

Employee of the year 2009

Janel Ricketts



Community Relations officer for the Western Region (Trelawny, St. James, Hanover, Westmoreland), Janel Ricketts being Congratulated by Transport and Works Minister Mike Henry. Ms. Ricketts was recognised for her outstanding contribution in keeping customers at all levels informed and educated on the works of the NWA. Her Prizes include a weekend for two at a hotel of her choice.

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Highlights End of Year Social 2009



Conroy Colonel Meeks

At age 26 he has completed a Masters degree in Business Administration. He grew up in the volatile community of Seaview Gardens, South West St. Andrew during the 1980's. A born again Sabbath keeper who attends church every Saturday. While growing up, fasting was an important part of his spiritual development as his father insisted that all his children fast for at least a half a day each week. Conroy still fasts for half a day occasionally. He says his commitment to church results from a strong religious upbringing and the example of his parents. His early life experiences in a community, often torn apart by warring factions caught up in the day-to-day vagaries and turmoil of inner city life, conflict and tensions, did not deter or prevent him from pursuing his life ambitions.

Conroy Meeks has resided in this inner city, working class community of Seaview Gardens for over two decades. He moved there in 1988, with his parents and four siblings. He has lived there since. A graduate of Alburn Basic School in Washington Gardens, Duhaney Park Primary and Kingston College, Conroy is a valuable member of the NWA's Finance and Accounts Directorate, where he is employed as an Accounting Officer.

He is an ardent Christian and member of the religious denomination, Church of God Seventh Day. Playing the piano and keyboard has become an obsession. While at KC he played each morning at chapel just before worship began. Conroy wanted to pursue a career in Architecture or Civil Engineering, however problems with his vision prevented him from doing so and he pursued accounts instead. Interestingly, he recalls that while attending Duhaney Park Primary, his father enquired of him what he wanted to be when he grew up to which he responded, "An accountant".

"I think one of my lasting experiences of Kingston College will be the school motto, which perhaps, I only came to understand and appreciate during especially 'tough times'. For example, when studying for

exams, it was difficult, I was down but never out. On other occasions the atmosphere in the Seaview Gardens Community was quite challenging and this forced me to refer to my school motto - Fortis cadere cedere non potis, "The brave may fall but never yield."

"I spent six years at Kingston College" Conroy advised. He did well in his CXC Examinations and contemplated entering Sixth Form. However, he eventually decided to enter the world of work. Conroy secured a job at the Ministry of Health, Corporate Office, where he worked in the Pharmaceutical and Regulatory Affairs Division. "I did this because I felt that I had now attained manhood and needed to go on my own."

Conroy reflects, that after a couple of months at the Ministry of Health he started to give serious thought to his career development and upward mobility. "I realized that I was uncomfortable with just passes in CXC. As a youngster in the Department, I saw Marketing Managers come and go and began to think about leadership and management. I was a youngster, but I wanted to be a manager. So I thought to myself, having looked at the personnel in the department and becoming motivated, I asked myself, do I have to wait until fifty to be a manager?"

Having established the way forward, he decided he would apply to enter university while at the same time contemplating signing up for the army. "I had discussed entering the army with my father, whom it appeared had reservations, but he did not discourage me. When I was about to make an application to enter the army, I received an acceptance letter from the University of Technology. I was ecstatic!" He recalls at the time his mom being overseas. She was the first person he called to share his



excitement.

Conroy entered the University of Technology full time in 2002, for four years. He signed up for courses in Accounting and International Business. During that summer he worked at Scotia Bank. He was recruited by Scotia to work in their Internship Programme. They wanted students who had attained an average of B+ or above to work with the bank. In the summer of 2003 he worked for a Marketing Company, 2004 he worked with the University Council of Jamaica and in 2005/6 the Scotia Internship Programme.

His association with the NWA started during a Careers' Day Exposition in 2006 at Utech, where the NWA was in attendance. Conroy left a Résumé at the NWA's Booth and after sitting his final exams in May, got a letter from the Agency the following month. In the letter, Conroy was told that personnel from the Agency were unable to meet with him. He was however not bitter and showed his gratitude by calling the Personnel Department to express his appreciation for the response to his letter. Perhaps this was the call that changed his life - at least for the last three years, as he later that month was invited for an interview

Major Travel Improvements for the Second City

Sunday November 8, 2009 heralded a change in the way traffic is managed within the bustling city of Montego Bay, St. James. Motorists and commuters travelling within the city centre from as early as 6:00 am were among the first group of road users to experience the first phase of this revolutionary traffic management plan. The plan which is valued at approximately \$55 million was funded by the Tourism Enhancement Fund and implemented by the National Works Agency (NWA).

Downtown Montego Bay is one of the largest business centres in the island. Overtime there has been significant development in the Second City. Unfortunately the road infrastructure has not kept pace with this development. Hence, the congestion which was previously a prominent feature of this business centre. This situation is exacerbated by road user behavior such as excessive stopping along busy corridors, pedestrian traffic and the operation of route taxis.

It is against this background that the traffic plan was implemented in the western city. Michael Saunderson, Intelligent Transportation System Specialist at the NWA says that the system is aimed at addressing the problem at the intersection level by providing a 'Green Wave' operation (multiple green displays) along each roadway. In so doing the number of stops between intersections will be reduced this will result in an increase in the capacity of the roadway.

The first phase of this plan involves the signalization of twenty two intersections and changes to the flow of traffic along several corridors within the town centre. This aspect of the plan will be complemented by a Traffic Management Centre, Closed Circuit Television Cameras (CCTV), and an Incident Management System which will come on stream shortly. The Traffic Management Centre will be the site at which the communication between the traffic signals and the strategically placed cameras will take place.

The Incident Management System is geared towards improving traffic enforcement activities. The strategically placed CCTV cameras will facilitate the quick identification of the causes for interruptions to traffic flow and the formulation of the appropriate responses. Already it is evident that the new traffic arrangement has effectively reduced the levels of congestion on several streets within the city. The pervasive problem of road user behavior still looms in the background as there is still the problem of indiscipline motorists who stop at will along several corridors. In addition pedestrians have not gotten fully accustomed to the new concept and to date have not fully embraced the system. It is anticipated that as motorists and pedestrians get even more accustomed to the new arrangements the full benefits of the plan will be realized.

The system is now being assessed by the NWA. According to Mr. Saunderson, "The system is now being evaluated and the necessary adjustments will be made at the end of the period of evaluation." He went on to add that the NWA is currently embarking on a public education campaign geared at educating the public about the appropriate way that the roadways should be used.

The Roadster took to the streets of Montego Bay to gage the response of motorists and pedestrians to the new system. The following gives the general reaction of the public towards the new traffic arrangements.

VOX POP



Glenville Gabbidon - Taxi Operator ... The new ting working good, mi like it. Mi nuh hold up so long again in the traffic. The only thing is that some of the walk signal dem need to fix.



Joseph Burrell - Taxi Operator ... The traffic system working quite good. The traffic move faster and you can now move about the town easier.



Sheryl McIntosh - Office Attendant ... "It deh gwaan good mi tell u. It easier to me because I don't have to sit in the taxi so long again sweating in the traffic to reach weh mi want to go."



Natalee James - Administrative Assistant ... "It is the best thing that has happened for down town Montego Bay for a while. There is much less congestion in the town."



Rashorn Butt - Optical Dispenser ... It is working quite well apart from minor glitches which need to be worked on.



Horace Hines - Journalist ... It is working beautifully. I believe that for the system to be even more efficient more of the pedestrians and motorists need to obey the traffic signals.



Karen Anderson... The system is working but there are a few flaws. I think they need more visible signs to alert motorists, especially those who are not familiar with the city, to the roadways that are one-way. Also motorists need to learn to yield to pedestrians to allow them to cross the roadways safely.

Santa Claus Climbs

Bagdale Mountains

It is now a tradition for the Central Region (St. Elizabeth, Manchester and Clarendon) of the National Works Agency (NWA) to adopt and treat a basic school within the region for a day. Every year a charity is selected in a parish on a revolving basis. This, after detailed needs analysis is conducted and discussions among a select committee, comprising team members from the region. The treat is the Region's way of putting Christ into Christmas through the showing of love and care to these persons. This year, the team selected the Bagdale Mountain Basic School in St. Elizabeth for their love gifts.



Parish Manager for St. Elizabeth, Norris Richards handing a gift to Mrs. Paulette Powell, teacher at Bagdale Mountain Basic School

On Tuesday December 8, 2009, team members took the long journey to Bagdale Mountain. The group was greeted by singing children, teacher and parents. After the warm welcome, the students were treated to a hot meal, drinks and ice cream. Each child was given their own gift by team members.

The Bagdale Mountain Basic School is situated in the North Eastern Section of St Elizabeth on the outskirts of maroon territory. Presently, there are twelve students and a teacher, Mrs. Paulette Powell. There is also an active Parent Teachers Association.

Mrs. Powell who spoke on behalf of the school, at the presentation ceremony expressed her deep appreciation for the efforts of the team. She said the gifts and the visit to the school at this time was timely and that the entire community of Bagdale was elated.

The history of the citizenry is unique since the small hamlet is populated by descendants of Maroons and Germans! The Germans arrived in these mountains around 1840 as indentured laborers to



work at the nearby Appleton Estate. The rugged Parish Council road to Bagdale Mountain leads into a cul de sac near to the famous Accompong Maroon Cave. A large percentage of the residents survive from subsistence farming and crops such as yam, banana, sugar cane and citrus.



NWA Team members from the Central Region with some of the children at Bagdale Mountain Basic School

The basic school was founded in 1956 on land donated by the Mundy family with an initial enrollment of twenty five students and a teacher, Mrs. Carmen Mundy. In 2003, the school was rebuilt by the then Member of Parliament, Roger Clarke, as its structure had fallen into serious disrepair. While the building is generally in good order, the institution is in need of help. There is dire need for a filing cabinet, play pen, cupboard for the kitchen, a bathroom and perimeter fencing. The NWA team in the Central Region is planning to undertake a project aimed at assisting the school, during the New Year.

New Bridge for Harbour View

A step closer to reality

The National Works Agency has secured funding for the replacement of the Dry River Bridge at Harbour View in St. Andrew, which was significantly damaged by Tropical Storm Gustav in August 2008. The new structure will be one of a number of projects to be undertaken through a loan from the Inter-American Development Bank (IDB). Already, significant steps to the construction of the new bridge have been made with contractors being shortlisted, tenders being invited and a contractor being nominated, after the bidding process.

This new bridge which should be completed within 16 months of commencement will be four lanes, complementing a planned four lane corridor spanning a total of 1.2 kilometers on either side of the structure.

BACKGROUND TO THE PROJECT

On Friday, August 29, 2009 after the passage of Tropical Storm Gustav flood waters from the Hope River in St. Andrew scoured and caused the collapse of two intermediate pier support of the Dry River Bridge in Harbour View. The Government of Jamaica road infrastructure agency, the NWA, soon after the passage of the storm, went about re-establishing the breach that occurred along the bridge.

A 36 metre-long Compact 200 Modular steel Bailey bridge was launched. This was supported directly on the existing bridge's 4th and 8th interior bridge span girders. In addition, a two lane Ford was constructed 20 metres upstream of the existing bridge. The intention is that this ford will function as a detour for traffic along this main road during the construction of a new bridge.

The collapse of the Dry River Bridge made it necessary for a re-evaluation of the timing and replacement of this structure and the road improvements that were to be carried out along the Harbour View main road. The new bridge will be built to accommodate four lanes of traffic. This is being done based on the projected traffic volumes entering Kingston from an easterly direction.

The design of the new bridge in length and clearance is to safely allow for a 100 year storm flow to pass through its opening and will be founded on piled foundations so as to prevent damage or collapse from scouring which occurs during design flow events. The new bridge will be constructed with materials that will minimize routine maintenance cost in the future.

The existing Dry River Bridge was constructed in 1964. It comprised eleven spans, for an overall length of one hundred and twenty metres. On two occasions the shallow depth of the footings, susceptible to local scour, caused the undermining of individual

piers and settlement of the bridge superstructure. This resulted in closure of the bridge and repairs to correct the damage. The bridge was last repaired in 1984. Erection of the new bridge will correct on these shortcomings and enhance safety to its users.

Construction of this new bridge is important. It is likely to have a positive effect on economic development in Eastern Jamaica, particularly the

quarry sector. There should be increased employment for the local community. Further, improvement to the quality of life with reduced travel time and easy movement of vehicular and pedestrian traffic along the corridor.



An aerial view of Dry River Bridge, Harbour Vies following the passage of Tropical Storm Gustav

Recognising excellence, NWA team members awarded by the Office of the Prime Minister

From its creation in 2002, the GIS department of the NWA has been expanding its GIS database and functionalities not only for use in its roadway management capabilities but also allowing our customers to communicate more effectively through geospatial visualization. Against this purpose, GIS can be viewed as the technology and methods for data integration, analysis and collaboration. Therefore, it can integrate all the factors that should be considered for decision making and planning. This approach marvelously epitomizes the objectives, initiatives and GI capabilities of the NWA's GIS department, a few of which are:

- Road Safety: The key indicator for the NWA's performance. Relies heavily on the advanced integrative mapping and planning capabilities of the GIS department achieved through use of the software
- Traffic Management: By modeling proposed traffic flows and other new traffic developments before implementation.
- Hazard response and mitigation: Identifies Landslide Prone Areas and Flood Prone Areas to assist in the removal of debris and other deposits if areas are affected.
- Development Control and Planning: Quality checks maps sent in by developers of proposed developments or proposed major events location.
- Location Planning: Used to identify and assess the most

suitable locations for new roads and the suitability of access for subdivisions and proposed developments. GPS Mapping: features such as Bridges and Roads to provide actual their real world location which aids in Project Planning and their maintenance.

The GIS Department continues to build NWA's geospatial database by doing GPS mapping of road markings, stops signs and other road infrastructure island wide to plan and implement strategies to improve our main road network. Our work and capabilities are quite extensive and will continue to grow and become more far reaching as our goals and plans materialize. A further significant achievement has been the creation and use of NWA EMAP that distributes transport information via the intranet and facilitates preliminary decisions through the use of basic GIS functionalities. Against these accomplishments, for the period 2007-2009, the Land Information Council presented the NWA with the GIS Best Practice Award in recognition of our ongoing GIS practices and direct contribution in the creation of a safe, and reliable world class road network. We are truly appreciative for such an honor, bestowed upon us by our peers within the GIS industry of Jamaica. Therefore, as we continue to expand our GIS services and products at the NWA, our hope is to have a more prominent impact in the strategic and functional plans of the NWA.



Members of the Geographic Information Systems Unit displaying the award received from the Office of the Prime Minister. In the Photo from left are Douglas Pennant, Alicia Gayle, Edmarie Lowe-Ching and Stacy-Ann Austin



Information Technology Manager, Wade Brown displays the award received from the Spatial Data Management Unit of the Office of the Prime Minister. Also in the Picture is Director of Human Resources and Administration, Mrs Jennifer Henry.

Long awaited rehabilitation of Port Royal Street to come soon!

The coastline of Port Royal Street, in downtown Kingston, has been eroding since the passage of Hurricane Ivan in 2004. As one might imagine, the consequence of any failure along this corridor, would be considered of particular national interest, based on two main considerations, the first being the functions of institutions associated with the shoreline. These institutions include: The General Penitentiary, which of course is the main maximum security penal complex on the island; the Jamaica Stock Exchange; and the Bank of Jamaica. The other consideration is the transportation link that Port Royal Street provides across the city. In fact, a report by the Ministry of Transport and Works (MTW), released in 2006, had indicated that:-

"Mountain View/Windward Road (situated East of Port Royal Street) had traffic volume of 12,724 vehicles per day;

"South Camp Road/North Street (North of Port Royal Street) - 18,169 vehicles daily; and

"Spanish Town Road (West of Port Royal Street) - 13,993 to 42,133 vehicles daily.

In short, Port Royal Street acts as a vital component of the transportation network within the Kingston Metropolitan Area (KMA), with likely (conservative) traffic volume of twelve thousand (12,000) vehicles per day (as suggested by the MTW's 2006 report). Yet today, approximately 1.2 kilometres of the shoreline along Port Royal Street is eroded and deemed critical - deteriorating to the point where the roadway now varies between 6 metres and 11 metres from the shoreline, in most areas.

The NWA then, has undertaken to execute major works along Port Royal Street. This being part of a larger programme of works, financed by the Caribbean Development Bank (CDB), to improve the condition of the waterfront; and for the continuation of works along the Sandy Gully.

SCOPE OF WORKS

The rehabilitation and protection of Port Royal Street will include:-
"The placement of approximately 1,250 metres (or approximately 1.2 kilometres) of Rock Revetment along the shoreline;

"The reconstruction of approximately 800 metres of the roadway; and

"The construction of drainage facilities, kerbs and sidewalks.

PROGRESS TO DATE

The NWA has started the process of tendering for the project, having so far invited contractors to pre-qualify.

Project Manager, Sherwin Dennis said that all things being equal, the project will go to Tender come January 2010. With this anticipation in mind, he has expressed enthusiasm about this project.



A section of Port Royal Street in Kingston

"I am looking forward to the implementation and completion of this project, as I feel confident that the protection of the coastline, as well as the rehabilitation of the roadway along Port Royal Street, will bring some ease to the minds of the thousands of motorists who traverse this corridor daily", he said.



THE TECHNICAL SIDE

The New Face of Technical Services

Consistent with the new thrust announced by CEO, Patrick Wong in September, 2009 where the Technical Service Department will be ramping up its services, four new persons have joined the team. Joining the team are:

Mr. Everald Scott	- Chief Commissioned Land Surveyor
Mr. Chuzo Tsuchiya	- Japan International Cooperation Agency (JICA) Volunteer / Geo-technical Engineer
Ms. Brittney Hyde	- United States Peace Corps Volunteer / Civil Engineer
Mr. Jermaine Dawkins	- CAD Technician

In the near future, another Quantity Surveyor and another JICA Volunteer (mentoring as a Hydraulics Engineer) will be joining the department. With these additions, the team will be able to further develop skills and knowledge in various engineering and technical fields as well as improve the delivery of technical services within the Agency. The Technical Services Department welcomes these new volunteers and employees and looks forward to their contribution towards future projects.



Everald Scott at work



Computer Aided Drawings (CAD) Technicians David Walton and Jermaine Dawkins



From left to right: Richard Walker (Quantity Surveyor), Andre Nelson (Civil Engineer) and Chuzo Tsuchiya (Geo-technical Engineer) reviewing quantities for bridge construction works

Conroy Meeks - contd from page 3

for the job he now does. "I was relaxed and composed. I was the Financial Controller for my Youth Group and Mrs. (Sandra) Grant asked what I did as Financial Controller. I spoke about strategic and tactical planning, budgeting and events planning for the year." I was asked during the interview if I had any questions and my response was "when do I start?" He began working at the National Works Agency on June 20, 2006.

Conroy has a passion for learning and feels that if he isn't learning he is handicapped.

He is obsessed with accounting, finance, economics and marketing. He is also a voracious reader. His focus the Economist, Business Week, The New York Times and follows the Stock Exchange as well as International Capital Markets. His special interest is improving financial systems and designing accounting systems that will drive efficiency in an organization. This interest led him to the Mona School of Business. He applied to read for a degree in Banking and Finance. This programme which he began in May 2007 was completed in August 2009.

Having completed his MBA, Conroy is

weighing his options. "I would like to develop policies that will drive investment in Jamaica. I am looking to make an impact, add value and create change. It is not about a 9 to 5 job. My ultimate aim is to become Governor of the Bank of Jamaica. I want a position where I would be able to control interest rates or a position where I would be able to add value to the organization.

His hobbies are playing music, football and writing dub-poetry. Conroy believes that success is a journey, not a destination and the only way to predict the future is by creating it. Not bad for a boy who grew up in Seaview Gardens.

ADMINISTRATIVE PROFESSIONALS - RETHINKING

On October 6, 2009, the Administrative Group embarked on two weeks of intensive training for International Certification in Level Two (2) Business Administration. The NWA's Training and Development Unit was instrumental in arranging the training exercise in collaboration with the HEART Trust/NTA. We commend them for the excellent job they did with these arrangements. Mrs. Carole Rowe of Cutting Edge Services was excellent in her role as facilitator.

Mindful of the words of Alvin Toffler in Rethinking the Future that "The illiterate of the 21st Century will not be those who cannot read and write, but those who cannot learn, unlearn and, relearn." the challenge was embraced by the group.

One of the things learnt, that impacted us, was how to "push the right buttons" in face of challenges in getting the job done, so that our clients (external and internal) feel a sense of satisfaction that their voices were heard and needs were being met. The concept of thinking outside the box to resolve difficult matters was also reinforced.

On completion of the training exercise the group was evaluated by way of oral and written assessment, role play and the submission of a portfolio.

Below is feedback from some group members on the impact of the training:

- The experience was invaluable. It gave me a 'wake-up call' as to how marketable I am today. I learnt how to:
- Create a Personal Portfolio
- To think 'Outside the Box'
- Create options for my life

The knowledge gained was an asset to my job and my personal development." - Clover Johnson - Manchester Parish Office

"I went to the training thinking 'I don't need training for duties performed daily at my desk.' After the first day, I found out that there is still a lot that I don't know regarding Administrative duties. The only hindrance during the training was the constant interruptions by other staff members during our training time." - Althea Cole - Communications & Customer Service

"I have been positively impacted for life." - Sonia Bird-Downes - Western Regional Office

"This was an excellent and exciting exercise in revision, reinforcement and application of information for the professional and social environments." Joy Gordon - North East Regional Office

"The training programme was unparalleled and the presenter phenomenal. Although compact, it strengthened my weaknesses and served as a brain-teaser as well. It also gave me the opportunity to interact with team members I had not met before. I benefitted tremendously from it. Thanks to all who made it possible." Dasmine Jones - Westmoreland Parish Office

Have we emerged better from the training? Yes, we have! It wasn't a training exercise with books and pens, but a reawakening of who we are as individuals, as attested to by our colleagues. We are an integral part of the human resource assets of the Agency, with our individual creativity.

Charged with this notion and reaffirmation, we stepped out energized, ready to undertake the necessary responsibilities in the administrative field, as well as challenges in other fields so that we will always add value to the Agency, as we strive to maintain its Vision and Mission.

Leadership

A leader is a dealer in hope.
Napoleon Bonaparte

Rely on your own strength of body and soul. Take for your star self-reliance, faith, honesty and industry. Don't take too much advice — keep at the helm and steer your own ship, and remember that the great art of commanding is to take a fair share of the work. Fire above the mark you intend to hit. Energy, invincible determination with the right motive, are the levers that move the world.
Noah Porter

If your actions inspire others to dream more,
learn more, do more and become more,
you are a leader.
John Quincy Adams

He who has never learned to obey
cannot be a good commander.
Aristotle

The ultimate measure of a man is not where he stands in moments of comfort, but where he stands at times of challenge and controversy.
Martin Luther King, Jr.

Smooth ride from Gutters to Freetown

Commuting between Gutters and Freetown in St. Catherine is now much easier with the completion of rehabilitative works on this very heavily trafficked corridor. The roadway that links Spanish Town to Old Harbour is an alternative route to Highway 2000.

Through a contract valued at 141 million dollars the National Works Agency (NWA) undertook work on the roadway. The aim of the project was to improve and upgrade the standard of this main road in order to reduce traffic congestion, reduce vehicle operating costs, improve safety and facilitate the travelling public by providing a higher level of service.

This road section had deteriorated so badly that its integrity was being challenged. If it was not corrected, the roadway would pose a major problem to the safety of motorists and pedestrians. Consequently the NWA decided that the corridor would be the first to be resurfaced under the new Periodic Maintenance Programme.

In December 2008, Cabinet approved the award of a contract to undertake the improvement works along the corridor.



A section of the recently refurbished Gutters to Freetown Main Road in South West St. Catherine

Construction firm Pavement and Structures Limited was awarded the contract. The project comprised three main components along a section of the roadway, 10 kilometer in length. Five point six (5.6) kilometers

was resurfaced and four point four (4.4) kilometers rehabilitated. Improvement to the storm water drainage system and installation of Traffic Signals at the Old Harbour Square were also done as part of the project. The installation of the Traffic Signals is expected to reduce the levels of congestion that is being experienced by persons in the town of Old Harbour.

This project was executed at an acceptable level in terms of compliance to conditions set out in the Environmental Procedures of the NWA. In addition a Town Meeting was held with members of the community that were affected by this project. At the meeting there was general appreciation by those who attended that these works were necessary and the inconveniences that would occur.

The completed project should ensure safe and uninterrupted access through this section of the parish. The life of the corridor will be extended to an additional 15 years. It will also result in savings on fuel as a consequence of the road improvement. There were increased employment opportunities within the immediate communities as local labour was utilized to carry out works during the construction phase.



Workmen construction a side drain along the Gutters to Freetown Main Road

Recipes at Christmas... for Kids

GINGER BREAD

Category: Christmas Cooking for Kids

Age: preschool, kindergarten, elementary

- 1/2 cup molasses
- 1 cup sugar
- 5 tablespoons melted butter
- 1/2 teaspoon cinnamon
- 1/2 teaspoon ginger
- 1 teaspoon salt
- 1 teaspoon soda
- 1 egg
- 2-1/2 cups flour
- 1 cup hot water

Preparation:

Put molasses in a bowl. Add sugar, melted butter, cinnamon and ginger. Put soda and salt in a cup and fill with hot water. Stir into first mixture. Add flour, then well beaten egg. Beat hard. Bake for thirty minutes in a well greased pan. Watch oven closely, as ginger bread burns easily. This makes a good sized cake.

Bake in a greased 13x9-inch pan at 350°F. for 23 to 27 minutes.

PINEAPPLE DROP COOKIES

Age: toddler, preschool, kindergarten, elementary

Pineapple Drop Cookies are a favorite of kids for the holiday season. They're moist and soft with just a hint of pineapple chunks.

- 1 1/2 cups sugar
- 1/2 cup shortening
- 2 eggs
- 1 small can crushed pineapple (well drained but not totally dry)
- 1 tsp soda
- 2 tsp vanilla
- 2 1/2 cups flour
- 1 tsp salt

Blend sugar, shortening, eggs, vanilla and pineapple. Set aside.



Combine dry ingredients. Slowly add dry ingredients to creamy mixture. Stir.

Bake at 400 degrees for 10 minutes.

