NEWSLETTER
PROBUS CLUB VANCOUVER

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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** 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, RVYC** 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 "^". 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 and 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.

Jack P. Blaney

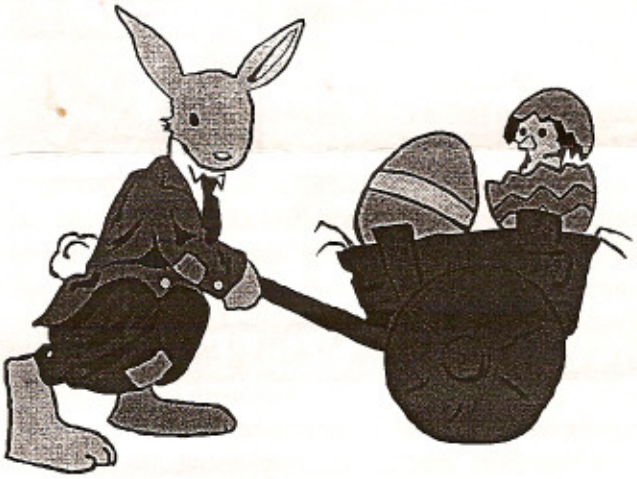
Senior Fellow, The Morris J. Wosk Centre for Dialogue
Simon Fraser University

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".



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