



NEWSLETTER

PROBUS CLUB VANCOUVER

#252-2025 West 42nd Avenue, Vancouver B.C. V6M 2B5 (604) 261-6818

Clubs for retired and semi-retired professional and business persons, former executives and others

NEXT MEETING: April 17, 2001
TIME: 9:30 AM
LOCATION: (Note: location has changed)
The Morris J. Wosk Centre for
Dialogue - Seymour and Hastings
SPEAKER: Jack Blaney
TOPIC: The role of the Centre

Minutes from March, 2001

Attendance 169 including 18 guests.

VP Norm Weitzel opened the meeting at 0956. He announced with regret the death of member Peter Izat. He asked Brice Macdougall to introduce Lillian who was here to observe how our meetings are conducted. Norm introduced Peter McCabe, our new Historian/Archivist from the Arbutus Rotary. Please note the location of the next meeting at the **MORRIS J. WOSK CENTRE** at Seymour and Hastings.

LaConner Tour - Some space is left on the second bus. Contact Pidge McBride. It leaves from the Oakridge Shopping Centre 0830 on April 10. Be sure to bring ID for the border and have medical insurance.

Golf - There are eight foursomes signed up.

Wigwam Tour - is booked up. Commodore John Long, RVC has given permission for us to go ashore at the inn.

David Boyd introduced guest speaker Darryl D. Matson, Project Manager of renovations, from Buckland and Taylor Ltd. They have clients all over the world including Canada, US, Greece, Hong Kong and Bangkok.

The Lions Gate Bridge was built privately in 1938 with a view to recover costs through tolls. The designers were working under a limited capital cost with the result that the focus was on a low cost design. The "kink" in the center is by design, not by accident as commonly believed. It is a result of the maxim that to span a shipping lane the most efficient way is to have two straight lines meet " \wedge ". The bridge has not lasted as long as average. Creating a wider bridge has been difficult because the weight of the span cannot be increased. It was designed originally for three lanes. A third lane, the "suicide" passing lane, opened in 1954. The centre lane was changed to a manually controlled reversible lane in 1960. This lane was reversed noon and midnight. The present lane control system was implemented in 1963. The viaduct portion is 669 meters in length, the suspension portion (standard is 12 feet) and the sidewalks are 4 feet. The bridge was sold for \$6 million in 1954 to the government who continued the tolls until 1963.

It was recognized in the mid 1990's that the bridge would require an extensive upgrade. It is costing \$3 million per year to maintain. The deck design was very light, the field welds were cracking, the deck was rusting away from the stringers, the underside was severely corroded, 300 stringers have been added which added weight. Exposed steel on the deck is very slippery, yet the bridge could not support the additional weight of the application of a wearing surface. Rust expands 10 times causing plates etc. to separate. Some of the bolts attaching the vertical cables (hangers) to the top cable were replaced. However, the horizontal cable was perfectly preserved. The concrete footings were not reinforced therefore would not survive a major earthquake. These are having a seismic upgrade. The upgrades to the bridge had to await the construction of the Cassiar connector, otherwise traffic chaos would have ensued.

President:
John Hopkins
985-8422

Past President:
Roy E. Williams
926-4727

Vice-president:
Norm Weitzel
925-3574

Secretary:
Don Farquhar
948-9908

Treasurer:
Bill Wallace
947-0340

**Speakers
Committee:**
Fred Cotton
266-7060

**Membership
Committee:**
Dick Matthews
922-0358

**Visits and
Entertainment:**
Tom McCusker
261-4763

**House
Committee:**
Doug Lambert
266-2422

**Greeters
Committee:**
Leo Sauve
925-2702

Rotary Liaison:
John Hoyle
926-2667

**Historian and
Archivist**
Peter McCabe
224-4870

The new deck will be 40% wider but the same weight as before. The new trusses will be tucked underneath. Hanger width will be the same with new sidewalks outside the hangers. Fabrication of the deck sections took place on Annacis Island at Canon. The steel deck is stiffened with welded troughs underneath and protected by a paving of epoxy sprayed on top. The barriers and railings are put on before installation and are of unique design.

The contractor is responsible for the erection equipment. The jacking traveler is attached to the anchors which have to be designed to take a temporarily greater load. It takes 3 hours to disconnect (includes burning through the old trusses), 3 hours to lower the old and to raise the new section and 4 hours to reconnect. In the end all that will remain of the original bridge is the towers, cable and hangers.

Questions:

- Replacement steel is not lighter - the new design has allowed the use of less steel
- Gracie's pearls will be replaced
- A fourth lane would be too heavy and not desirable
- Design life = 100 years
- Maintenance cost = ?
- Waste steel is recycled in Oregon
- Tunnel: 2x maintenance costs, larger overrun costs, poor ground conditions for boring; sunken tube would not work

Speaker was thanked by **Lorne Bohlman** for his interesting presentation.
Don Farquhar, Secretary

VICE PRESIDENT'S MESSAGE

I am sure all those who attended the March meeting would agree that our speaker, Darryl Matson, would be ranked among the most informative we have had.



I cannot think of a more topical subject than the Lions Gate Bridge Project. Our new speaker's committee chaired by Fred Cotton have started off with strong programs. As always they invite your input to ensure speakers on a wide variety of topics of interest to all. As our last meeting proceeded I was again impressed by the competent job done by Tom McCusker's

Visits/Entertainment team. Currently Pidge McBride, Jim McPherson and Chris Lee have our upcoming events well organized. This committee is one of our most active and contributes greatly to the quality of Probus membership. Here again, we are open to ideas for new events/outings. Please keep those ideas coming.

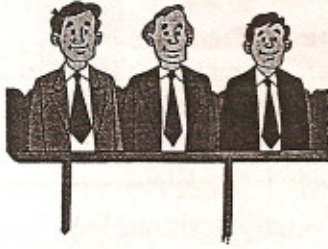
A brief reminder and suggestion for our April 17 meeting to be held at the "Centre for Dialogue" I would suggest we consider transit/sea bus (if not on strike) or arrange to car pool with fellow members.

What ever mode of transportation you choose be sure to allow for additional time to ensure arriving at our meeting in good time.

I look forward to seeing you at the dialogue centre April 17th.

Norm Weitzel
Vice-President

APRIL GREETERS:



Jack Croll
Allan Baker

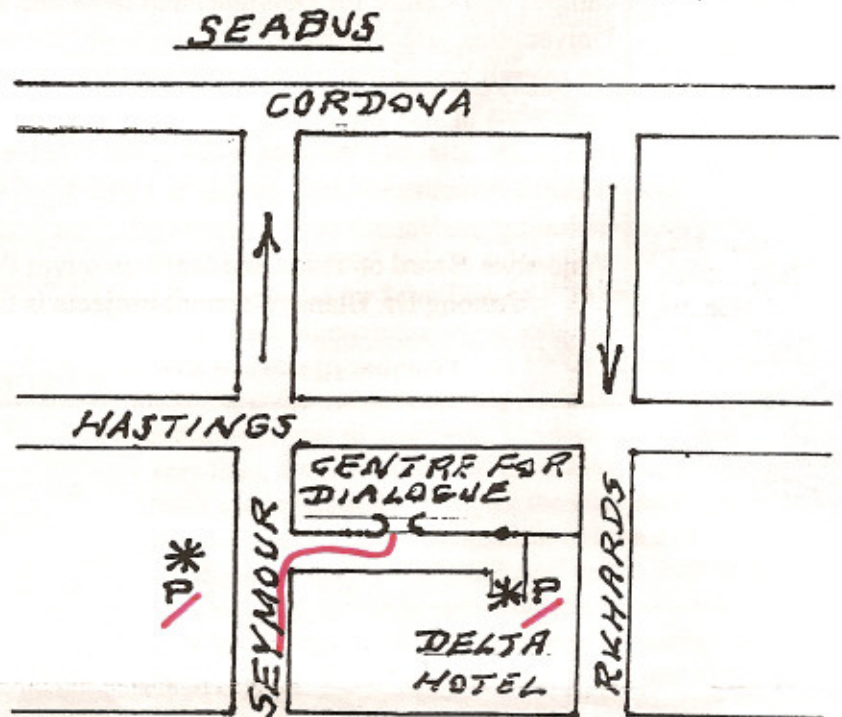
NOTICE

Please note Location change for April Meeting The April meeting will be held at the Morris J. Wosk Centre for Dialogue. The building is located at Seymour and Hastings Street, and the entrance is off Seymour Street. (Across the street from SFU @ Harbour Centre.)

Parking is pricey in the area. There are 2 parking lots close by, one on Seymour across from the centre and the other also on Seymour adjacent to the centre at the Delta Hotel. Both lots charge about \$3.50 per hour. The Centre itself is just a short walk from the Seabus terminal on Cordova.

The Centre will be open shortly after 9:00am.

Any Questions regarding meeting / transit strike, contact one of the Executive or the office.



SYNCRUDE VISIT

It appears that too many Probus members are busy in May, so we are looking at early June for our trip. We need close to 47 people to keep the cost reasonable, so please advise the office (261-6818) of your interest and of any dates you are unavailable in early June.

Jack P. Blaney

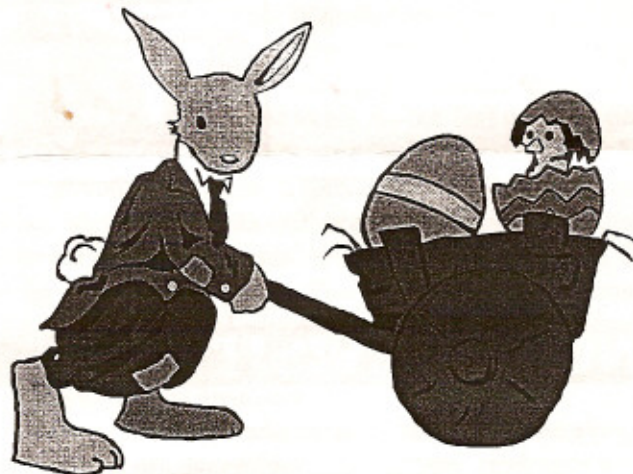
Senior Fellow, The Morris J. Wosk Centre for Dialogue
Simon Fraser University

Dr. Jack Blaney is Senior Fellow, The Morris J. Wosk Centre for Dialogue, Simon Fraser University. Previous University positions held by Dr. Blaney include President, Vice-president (External Relations), and Dean of Continuing Studies.

In over thirty years of senior administration in post-secondary education, Dr. Blaney has worked with colleagues to extend degree completion opportunities to adults throughout the province; create liberal arts, public affairs and professional continuing education programs; raise over \$100 million in private funds for SFU; establish the SFU downtown campus and Centre for Dialogue; and head one of Canada's premier Universities. He also has worked with institutional partners to help make the overall higher education system work well for the citizens of British Columbia.

Dr. Blaney was born in B.C., has received several national and regional honours and has served on a variety of community boards, including the Vancouver Museum and Planetarium, KCTS/9, the Vancouver Board of Trade and the Vancouver Police Department.

Among Dr. Blaney's current projects is the completion of a book on "The Idea of Leadership".



HAPPY EASTER