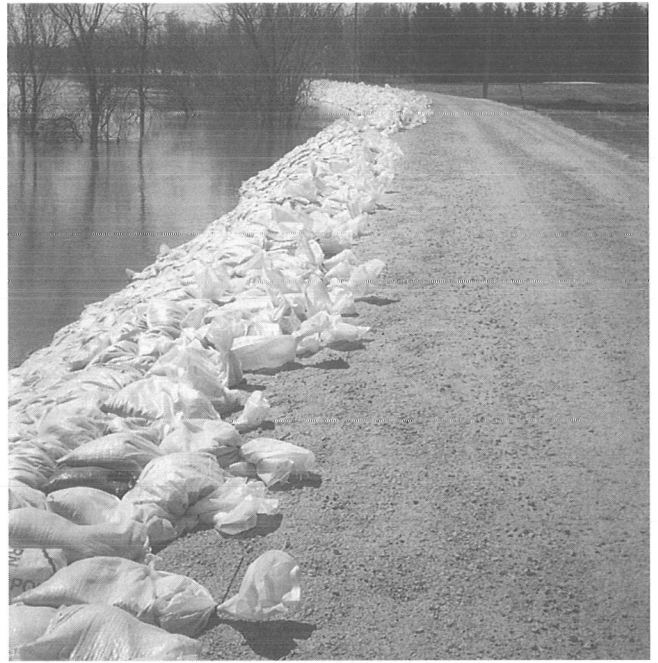




Lyall Drive, looking north on River Road, 1997.



Dike on River Road, north of Settlers Trail.



Floodway at Lockport, 1997.



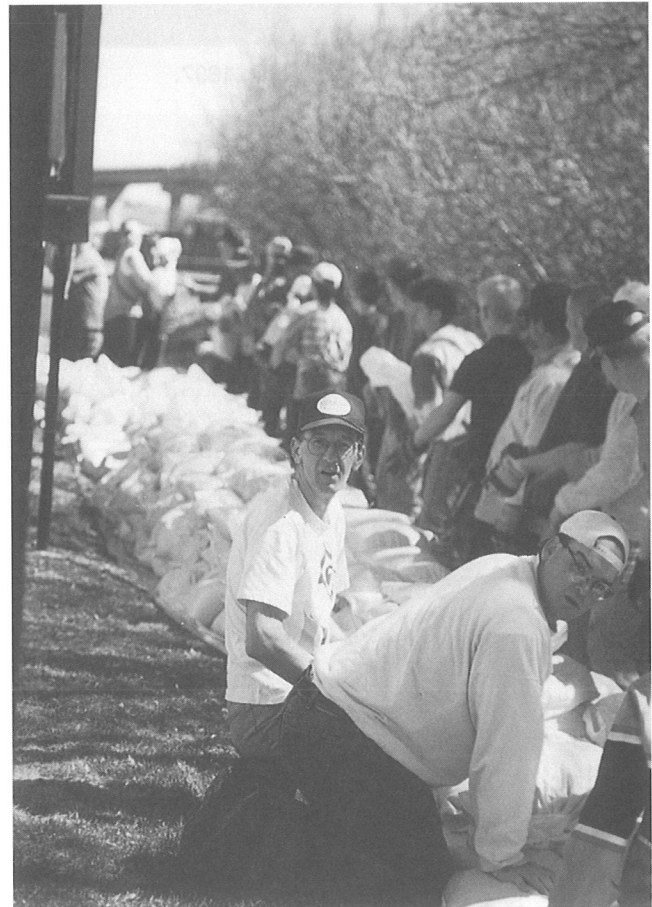
Sandbagging operation in Petersfield, 1997.



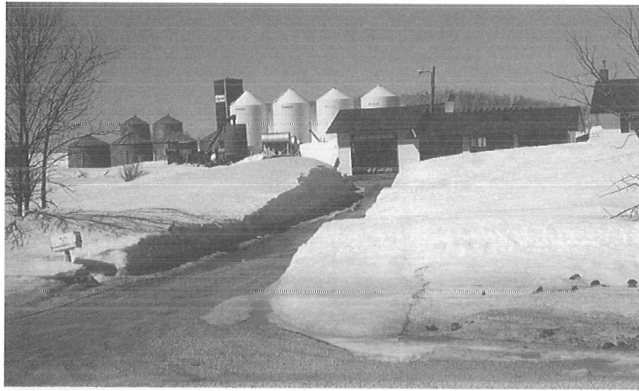
Convoy of Army Vehicles, Hall Road East, 1997.



Army vehicles parked at the Selkirk Arena during the 1997 flood.



Sandbagging along River Road north.



Jake and Lily Unrau's farmyard, April 21, 1997, after snow-storm during the flood.



Sandbagging along River Road north, 1997.



Thank you, to the Canadian Army and the many volunteers, 1997.

1996 Flood by J. C. Gagnon

A proposed emergency plan was prepared before January 31, 1996. This was over and above the regular emergency plan that was in place with all the R.M.'s, towns and villages. The plan was discussed and accepted by Council.

During April 8 and 9, 1996, meetings were held with the Public Works Department and Office Staff. The R.M. office was assigned as our Command Post. Additional sandbags had to be ordered and more sand was made available at our municipal yard. Residents filled their own sandbags at this location.

By Wednesday, April 10, 1996, all was in place. Areas of Breezy Point Road and Jenny Drive were starting to flood and residents were moving out on their own. On Friday morning, April 19, I made sure that Breezy Point Road cottage area was evacuated by noon. Some evacuees were directed to motels in Selkirk and Petersfield.

About ten check points (local residents) were established in concerned areas. These check points were monitored 3 to 4 times daily.

On April 19, at approximately 8:30 p.m., I received a call at my residence from a young girl by the name of Meaghan Webb. She was very upset and crying that there was 6 feet of water in her basement. The water was continuously pouring in. She was a resident of Breezy Point Road. I replied, "I'll be there in 10 to 15 minutes."

I asked my wife to come along and act as secretary, and on the way we contacted the RCMP to let them know what was happening. Upon arrival at the crucial area, I observed that there was a bridge involved that would hinder any evacuation. By that time, the RCMP were on the south side and I was on the north. As the water came in rapidly, local residents helped each other with boats. RCMP obtained two Zodiacs from the R.M. of St. Clements and started moving stranded people out of the area.

A contact was made to our Reeve and he declared the area a disaster. With that authority, Selkirk Jr. High School and Petersfield Curling Club became reception areas. The Selkirk School Board was advised and supplied a bus for evacuation along with Will's Taxi who brought along two vans. Four motels were advised to take in evacuees for food and shelter. By that time, four RCMP members and cars were on the scene. Two members were on the north side of the bridge and two were on the south side. We proceeded to move everyone out of the area, including the Selkirk Healing Centre. The distance was 16.2 kms. Nearly everyone took their own transportation. During this time period a heavy snowfall was received.

A total of 446 people were moved out of their homes including the Healing Centre. The Department of Highways and our Public Works were contacted and installed barricades. The only two entries to the areas were then manned by the RCMP and myself, for security of the evacuated areas.

During the early morning hours of Saturday our Public Works people were on stand-by, office personnel came into the Command Post, two emergency phones were ordered and our Administrator became the liaison for the news media.

The Reeve was requested to call a special meeting at 10:00 a.m. A Resolution to the Minister was made to declare the area a disaster.

Volunteer Fire Fighters [VFF] were called to man barricades on a 24 hour basis. VFF from two halls participated. Mutual Aid was activated by the Fire Coordinator. Water levels were rising and deposits of huge ice flows were left on roadways and yards. Water was rising and spreading, flooding roadways.

By Saturday, around 6:00 p.m., isolated areas along the creeks began to flood. A report came from a barricade that two men had crossed and then had headed north to one's home. After a couple of hours, by concern, a helicopter was ordered. The helicopter located the two men on a rooftop but was unable to land for rescue. The Coast Guard was called and one boat with three operators proceeded for the rescue.

This rescue took approximately five hours as they had to make their way through ice flows. Distance was approximately 5 miles one way. The rescue was a success. Very few incidents were reported at the road blocks.

Press Releases were issued to all news media each day before noon. Some news reporters were escorted into safe areas to get their stories.



Nature's ice cubes, 1996.



Water on Breezy Point Road, 1996.

As waters kept rising, traffic increased and became a hazard. South of Selkirk, approximately twelve homes were being sandbagged but traffic slowed the delivery of sand and people wanting to help. Additional VFF were brought into divert traffic in that area.

By Monday, waters were quite stable and by late afternoon on Tuesday, waters were starting to recede. Our Reeve declared a controlled re-entry status from the Town of Selkirk north to Clandeboye Road on Breezy Point Road.

With the expected crest yet to come, all creek areas were on high alert. Petersfield Curling Club was prepared to offer food and lodging for the area. Two Zodiacs were ordered from Natural Resources. Cots were issued by the armed forces. Blankets, sheets and towels were supplied by the Salvation Army.

On April 29, 1996, the Reeve and Council requested an extension of 14 days, until May 17, on the disaster declaration. Waters began to recede very slowly.

Our barricades were moved further north on Breezy Point Road with a 24 hour watch by our VFF.

The Department of Highways was able to clear the huge mounds of ice with a Caterpillar bulldozer. This enabled me to drive to the end of Main to patrol the homes and cottage areas. No one, even home owners, was allowed past our barricades. Patrols of the area were made twice daily.

On Monday, May 6th, cottage and home owners were allowed to return. Entry was controlled by our VFF people to prevent theft and sight-seers. At the request of Breezy Point Association, our VFF remained on site for another week-and-a-half.



After the water recedes – Breezy Point Road, 1996.

Fire Fighters and First Responders

St. Andrews Central Fire Hall

St. Andrews Central Fire Hall is located adjacent to the municipal offices on Railway Ave. in Clondeboye.

In 1982 Level 1 training certificates became outdated so classes started for the new Level 1 with St. Johns and CPR, which took a good year for some. Then there were new men hired requiring more training, then another rush for training for First Responders; some carrying on into Defibrillator operations, which was another course.

In the fall of 1984 we started building a new Fire Hall, 76 feet by 50 feet, and this carried on into the early part of the winter. When this was done we had to design a hose drying rack because we could not hang drying facilities from the ceiling. Edwin cut and welded the structure together, this took quite a while to build in the evenings and between fire calls.



St. Andrews Central Fire Hall, Clondeboye.

Then came the overhead water tank, this is an item to hold 2200 gallons of water so the truck can back under and load in four minutes. This was another heavy building job, cutting iron, drilling and welding. Then the real job was to put it in the fire



Edwin Carter passing the Chief's Hat to son Kenneth.

hall using two loaders and then putting two poly tanks on top and adding the plumbing.

In September 1985 we had our Grand Opening with Council and local residents, the Assistant Fire Commissioner John Matheson, Ray Pearson and Howard Pawley.

In 1994 there was a changeover in our communications. Jean Carter monitored the system from 1970 to 1994 when it was taken over by CompuScan for three years. In 1997 the new 911 system came into effect with a few wrinkles still to be ironed out, such as finding a house under our new civic numbering system.

To date we have: 1974 Pumper; 1979 Int. Tanker; 1982 Van; a Milk Tanker Ford Tandem, with 2400 gallon tank; 1986 Ford tandem tanker; 1976 GMC 1 1/4 ton Grass fire truck. The Fire Committee and Reeve have placed a Dodge Pumper in the Netley Hutterite Colony. It has been made clear that they have to have four trained men who can be backup for a bad fire. On April 8, 1997

Edwin Carter stepped down as fire chief. Applications were called for by Council for a new chief. Council selected Ken Carter.

St. Andrews South Fire Hall



St. Andrews South Fire Hall Open House – 1999.



South Fire Hall Crew, 1999. In front of St. Andrews Church Tower which is their emblem.

Awards

The Fire Services Exemplary Service Medal is awarded by the Governor General of Canada in recognition of twenty years, or more, of loyal and meritorious service to public security in Canada.

The medal consists of a circular medal, on the obverse a stylized maple leaf bearing a fire hydrant with crossed axes and a Maltese Cross centered thereon, circumscribed with the words "Exemplary Service – Services distingués"; on the reverse, the Royal Cipher EIIR. The medal is suspended by a ribbon of five equal stripes, two gold and three red.

Between 1993 and 1999, four members of the R.M. of St. Andrews received the award:

W. Edwin Carter of Clandeboye
Tony Paradoski of St. Andrews
Marjorie Paradoski of St. Andrews
Jack Hagen of Petersfield



Craig Bywater, Ray Pearson – Marge & Tony Paradoski receiving Fire Fighter's Award.

Home Is Where The Heat Is by Esther Paradoski

We stood outside the fire hall for some time. It was the usual discussion about the unending politics of being a volunteer for the community fire department. I had to shield my eyes with my hand as the noonday sun was trying to look directly in them. Lee scraped her foot along the gravel kicking a few stones into the snow piled alongside of the buildings.

I had come to the hall to pick up the runsheet from the last call we had attended. The report to the Fire Commissioner's Office had to be mailed the next day, a task, I seemed to be especially good at putting off and then forgetting. As I stood with Lee, I realized I had forgotten another important thing, I said to her, "You know, I forgot my gear at home. I hope we don't get a call while I'm still here." Lee smiled, "Well, I guess you'd just have to go home and get it."

And as fate is usually so kind, the high tones of our pagers simultaneously rebounded off the high bay doors. A voice followed, "St. Andrews Fire Control to all fire fighters of Hall #2. We have a report of a basement fire at 16 Park Crescent." As the voice called the address, I already had my truck running and was hanging half out of it's door. "Where!?" I yelled over the engine. Lee's eyes were saucered as she exclaimed, "It's my house!!" "Don't panic," I said, "I've gotta go and get my gear."

The emergency light on my dash splashed red through the windshield. I sped down across the highway to my house, which was not more than 2 minutes away. (That's when one drives at a reasonable speed.) By the time I had retrieved my fire gear, suited up, and was back at the highway, the fire trucks were rolling by. When the traffic slowed up, I pulled onto the highway and fell in behind the rescue van.

I couldn't imagine what Lee was going through. Riding in the rescue, not knowing what she might find when we arrived. I usually feel quite apprehensive on my way to a house fire, but I was borderline terrified for this one. Basement fires can be more difficult to put out due to the fire creating a chimney out of the stairs that you must go down. But that was only secondary to having one of our own involved.

The trucks braked to halt and fire fighters poured out onto the road in front of 16 Park Crescent. I stopped on the road farther back and scrambled out of my truck. As I ran toward the pumper I heard the deputy chief holler back from inside the attached garage, "It's out." Instant relief spread over the faces of all who heard.

"Pull an inch-and-a-half, and bring it down the stairs. We're checking for extension," the chief called. I was closest to the back of the pumper, so I yanked the line off of the hosebed and threw it on my shoulder. As I trotted to the house, the hose snaked out behind me in a long yellow line. I hauled the uncharged line through the door, down the stairs, and past the rec room to a bedroom. Once in the room, I called for water. Seconds later, I felt the familiar jerk, as the water kicked through the hose.

On the other side of the bed, three of our crew were peeling back the Gyproc with a pry-bar. "No sign of fire behind the wall," one of them said. When I saw an extra pair of qualified hands I offered the hose to them. The hands accepted my offer and then I was off to get a runsheet. Lee was walking down the stairs, muttering to herself and shaking her head, "A call at my own house ..."

Upon returning to basement rec room, with runsheet in hand, I sought out Lee's teenaged brother. He looked like he could give me the most informa-

tion on the fire. The white of his rounded eyes was of definite contrast to the black soot covering his face.

"What happened?" I asked. The onslaught of words rushed from his mouth, "I was here watching T.V. and I got up and took the ashtray and emptied it into the garbage beside my bed. And then I came back in here and started watching T.V. again. Then I smelled smoke, so I walked toward my room. I saw an orange glow and when I got around the corner there was fire all up the wall". His hands flapped around, as they tried to help tell the story, "I ran up the stairs, to the garage and grabbed an extinguisher. I ran back to the fire and when I tried the extinguisher it wouldn't work, 'cause it was frozen. Then I ran and got a pail of water and threw it on the fire and it went out."

While he was catching his breath, I asked a few more details. As I scribbled down some notes, he wandered off. Lee stormed over and demanded to no one in particular, "THERE WILL BE NO SMOKING, IN THIS HOUSE, EVER AGAIN!" I nodded with a half grin, as she stomped away. Her father looked at me and said, "There'll be no living with her for the next 2 weeks." With that, he laughed and walked away.

Back at the hall, Lee took much ribbing from the guys. "Hey, Lee. Where's your extinguisher? Don't you know that water freezes in the winter?" "Hey, Lee. Has your brother got anymore work for us? We haven't had a call for awhile."

Lee suffered through the jokes, which only lasted until something worthwhile happened to someone else on the department. Lee's brother was allowed to continue living at home and hasn't been responsible for anymore fires.

May 11, 1995

Lost Today

I stood in the rain
On the side of that ditch.
Some unknown lays near the wreckage.
White sheet stark against the green of the grass.
A light breeze playing gently on the sheet.
From it's edges I see,
Black socked feet,
Blue jeans,
A hand tucked neatly to the side.

Rain dripped down,
Down the tall stems of grass,
Down the visor of my helmet,
Down the twisted car,
Down on the white sheet.

Who is it?
Someone I know?
Someone belonging to a friend?
Someone's Mother, Father?
Someone's Son, Daughter?
Someone loved,
Someone lost,
'Today.

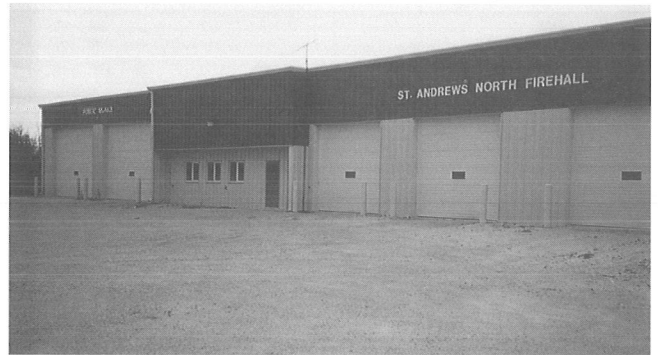
by Esther Paradossi

July 5, 1995

St. Andrews North Fire Hall

by Debbie Bennett

The Matlock Fire Hall was opened December 30, 1999. It is situated at the corner of Grant Street and Matlock Road. St. Andrews Councillor Nick Huminicki was the driving force behind the construction of this facility.



St. Andrews North Firehall.

It is 7500 sq. ft. in size and houses the pumper, water tanker and grass fire truck. The fire hall also includes a dispatch centre, training room, kitchen and washrooms. Attached to the firehall is a municipal garage, where the road equipment that services the north end is housed.

At this time, St. Andrews Councillor Ed Pawluk saw that the ward was growing. A need for expansion of service and update of equipment was evident. Over the next 2 years an equipment van, brand new pumper, and a two year old water truck were purchased. Ed also saw a need for a first response unit at the Matlock Hall. In the spring ten first responders graduated and were licensed by the Province of Manitoba.

There are 32 volunteer members at the North Fire Hall, consisting of 18 firefighters and 14 first responders. The hall provides fire and emergency services under the guidance of Fire Chief Ron Lucyshen and Deputy Chief Rick Warner.

In the year 2000 the Matlock first responders emergency service will be extended to cover the Town of Winnipeg Beach.

Fire Fighter Anecdotes

When there was a fire at St. Johns Boys school in the snowshoe making building, the firemen were fighting the fire when there was a big explosion. Two men who were with a hose line backed up quickly and promptly fell into a large lawn swing. They were swinging back and forth. The water was going all over them and they were laughing and swinging.

One fire fighter found out after a fire that he had on two left boots. His reply was, "No wonder I was going in circles all night".

At the dump when there was a fire it would go in all directions at once. Our new recruit was a man of the cloth. He soon discovered that in that area it was sort of swampy. He drove in a soft spot. One of the other fire fighters told him over the radio. "Hey Bob, those are not Jesus tires on that truck".



Rural Municipality of St. Andrews



Overview of Change 1982 to 1999

The Rural Municipality of St. Andrews has been the home to many changes in the past seventeen years. We have seen changes in the size of the population, the changing of our Ward boundaries and Municipal Addressing system, and changes in the way we contact our emergency response. The growth in population has brought with it a lot of construction and new ideas to improving our municipality. The beautiful Rivers and Lakes in the community have caused us great disaster and concern, but they also brought a large, caring community together in times of need. From unstable riverbanks and floods to shoreline erosion our waterways have kept our residents on their toes.

Reeves and Councillors

The municipality has seen seven different Councils in the past seventeen years. Each Council has brought with them new ideas and changes for the municipality. The former and present Reeves and Councillors helped to make this municipality the desirable community that it is today. They have made many new subdivisions, infrastructure works, and by-laws possible. The Reeves and Councillors from the past seventeen years are as follows;

1982-1983

Reeve:

Peter Ducheck

Councillors:

Claudia Cheslock

Curly Gagnon

Nick Huminicki

Edward Loginsky

H. Al Shrupka

Herman Wehrle

1983-1986

Reeve:

Peter Ducheck

Councillors:

Claudia Cheslock

Tim Taylor

Nick Huminicki

Edward Loginsky

H. Al Shrupka

Herman Wehrle

1986-1989

Reeve:

Peter Ducheck

Councillors:

Wayne Bracken

Nick Huminicki

Carol Klagenberg

Al Ostermann

H. Al Shrupka

Tim Taylor

1989-1992

Reeve:

Al Ostermann

Councillors:

Wayne Bracken

Nick Huminicki

Jean Keryluk

Carol Klagenberg

Peter Skazyk

Tim Taylor

1992-1995

Reeve:

Martin Zelych

Councillors:

Wayne Bracken

Doug Hacking

Nick Huminicki

Jean Keryluk

Peter Skazyk

Larry Stefanik

1995-1998

Reeve:

Martin Zelych

Councillors:

Wayne Bracken

Dennis DeGroot

Douglas Hacking

Edward Pawluk

Carol Klagenberg

Peter Skazyk

1998-2002

Reeve:

Don Forfar

Councillors:

Ralph Boch

Murray Foster

Elmer Keryluk

Cliff Kolach

Kurtiss Krasnesky

Peter Skazyk

New Municipal Buildings

There were four new firehalls built in the municipality. St. Andrews, Clandeboye, and Matlock all received new firehalls. The municipality also expanded the municipal offices in Clandeboye in 1988. The expansions included a new reception area, offices, a meeting room and new Council chambers.

Growth in Population

In the past years the population in the municipality has grown. The majority of the new residents have built or bought homes in the new subdivisions lying between the Red River and the Canadian Pacific Railway tracks.

Lockport Bridge

Many of the structures in the municipality are starting to get old and are in need of much needed repairs. The Lockport Bridge above the St. Andrews Locks underwent major repairs between 1993 and 1995. The 84-year-old bridge's damage was the result of ageing.

The Lockport Bridge, built in 1908, lost its safety certification on January 1, 1993. Its lanes were closed to all vehicle and pedestrian traffic three days later on January 4, 1993. Engineers from the Public Works Department of the Government of Canada revoked the bridge's safety certification because there were structural deficiencies that made the bridge very unstable. There was severe corrosion to the steel structure and beam movement along River Road. These factors made crossing the bridge very unstable and unsafe for vehicles and pedestrians.

The Federal Government, in the total of \$20

million, funded the construction. The Federal Government, who at the time held responsibility of the bridge, gave the title to the Province of Manitoba. When they gave the Province the bridge they also promised to provide funding for the bridge for the next twenty years.

The major repairs to the 84-year-old bridge involved replacing all of the corroded structural steel. Concrete and grouting repairs were also needed to make the bridge safe. The construction of the bridge was carried out over two periods; from November of 1993 to April of 1994 and November of 1994 to April 1995. While the construction was taking place vehicles had to detour via Selkirk, 8 kilometres north, or to the Winnipeg Perimeter, which is 18 kilometres south.

During the closure in January of 1993 an ice road was used to access the opposite sides of the river without having to detour such great distances. Banks on both sides of the river were graded and sanded so that they were safe for vehicles to travel on.

The approaches situated on the riverbanks were as follows; the west approach was 1.5 blocks north of the Bridge off River Road. The east approach was at the park at the base of the bridge. The road's path was marked by rows of pine trees. The ice was a minimum of one half of a metre thick and could support sixteen tonnes. Although the ice could hold such a large amount, a weight limit of four and a half tonnes was put on the ice road for precautionary reasons.

The ice road was only used for approximately seven weeks and was then closed due to the melting ice from the warming weather.

St. Andrews Industrial Park

In January of 1994 the Rural Municipality of St. Andrews purchased 53 acres of agricultural land adjacent to the St. Andrews Airport. This land is situated on the corner of Highway #8 and PTH #27. The municipality then had intentions to develop the land into an Industrial Park. The municipality wanted to develop the land for two main reasons. The first being that they wanted to provide an appropriate location, out of the residential areas, for industrial businesses to locate. The second reason was to encourage economic development within the municipality and thereby enhance the tax base.

The municipality took the 53 acres and subdivided it into a road system and nineteen adjoining industrial lots. An official sod turning ceremony was held to commemorate this event. Ed Hewler, MLA of Gimli, Martin Zelych, Reeve of the Rural

Municipality of St. Andrews, and Ron Fewchuk, Selkirk-Red River MP, performed the ceremony.

By the end of the year all of the nineteen lots were sold. A waiting list had to be made for all other prospective tenants who were waiting for more land to become available for subdivision. There are a great variety of businesses located in the Industrial Park. The Industrial Park consists of trucking outfits, general contractors, recycled autoparts, recreation vehicle manufacturers, amusement rides for Carnival Midways, and a storage building for the Western Canadian Aviation Museum. The Province of Manitoba also purchased one lot for future traffic interchange developments.

The Council of the Municipality of St. Andrews placed a building restriction caveat on all of the lots in the Industrial Park. The caveat states that only new metal clad structures are allowed in the Industrial Park. This insured conformity of development. When the lots were initially sold, the purchasers of the lots had one year to put up their buildings or else they would forfeit the lot. The reason that Council implemented this was so that the purchasers could not sell the lots at a higher price to another prospective buyer. The title of the lots was not given to the tenants until they had built their new metal clad buildings.

Riverbank Stabilization and Lake Winnipeg Shoreline Erosion

Riverbank stabilization and Lake Winnipeg shoreline erosion are two important environmental issues that affect the municipality and its residents. Riverbank stabilization, in most cases, is easily corrected with minimal amounts of money. Shoreline erosion is not as easily solved. There are many factors that have to be considered when trying to prevent shoreline erosion. Cost in this case is a major factor.

The riverbank at Lockport along the Red River was very steep and only covered with tall grass and the occasional willow clump. The riverbank was very unstable and only protected by minimal amounts of rock riprap that was randomly placed and also displaced by ice action.

Engineers were hired to find possible solutions to stabilize the affected riverbank. Flattening the slope and Rock Caissons were explored as possible stabilization methods. Slope flattening would not work because there was limited workspace for the process to be completed and Rock Caissons were extremely expensive and therefore dismissed as a possible solution. The key alternative was to replace low strength clay soil with high strength materials.

Control of groundwater and of piezometric surfaces would also have to be monitored for the stabilization to be effective. The stabilization work was completed in 1996.

The clay that was excavated was stored, with permission from the owner, on a site owned by Lyle Thompson. The site was north of Skinners on River Road and just south of the Lockport Bridge. The soil was given to Mr. Thompson in exchange for the usage of the land.

The larger of the two problems, shoreline erosion, is not easily solved. The worst areas of erosion on Lake Winnipeg may be at Grand Marais and Beconia in the Rural Municipality of St. Clements, but the Rural Municipality of St. Andrews is having problems with shoreline erosion in its own boundaries.

The greatest concern in the Municipality of St. Andrews lies between Chalet Beach and the North Boundary of the Municipality on the West Side of Lake Winnipeg. This area is of the greatest concern because there are many houses and buildings that border the shoreline. The erosion in this area is caused by a strong North wind. The North wind causes large waves that crash against the banks, loosening the soil and carrying it back into the lake.

Municipalities, villages, and towns with shorelines affected by the erosion formed the South Lake Winnipeg Basin Erosion Committee. The committee was formed to address the erosion problem that was occurring along the residential and non-residential shoreline.

The committee's main objectives are to research and design a way to protect the shoreline from erosion. The committee also would like to inform affected property owners of any developments that they come up with and to find financial assistance for those property owners who have adequately protected their shoreline.

Eastern Interlake Regional Recycling Co-op

The Eastern Interlake Regional Recycling Co-op (EIRRC) was incorporated on July 30, 1997 under the provincial Co-operatives Act for the purpose of seeking long term solutions to waste disposal, and in particular, alternatives to landfilling. This environmental alternative to landfilling will be a first for Manitoba and also for Canada. The EIRRC has issued shares to twelve municipalities. The twelve municipal members are; Winnipeg Beach, the RM of Gimli, the Town of Gimli, the RM of St. Andrews, the RM of East St. Paul, the City of Selkirk, the Village of Dunnottar, the RM of West St. Paul, the RM of Lac du Bonnet, the RM of

Springfield, and the Town of Beausejour. These twelve municipalities joined together to provide an environmentally safe and economical system to process municipal solid waste.

The twelve municipalities represent 55,727 people and 20,938 tonnes of residential solid waste, 4,200 tonnes of commercial waste, and 600 tonnes of construction and demolition wastes. The twelve municipalities contributed \$3.00 per capita towards the Co-op's operations. The capital requirements and start up costs total \$6.2 million. This is based on equipment, infrastructure, and site development. The facility is expected to generate revenues of approximately \$2.2 million per year. These revenues include a \$40 per ton tipping fee and the sale of valuable recyclables (aluminium and steel).

A Board of Directors oversees all operations pertaining to the EIRRC. The first Board of Directors consisted of the following delegates; Martin Zelych, Richard Willows, Frank Woods, Philip Rebeck, Douglas Neal, Gordon Kramer, and Bert Kindzierski. The current management of the co-op is President Phil Rebeck, Vice President Don Forfar, Treasurer Gary Brown, and non-director Secretary Marilyn Regiec.

The Board of Directors first began investigating waste processing alternatives in the spring of 1996. They visited facilities in Baudette and Thief River Falls Minnesota. Both of these facilities have environmental alternatives to landfilling. The visits brought the Board to the conclusion that there were sound alternatives to landfilling which were economically feasible, environmentally friendly and acceptable by the public. The Board then decided to further their research into finding an appropriate method for the Co-op.

After researching all alternatives, the EIRRC chose Thermogenics Inc. from Albuquerque New Mexico as a landfilling alternative technology. Thermogenics Inc. specialize in gasification technology. The facility will be designed to divert valuable or desirable recyclables and process the rest of the waste for gasification and electrical generation. The proposed facility will be able to handle between 50,000 and 75,000 tonnes of waste per year.

The EIRRC plans to operate a facility which will receive municipal solid waste, extract recyclable products for market, transform the residual processed material into Low BTU gas, mix this gas with air and natural gas (when required) and create electricity and thermal energy.

The EIRRC will provide a long-term solution to the waste disposal problem facing several municipalities. Their proposal is giving the municipality an environmentally sustainable alternative to landfill-