada Paved
To Gaglardi It's B.C. Affair
Rogers Pass Ceremony

'All Sweetness, Light' but Rogers Pass Opens Twice

Jackass Mountain . . . marvelous in it's defiance of gravity and nature . . .

5,000 Cars In Jam as Road Opens Diefenbaker Opens Highway
Ride On, Zenon!

ZENON BURFCHASEL, District Office Manager, Quesnel District, joined the Ministry in 1962. Zenon started working for the Ministry as a Clerk 2-Timekeeper in Quesnel, he then went to Burns Lake in 1964 as relief Office Manager. In the Spring of 1965, he won the position of Office Manager in Fort St. John. He transferred to Pouce Coupe in 1967 and on to Smithers in 1972 then back to Quesnel in 1975 where he now lives.

Zenon enjoys playing the violin, camping and "trying to stay on horses." He hopes to win the 6:49 Jackpot in the near future. (Don't we all?)

JUDY KENNEWAY is the Pay-Personnel Supervisor in the Quesnel District Office and has been with Highways since 1985. Judy enjoys needlework, riding horses and hopes to own her own business some day.

HEATHER BROWN began with the Ministry in 1980 as a flagperson in Lillooet and later moved to the position of Stockperson 2. In 1984, she transferred to Quesnel and was promoted to the position of Stockperson 4 in the Spring of 1986. Heather was born in Edmonton, Alberta and moved to B.C. in 1966. Her hobbies include aerobics, music and gymnastics with her eight year old daughter Miranda.

Raven Retires

JIM RAVEN, District Technician in Williams Lake since 1961, retired in May of this year after 35 years of service to this Ministry. Jim started with Highways in 1952 as a levelman in Revelstoke.

A retirement dinner was held in Jim's honour in October which was described by Jim as a "great send off, really fantastic!"

Jim and his wife Sheri will be residing in Williams Lake where he plans on continuing with his many and varied interests which include golfing, swimming, cross-country skiing and biking on his new mountain bike. And if that isn't enough he is a busy volunteer with the Cancer Society.

All the best Jim!!

ROBIN (ROB) WRIGHT, Foreman 3 for the Quesnel District began working for the Ministry May 9, 1955. Rob has worked in Region 1 and Region 3 and in September of 1964 he won through competition, the position of Foreman 3 in the Quesnel District.

Rob was born in Vanderhoof, B.C. where he completed his grade 8 through Elementary Correspondence School. Prior to joining the Ministry, Rob was self-employed in the sawmill business in Vanderhoof.

He and his wife Gerta enjoy travelling and hope to do some in the near future. Rob's other hobbies include fishing, gardening and hobby farming.

WES METZGER commenced service with the Ministry in 1966 and transferred to Forestry in 1977 but came back to Highways in 1980. We was an Engineering Assistant with Highways and worked with subdivisions and permits. He took early retirement in June in order to enjoy the pleasures of ranching with his wife Mary Ann. We wish him all the best in his endeavors.

WAYNE CESSFORD, the new District Office Manager Trainee for Williams Lake District, gets acquainted with the Ministry. With the government since Oct., 1970 as a M.V.B. file clerk in Victoria, he moved to Williams Lake in 1978 as Fish and Wildlife Office Manager, and later became a section head with the Environment Ministry. With us only since July, Wayne looks forward to new challenges.

ODD SPOT

A group of Washington State civil service workers who jog at lunchtime call themselves, "The Bureaucratic Runaround."
People On The Job

Best Safety Record
In Region 4 for 1986

The Vanderhoof District Safety Committee comprises the following representatives from top left in a clockwise direction: Dave Geernaert, Rd. Foreman; Vanderhoof; Jack Pyle, Bridge Foreman; Fred Leson, Mechanic Foreman; Albert Stamfliee, Vanderhoof Road Crew; John Mackay, Construction Branch; Wes Rivett, Vanderhoof Road Crew; Clarence Rye, Fraser Lake Road Crew; Warren Horsnell, District Highways Manager; Walt Dettwiler, Vanderhoof Road Crew; Recording Secretary; Gary Letourneau, Fort St. James Road Crew; Dave Foster, District Technician, Safety Chairman.

Thanks to a safety conscious district workforce, Vanderhoof has the overall best record in Region 4 for 1986, and is close to the top of the Province.

28 Years Service

JOSEPH (JOE) ROWLANDSON, retired from the Quesnel District in February 1986 after 28 years of service.

Born in Grand Forks, B.C., Joe moved to Quesnel in 1956 where he started working for the Ministry in the Spring of 1958 as a Screener Operator. In the fall of 1958, Joe started driving grader. In 1960, he went on to driving truck and in 1977 was promoted to loader operator and driver trainer.

A retirement party was held in his honour on October 3, 1986 where there was a large turnout of family, friends and fellow employees. Fred Sproule on behalf of Alex Fraser presented Joe with an Invitation to the Closing Ceremonies of Expo 86. Joe was also presented with a fishing rod and reel from fellow employees.

Last Day

LLOYD BORGUN completed 22 years with the Ministry recently. All of his career was spent in Vanderhoof, and the last few years as Grader Operator. Seen here on his last day at work, Lloyd was presented with a Meritorious Service Scroll, a Champion belt buckle and watch fob and hat.

At the annual Safety Banquet and get-together, held earlier in the year, he received a fob watch from all the Vanderhoof District bunch.

Journeyman

MIKE NORDSTOKKE has cause to smile, he has just been presented with a Certificate of Qualification for completing a three year apprenticeship in pile driving and bridge work. Mike is now a Trade Journeyman Bridge Worker with the Vanderhoof Bridge crew.
People On The Job

What’s ‘New’ In New West

Promoted

Above, DAVE SENECHAL, right, receives congratulations from BILL KIMBLE, left, following his promotion to T.P.S. Mechanic in the new Delta Mechanical Shop. Dave was presented with a desk clock by fellow employees at the Cloverdale Garage.

Below, AL MOULTON, Auxiliary Labourer, Surrey Road Crew, New Westminster District, takes a breather from a brush clearing operation. Clearing is being done in preparation for installation of chain link fence along the freeway right-of-way. Al recently won the position of Machine Operator 1A on the Delta Road Crew.

Surrey Crew, Gurr

JIM GURR, Senior Road Foreman, Surrey Crew, New Westminster District, is seen busy working on crew schedules. Jim recently moved over to Surrey from the Richmond Road Crew.

Three For Safety

DOUG “On the Road Again” PIRIE can be found throughout Region 1 involved in courses dealing with Air Brake, Crane, Defensive Driving and Transportation of Dangerous Goods. Doug rejoined the Ministry in 1985 after a short time with Ministry of Health. He was with the Air Force and has 32 years experience in the Transportation field. Doug spends his leisure time on Pender Island and enjoys fishing or in the hot tub.

SANDRA WILLIAMSON joined the Ministry in 1983, after spending six years as Occupational Health Nurse in private industry. She teaches first aid and CPR classes, “back talk” seminars, and participates in other health and safety sessions. Her interests include reading, theatre, non-vigorous outdoor activities and her new grandson Ben.

DAVE SMITH started with the Ministry January 26, 1971 at Williams Lake as a yardman and later that year became Stockman 4. He transferred to 100 Mile House and then Nahano as District Stockman and later to Regional Stockman in Burnaby, which position he held until 1985 when he became the acting Regional Safety Officer, a position he hopes to win by competition.
AL SLATER, right, retired on September 22, 1986 after 17 years with the Ministry. Al's last position was Regional Manager, Construction for Region 2. He joined the Ministry in 1961 after service in the Canadian Armed Forces where he held the rank of Captain. He served for two years as the District Engineer for Quesnel and two more as the Regional Maintenance Engineer in Kamloops. From 1965 to 1972, Al left the service to work as an Engineering Advisor in East Africa. In 1973, he returned to Highways as Regional Manager, Construction. Al is married with one daughter and one granddaughter. He has just sold his house and is moving to Vancouver Island to enjoy gardening and sailing. "Best of Luck Al, from all in Region 2."

Best Of Luck Al

“Fred Said,” said Fred

FRED SAID joined the Ministry in May 1978 as Engineering Assistant at Salmon Arm District and won through competition the position of Engineering Assistant (Regulatory) in November 1985 at North Vancouver District, a position he holds at the present time. Fred is also Field Correspondent for the Roadrunner from North Vancouver District. Hobbies? "I enjoy fishing crocodiles" said Fred.

Best of Luck Tom

TOM TASAKA recently resigned from the Ministry of Transportation and Highways after 27 years of service. Tom began his career with Dock District in May 1960 as an Engineering Aide and worked his way to an Engineer-in-Training position and finally to Dock Engineer. In October 1983 he won the competition as the Regional Manager, Maintenance and worked in Region 1 until his resignation in January 1987. Tom will be missed by all his friends in the province and by members of the softball team. We wish him the best of luck in his new position as Manager, Marine Division of Reid Crowther & Partners.

Best of Luck Tom

ODD SPOT

FRESNO, Calif. — There are a few bugs in the traffic-control system in Fresno. Signal Lights at several downtown intersections failed recently and traffic slowed to a crawl. Officials found that the wiring in a master switch had been eaten — by ants.
Walker's Time
ROY WALKER, Stockman 4, (right) Courtenay Highways District, recently retired after 33 years of service to the Ministry. Roy worked as Office Clerk Trainee at the Douglas Building in Victoria and at Nanaimo early in his career, then later was promoted to Office Manager and worked at Fort St. John, Merritt, Burns Lake and Chilliwack. He is active in the Boy Scouts and is a member of the Comox United Church Choir. He enjoys all outdoor activities, including gardening and bicycling. Roy received a beautiful maple burl clock from Courtenay Highways Manager Bill Ball and crew, and also two original oil paintings from the Chilliwack Highways Office and crew.

"Seagull"
LES LEWIS, alias "Seagull", (right) Courtenay Highway District, recently retired after 20 years of service. Les, M.O. 4, receives his Meritious Service Award from John Clark, District Operations Technician. Les started as a labourer with Highways in 1966 in Gold River. He became a truck driver upon his transfer to Courtenay in 1969 and remained in that capacity. "Seagull" is known for his good sense of humor and quality to keep everyone smiling. He enjoys hunting, fishing and camping.

No Bruises
BILL BALL, (left) District Highways Manager, Courtenay, gives JOHN CLARK, (right) Operations Technician, the "five year no accident" crew award, for both the technical crew and the survey crew. BOB WESTON, Engineering Assistant (centre), witnessed the happy occasion. Congrats to the nine member crew.

On The Links
A.L. "SCOTTY" FREEBAIRN, recently retired as Regional Manager Maintenance, Nanaimo. A dinner was held in honour of Scotty for his 35 years of service with the Ministry. He started with the Ministry back in 1951. Scotty's plans include travelling and lots of exercise on the local golf course. Scotty and wife Peg spend many an hour out on the links. But he never gets too busy and still comes by the office to see all his old friends.

He Earned It
LARRY FORSETH, (right) recently received his Level 1 certificate for the BCIT Highways Technology program. He is a trade journeyman mechanic and started with the Ministry in 1973. Ray Dykhuizen, (centre) Mechanical Foreman, and Bill Ball, offer congratulations.

Tourist Attraction?
Think you got soaked on your last vacation? Signing in the Savard area of Courtenay Highway District couldn't convince this driver to stop. Last February, heavy rains caused flooding on many roads in the Savard area. "Flooding is not a tourist attraction," says foreman Ken Ross. "Honest!"

Speed Trap
On the outskirts of a small town "out west", we saw a sign reading: "SLOW DOWN — SPEED 25 MPH RIGIDLY ENFORCED". I must have been slow to react because within a block we hit a deep, bone shattering gap in the pavement, which left us wondering whether the car or the passengers would fall apart first. A few feet beyond was another sign, bearing just one word: "SEE?

He Earned It
RON DASH, Regional Manager, Construction, Region 6, Nanaimo (left) accepts the Safety Award for "Most Improved Branch". Making the presentation is ROY GITTINS, Regional Director.
People On The Job

Meetings recently to discuss new driving programs and procedures are the Regional and Headquarters Health and Safety Officers.

Top L-R: WALLY BACHYNSKY (Region 5), DAVE SMITH (Region 1), RON MACK (Region 3), DAVE GRANT (Headquarters), RICK COX (Region 6). Bottom L-R: PAUL PAVOVE (Region 2), BILL HODD (Region 4), PAT HARKNESS (headquarters).

Meeting recently to discuss new Stock Management System and Financial System are the Warehouse Workers from Region 6.

L-R Top Row: MARINE DICKE (Langford), KAREN SHEPHERD (Region 6), JAN TUKHAM (Nanaimo), MAURICE FARN (Alberni), DAN McLELLAN (Courtenay), MALCOLM Mc Gregor (Maintenance Systems, Victoria), BILL CUBITT (Alberni).

Bottom: DAVE McLELLAN (Langford), RICK HOSOKAWA (Nanaimo), TED BELL (Langford), RICK COX (Region 6). Missing from photo: JUDY WINNING and COURtenay Hunter.
People On The Job

All For Rick

Rick Hansen's "MAN IN MOTION TOUR" was given a welcomed cheque for $250 thanks to the Nelson Maintenance Garage Crew. Above, from left to right. Top Row: GREG HINITT, HAROLD PURVIS, TOM CLAUSSEN, JOE PELOSO, BILL MCINNES, JOHN DEIKOFF, BILL KORTEGAARD, RON MARTIN, JOHN LUCAS, JOE BROOKS. Bottom Row: FIORE MILINAZZO, MIKE PERICH, KEITH LANGHORN, JOHN BUDVESSEL, ANDY POPOFF. (Photo courtesy Nelson Daily News).

Below, (left) Weighmaster A.J. NEWCOMB, Yellowhead Portable, was involved in escorting Rick Hansen when he entered B.C. on his "MAN IN MOTION TOUR". Below, (right) ERIC EASTICK, Centrelane Supervisor, handled all the traffic control for the Hansen tour while in Region 1 and 2.

Bill McDonald — Retires. Bill began working as a mechanic for the Ministry of Highways in the Creston Shop in January 1960, remaining in that capacity til his retirement June 30th — a total of 27 years in the Creston District Shop.

A gathering was held on his last day of work and a presentation made by fellow workers. Bill and his wife Sue plan to remain in Creston where hunting, fishing and camping will take up part of his leisure time.

Creston's New Highways Manager

RICHEL HAROLD - Creston District Highways Manager. Richie took over the District Highways Manager position June 26/87 from Larry Franson who was transferred to Lillooet.

Richie came from Region #1 where he has spent the past 27 years working in numerous Districts and in various capacities from Office Clerk to Sr. Rd. Foreman, District Coordinator and lastly Region Systems Technician for the past seven years in Burnaby. Richie has four sons and hobbies are racquet-ball, slow-pitch ball and golfing.
Kootenay Pass Crew Prepares For Winter

by FRED RYCKMAN, Creston

Kootenay Pass is situated 46 km west of Creston at an elevation of 1770 metres. This Pass is part of the Creston-Salmo Highway 3, which was first opened in October 1963. It can be some kind of drive through this area in winter, but the crew on the Salmo-Creston Skyway will work long hours to make sure you don't "get cut off at the pass".

The Snowcat is the transportation workhorse of the avalanche control program. J. TWEEDY on left (District Avalanche Technician) and D. SMITH on right (Avalanche Aide).

Shown here is VERA RINGHEIM, head cook, who with the help of two other cooks, provide the enjoyment of meals at camp.

"Home" away from home for the Kootenay Pass road maintenance and avalanche crews located at the summit.

Meals are the highlight of a long day.

Meanwhile, back in Creston is NICK POSTNIKOFF — Creston District Shop Foreman. Nick came to Creston from Invermere where he was Shop Foreman for the past two years. He began working for the Ministry in May 1981 at Ft. St. John and Good Hope Lake as a lead hand mechanic.

Nick is married with two boys. Hobbies are camping, fishing and snowmobiling. He enjoys Creston Valley and also his new position as Shop Foreman.
No Fish “Story” Here, These Are “For Real”

They say a picture is worth 1,000 words, and while most fishermen are good with stories, this “story” isn't about the ones that got away.

Ann Freer, O.A. 2 in Construction Branch in Victoria, and her husband Gordie (B.C.B.C. Maintenance Worker) made a big catch—a 46 pound Tyee. Not satisfied, they went on to net a couple more—a 15 pounder and a 30½ pounder, ... all caught... well, at Gold River around the end of July. Great way to spend a holiday, eh?

Bill Smith, now an Engineering Assistant with the Construction Branch working on the Squamish Highway, likes to get out on the water whenever he can. Bill caught his 38 pound Chinook July 9...er, somewhere off Bowen Island.

Mike Rogers, editor-designer of the Roadrunner, travelled up Port Alberni way in late August with his family. With the help of local guide Bill Von Bredaal to find the “right location”, Mike landed his 40 pound Chinook... well, not too far from Paulie’s Point. Son Vic caught his first, a 24 pounder and wife Sandra landed a 14 pounder.

So, what were they all using for bait? Don’t ask... they'll just tell you a story.

Employees Keep Fit

Employees of Financial Services and Personnel at 2631 Douglas had the bends recently, only it was part of Physical Fitness Week where they walked, ran and exercised to music. And according to Accounts Supervisor Murray Nesbitt, it was very successful.

Shown above stretching and bonding are top, L to R, Tina Walker, Dave Negal, Cathy Pungente and Pat Sample. Right, Karen Reid (front) joined the group for this shot.

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Shown above stretching and bonding are top, L to R, Tina Walker, Dave Negal, Cathy Pungente and Pat Sample. Right, Karen Reid (front) joined the group for this shot.

Williams Lake Hosts Bonspiel

Williams Lake played host to the 27th Annual Region 4 Curling Bonspiel, held this past March.

Players and teams travelled from as far as Burnaby, Grand Forks, Ashcroft, Burns Lake and all over Region 4.

Homer Good and his rink from Grand Forks took first in the A Event, taking home “Jiminy Cricket”, the symbol of curling supremacy at the annual bonspiel.

The Churchill-Lisk combination from Prince George was awarded the Most Sportsmanlike Team. Wes Metzger of Williams Lake was the Master of Ceremonies.

All those present had a great time and everyone is certainly looking forward to next year’s bonspiel, to be held in Fort St. John.

Wes Metzger, M.C.
The Ministry’s Construction Branch held its third annual Coquihalla Funspiel curling competitions in Merritt last March.

(While some technical problems delayed coverage of the event by the Roadrunner, the editorial staff apologizes for the delay and provides that coverage in this issue. Better late than never)

Teams from all over the province participated in the event and several trophies were presented.

In the A event, Jeanette Ramsey’s rink of Abbotsford took first place, while second place went to Dick Matthews’ rink from Prince George; third was Mike Makayev Jr. rink from Kamloops; fourth, Norm Reid rink from Merritt.

First place winners in the B event was the Janice Tinant rink of New Westminster, second was the Neil Creed rink of Kelowna, third, Butch Jones rink of Vancouver; and fourth, Jim MacPherson rink of Kamloops.

First place in the C event was the Raymond Lofgren rink of Kamloops; second, Brian Gallagher rink of Merritt; third, Ralph Dodd rink of Merritt; and fourth, Mike Makayev Sr. rink of Kamloops.

The Brian Gallagher rink of Merritt took second place in the C event, and also received the Most Sportsman Like Team award due to their outstanding efforts to have an enjoyable time on and off the ice.

Ross Bain, of Merritt, was the recipient of the Randy Chisholm Memorial Trophy for his efforts as the Most Enthusiastic Curler. Norm Zapf, Executive Director, Construction Division in Victoria, received the Neil Carrington Memorial Trophy for his display as the Most Congenial Participant.

Six door prizes were won by Joyce Gibbon, Ralph Dodd, Phyllis Hanna, Brian Meadmore, Mike Makayev, and Ron Dash. Thanks go to everyone who participated in the Funspiel and special thanks to all those who helped make it such a great success.

New Math
It’s inflation when you have to pay $15 for the haircut you used to get for $5, when you had hair.

Highway Mens’ Fastball Champs

by Russ McDonald

Part of the B.C. Government’s Mens’ Fastball League, the Victoria team placed second in their division this year. In Mid-June they were tournament champions in the Government League Invitational. In their drive to the championship they won every game, and celebrated with a barbecue at first baseman Bob Dalziel’s home.

HARRY ATKINSON, catcher; DEAN LACHER, pitcher; PETER LUTTMER, pitcher; HENRY BEAULAC, pitcher/catcher; BOB DALZIEL, first base; RUSS MCDONALD, second base; GREGG SINGER, shortstop; LORNE HOLOWACHUK, third base; JIM HESTER, third base/outfield; CLAIRE WAKEFIELD, outfield; BILL RANSFORD, outfield; SCOTT BROWNING, outfield, ART KASTILINE, outfield; DAVE SMITH, second base, LEO DOWLER, third base/outfielder; WAYNE CHAPPLE, Coach, Manager; ALICE LUTTMER, team stats.
"It just got out of hand."
The financial problems came first. He thought he could ride it out and things would improve. They didn't.
The financial problems led to marital problems. And that spawned drinking problems, and as his alcohol consumption increased, the wife said his work performance.

He didn't want his co-workers to know about his personal problems but as the situation deteriorated, so did his work performance.

But all along, he thought he could somehow handle it. Somehow, he could work it out.

The above scenario may sound somewhat extreme, but things like this happen. It doesn't have to be that way.

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One Roll Can Lose It All

Think — There's No Second Chance

When I first got here I felt very much alone. I was overwhelmed by grief, and I expected to find sympathy.

I found no sympathy. I saw only thousands of others whose bodies were as badly mangled as mine. I was given a number and placed in a category. The category was called "Traffic Fatality Drunk Driver."

The day I died was an ordinary day. I went to work. I went home. Dinner with the family. Bowling with the guys and then off to the local watering hole for a few beers. Just a few.

It doesn't matter how the accident happened. I was alone. I was going too fast. Taking crazy chances. I was having fun.

I was drunk.

The last thing I remember was passing an old lady who seemed to be going awfully slow.

I heard a crash. Felt a terrific jolt. Glass and steel flew everywhere. My whole body seemed to be turning inside out. I heard myself scream.

Suddenly, I awakened. It was very quiet. A police officer was standing over me. I saw a doctor. My body was mangled. I was saturated with blood. Pieces of jagged glass were sticking out all over. Strange that I couldn't feel anything.

Hey, don't pull that sheet over my head. I can't be dead.

I'm still young. I still have a wonderful life ahead of me. I've got two kids. A beautiful wife.

I can't be dead.

Later I was placed in a drawer. My family came to identify me. Why did they have to see me like this? Why did I have to look at my wife's eyes as she faced the most terrible ordeal in her life?

She told the man in charge, "Yes — he's my husband."

At the funeral I saw all my relatives and friends walk toward the casket. They looked at me with the saddest eyes I've ever seen. Some of my buddies were crying. My mother and father touched my hand and sobbed as they walked by.

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The above article was inspired by Ann Landers.
The Trail reaction ferry scow is best known for the mishaps it had rather than for the convenience of service it provided.

Installed by the British Columbia Smelting and Refining Company (predecessor to Cominco) in 1895, the ferry was put in place in order to move equipment and supplies across the Columbia at Trail Creek. With the completion of the plant and the Columbia and Western Railway, the company had little or no need for the ferry and it fell into disuse.

Later with the development of farming communities such as Columbia Gardens, Fruitvale, Sayward and Waneta on the east side of the Columbia, the provincial government provided a small annual subsidy to keep the ferry in operation. However the poor pay provided, saw the employment of operators with an indifferent attitude and of short-term service. Many of the ferrymen had little experience and this was the cause of a number of accidents.

It was soon after it became a public ferry that the first accident took place, when the winch, which was used to maintain the ferry scow's angle to cross the river, let go as the scow encountered the strong midstream current. The fast turning crank handle struck the ferrymen breaking an arm and a leg and otherwise so badly injuring him that he died.

In June 1909, another ferrymen lost his life when he was swept overboard after losing control of the ferry and it was swamped while entering into the strong current of the river. This incident brought about a public demand for a bridge at the crossing.

One further accident was to take place before a bridge was built. This occurred at 7:30 a.m., July 22, 1909 while ferrymen S.F. McKay (one week on the job) was taking G.L. Merry and his team across with a load of supplies. The scow was about midway across the river when the main cable broke and the ferry drifted down stream, its progress being slowed by the dragging traveller.

The Trail Times records the incident as follows: "In the houses ashore great excitement prevailed, matrons in their kimonos and other morning attire, alternately prayed and cried, men rushed hither and thither for oars and tackle to effect rescue. Meanwhile the poor old ferry went merrily on its way to S.F. McKay's tenor voice exclaiming in urgent tones 'Get a boat!' - A boat be damned get a bridge."

The ferry scow came to a stop about 1½ miles downstream not far from Rock Island. In time the ferrymen, his passenger and team were removed safely. Later, the government sold the ferry for $100 and the buyer removed the gear. However the scow was washed away before it could be salvaged.

The residents and settlers of the area had to wait until May 24, 1912 before they were able to cross the river again. On that day the bridge they had petitioned for some years before, was opened.
Drivers say the darndest things.

Yep, here's another edition of those statements found on insurance forms where drivers were attempting to summarize details of an accident. "I was sure the old fellow would never make it to the other side of the roadway when I struck him."

"When I saw I could not avoid a collision I stepped on the gas and crashed into the other car."

"The pedestrian had no idea which direction to go, so I ran over him."

"The indirect cause of this accident was a little guy in a small car with a big mouth."

"I was thrown from my car as it left the road. I was later found in a ditch by some stray cows."

"The accident happened when the right front door of a car came around the corner without giving signal."

"The telephone pole was approaching fast. I was attempting to swerve out of its path when it struck my front end."

"I saw her look at me twice, she appeared to be making slow progress when we met on impact."

"No one was to blame for the accident but it never would have happened if the other driver had been alert."

"I was unable to stop in time and my car crashed into the other vehicle. The driver and passengers then left immediately for a vacation with injuries."

A "Dignified" Ancestor

The Roadrunner has an ancestor — a staid but dignified publication in the late 1930's. Called "British Columbia Public Works", it was printed quarterly. The journal of the Department of Public Works, as it was sub-titled, apparently lasted about three years.

The April 1939 issue had on its cover Prince Rupert District Engineer J.C. Brady, Road Foreman E.J. Fitzpatrick and District Clerk George Wilson preparing copy for the January 1939 issue featuring their area.

The Journal was never quite sure of its purpose, so things haven't changed much over the years. It was a strange mixture of employee news, technical, historical and travel articles, gossip and general information.

One article was entitled "So You Are Going To Be Married?" The question mark would indicate apparently there was some doubt about it.

There was a subscription charge, but The Journal announced in the April 1937 issue that it "...will be sent free for one year to any lady, clerk, foreman, mechanic, or other departmental employee submitting an article for publication." A subscription charge? Hmmm ...

It also had a neat little Latin proverb on the cover which gave it an air of scholarship — "Mens Agitat Molem" — meaning "Mind Moves Matter". Translated into today's breezy style, it could be "Think Big".

THE ROADRUNNER is Your Magazine Would You Like to Contribute?

Is photography your hobby? Do you like to write? If humour is your thing and you are a budding cartoonist, the Road Runner would like to hear from you. If you are interested, contact your local or nearest Field Correspondent (listed on page 2) or contact the editorial office in Victoria, for more information.

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Transportoons and Highlaughs

20th Century Roadside God

A recent archaeological expedition to the former site of Vancouver, one of the ancient cities of the Old World, has been highly successful. The excavations painstakingly carried out over a three year period, have produced many new artifacts which cast further light on the lives of the primitive people who inhabited this area in the mid-to-late 20th Century.

Note the classic lines, simple yet authoritative, of this roadside god, whose effigy appeared at regular intervals along thoroughfares of the day. Natives propitiated the deity by regular offerings of small metal pieces on which had been carved, with great ingenuity, the face of their leader or chieftain.

"This is Mr. Fox, J.G., you accepted his low tender."
John Edgar, Highways' Own Man In Motion

by
Annie Collins

John Edgar is an eternal optimist, and it's his attitude, his outlook on life, coupled with his sense of humour and quick wit that makes working with him a real joy.

Recently, Edgar, a clerk 3 with Regional Operations in Kamloops, had the opportunity to meet another eternal optimist. It was April, during the "Man In Motion" tour, as Rick Hansen came through Kamloops.

"When I first heard about the incredible challenge Hansen embarked upon so long ago now, I admired the man then and today I still have the greatest admiration and respect for Rick" Edgar says.

The two met first at the Canadian Inn and again later at a public dinner held in Kamloops.

"The first thing that struck me was how well and rested Rick looked," he says, adding, "The second thing was how soft his hands were, considering he went through one pair of heavy duty gloves per week on that tour."

Edgar, 55, a native of Kamloops, has been with the Ministry for 32 years and has led a varied and interesting career. He started back in 1955 as a scale man on a major gravel crushing contract. He was also a timekeeper in the Kamloops office and a radio operator for a time, and then served as a clerk 2 in district office.

In 1962 he went to Golden as District Office Manager, a position he held for eight years. He returned to Kamloops as a clerk 3 in the district office for three years and then transferred to Regional Operations.

He and his wife, Marge, have been married since 1958, but they've known each other since childhood. Together they have raised three children, twin girls Phyllis and Patricia, aged 26, and a son, Steve, 27. Marga and John are also the proud grandparents of a two year old granddaughter.

In a wheelchair due to a spinal cord birth defect, (Spina Bifida), John walked with considerable difficulty and with no assistance, until he was 14 years old. After seven months in the Shriner's Crippled Children's Hospital in Portland, Oregon, he used one cane for about four years then switched to using two canes, which greatly increased his mobility.

Then due to a bone disease in his hip, (Osteomyelitis), the doctors said, "no more walking!" In 1977 John was permanently confined to a wheelchair. Through it all, he never lost his optimistic attitude.

"Sure, there were some tough times, but you carry on," he says. He hasn't really noticed any attitude changes in himself since meeting Rick Hansen. If anything, meeting the "Man In Motion" only reinforced Edgar's optimism.

"But I have noticed various changes in the attitudes of others towards people in wheelchairs, or with other handicaps," he says.

John says he has often chuckled at the many names he has been referred to in his life. "As a child, I was a `cripple'. Then, it was `that lame kid of Edgar's', followed by `disabled', and then `handicapped'. And last year at Expo, he learned of a new label - "mobility impaired."

John feels that whatever the label is, "people should learn to look at the person, and not the means of transportation they use to make their way through life."