

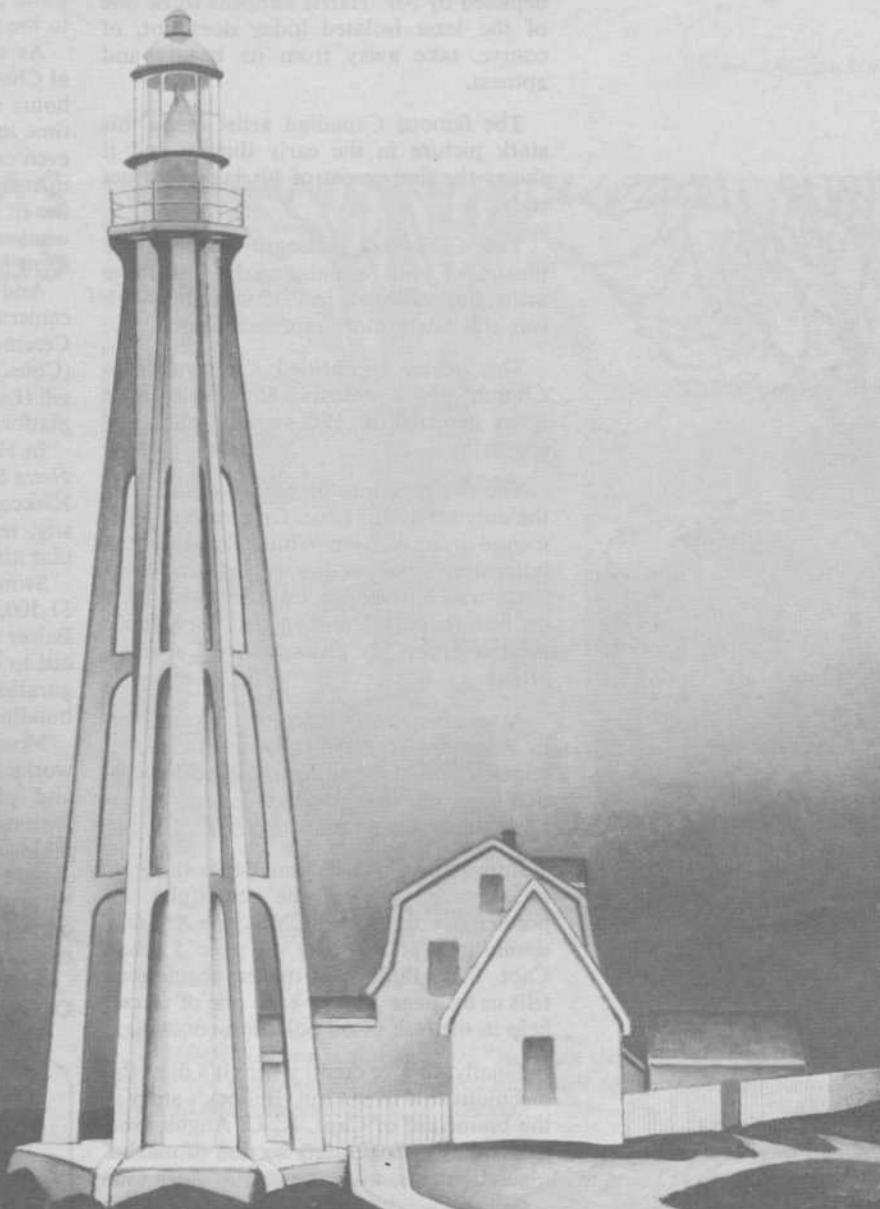
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# News on the DOT

DEPARTMENT OF TRANSPORT STAFF PUBLICATION

NOV. - DEC. 1960



LAWREN HARRIS

Lighthouse, Father Point  
THE NATIONAL GALLERY OF CANADA

**I**n their Christmas messages on page 3 both the Minister and the Deputy Minister particularly remember those DOT employees who have to spend the gregarious season in lonely outposts and lighthouses.

Lawren Harris' painting of a lighthouse was chosen to grace the cover of News on the DOT for that reason, and because the life-saving light of a beacon is not unsymbolic of the religious meaning of Christmas.

The fact that the Father Point lighthouse depicted by Mr. Harris happens to be one of the least isolated today does not, of course, take away from its beauty and aptness.

The famous Canadian artist made this stark picture in the early thirties and it shows the first traces of his later abstract style.

The Christmas messages opposite are illustrated with a painting by the same artist, but one made in 1919 when his work was still much more representational.

This scene is entitled "Return from Church" and represents a Christmas theme often depicted in 19th-century magazine engravings.

The two paintings by Mr. Harris are not the only art in this issue. On page 8 departmental architect Stan White tells about the interesting position the department finds itself in as it welcomes travellers with "Art on our Airports" and in his story you'll meet several other distinguished Canadian artists.

A suitable wintry discourse is presented by Winnipeg weatherman Bernard Lowe on page 10 in a story about prairie blizzards, that fierce phenomenon that can and sometimes does bury entire trains.

Information officer Ken Parks takes us on a guided tour of the beautifully appointed new icebreaker CMS *John A. Macdonald* in a photo story on page 5 while Capt. F. J. Bullock of marine regulations tells us on page 13 how each one of us can help in the task of oil pollution control.

Finally, to give credit where it's due: the ingenious title over Capt. Bullock's story is the brainchild of Capt. K. C. Angus, who heads the nautical safety section of marine regulations.

### ICEBREAKER GETS HELICOPTER HANGAR

The icebreaker *Wolfe* has been fitted with a telescopic helicopter hangar. It's a hangar that can be folded into a small area when not in use. When a 'copter is stored on board, the hangar spreads out to form a firm covering 50 feet long, 12 feet wide and 12 feet high. The hangar is heated.

### OPENING DOORWAYS AND DOING IT RIGHT

**I**N the department's grand symphony of airport and terminal openings, inaugurating a new runway at Charlottetown, P.E.I. seemed almost like an intermezzo.

But to the 15,000 inhabitants of the island's capital the strip meant a wider door to and from the mainland. The Charlottetown *Guardian* gratefully attributed the awarding of a contract for aircraft maintenance on the island and the prospect of some 200 new jobs for islanders directly to the new facility.

As at all airport ceremonies, DOT staff at Charlottetown added a cadenza of many hours of voluntary and often unpaid overtime to the preparations. Their enthusiasm even caught non-DOTers who contributed in many ways from lending their cars for use in the official procession to decorating what was surely the most attractive platform Mr. Hees had ever spoken from.

And to complete the atmosphere of camaraderie on The Island, Master-of-Ceremonies Heath Macquarrie, M.P., (Cons.), invited visiting Hon. Jack Pickersgill (Lib.) to join the honored guests on the platform.

In Halifax, Mr. Hees arrived in a kilt of Nova Scotian tartan to open what Watson Kirkconnel, president of Acadia University, termed "the finest and most spectacular airport in this country."

Swinging west, our ex-Minister opened a \$1,500,000 terminal at Regina and then Mr. Balcer started preparing for what may turn out to be the biggest do of the year: inaugurating the world's largest air terminal building at Montreal International Airport.

Meanwhile, departmental staff who had worked many nights putting up decorations and placing hundreds of chairs at the various locations spent another night taking everything down again.

Said one tired worker in Charlottetown, "It doesn't matter. After all, there's only one way of doing things, and that's doing them right."

And that, it seems, was exactly what most DOTers were doing.



#### News on the DOT

Staff magazine for the  
Department of Transport  
Published under the authority  
of the Minister,  
Hon. LÉON BALCER, Q.C.

by the Information Services Division,  
Ottawa.

Vol. XI No. 5  
November-December 1960

*IT IS in a spirit of gratitude to all who are associated with the Department of Transport that I send you my sincerest Yuletide greetings and best wishes for 1961.*

*Only your loyal co-operation during the past years have made it possible for the Department to play such an important role in the development of our country.*

*Christmas is traditionally a time of good will and happy reunions. I therefore have a special message of good cheer to those of you who are "on duty", separated from family and friends.*

*Wherever you may be, in lonely lighthouses or on distant airports, in ships at sea or on isolated radio and weather stations, you may be assured you will be in the thoughts of your friends at Christmastime.*

*Paul Baker*

## CHRISTMAS GREETINGS



LAWREN HARRIS

*Return from Church*

THE NATIONAL GALLERY OF CANADA

*THROUGH our staff magazine, "News on the DOT", I thank all of you, wherever you are, for the contributions each of you has made to the important task of improving transportation and communications in Canada.*

*Whether you work at a lonely outpost or in a crowded city office, your loyalty and industry have made this Department one with which I am proud to be associated.*

*It is with great pleasure that I extend to all members of the Department of Transport my warmest Christmas greetings and my best wishes for the year to come.*

*J. R. Baldwin*







## QUEEN OF THE DOT FLEET

**T**HE Department of Transport's newest and largest icebreaker, the CMS *John A. Macdonald*, commanded by Capt. J. L. Cuthbert, headed northward on her maiden voyage to the Eastern Arctic on September 15 after being officially inspected the previous day by Transport Minister Hees, Gordon Stead, assistant deputy minister, marine, and Capt. Eric Brand, director, marine operations, at Montreal.

Press, radio and television representatives took advantage of the occasion to visit the new ship and accompanied Mr. Hees and his party during their tour of the vessel. Also present, representing Davie Shipbuilding Limited, were R. Lowrey, president, and T. R. McLaglan, chairman of the board. The Davie firm acted as host at the buffet served to the visitors following the inspection tour.

The *John A. Macdonald*, at first sight, is much like the department's former "largest" icebreaker, CMS *d'Iberville*, commanded by Capt. C. A. Caron. Her gross tonnage is 6,186, compared with a figure of 5,678 for the *d'Iberville* and her overall dimensions are slightly larger.

Of particular interest to the visitors were the fine appointments of the vessel. From keel to crow's nest she is fitted with the latest and best of equipment to provide for efficient operation and the safety and comfort of her officers and crew, normally numbering about 80. The ship has a full complement of 106, including 25 officers, 16 petty officers, 38 crew men and 18 officials and passengers. There are nine additional berths to meet emergencies.

**Ken Parks**

*Departmental Information Officer*

## QUEEN OF THE DOT FLEET

The new ship is a triple-screw vessel, her engines developing 15,000 horsepower. She is capable of working in the heaviest of Arctic ice conditions and can travel 20,000 miles without having to refuel or take on supplies for her crew.

The ship is fitted with a helicopter deck and a hangar capable of housing three helicopters for use in reconnaissance and ship-to-shore operations.

On her shakedown cruise she was scheduled to visit ports of call in Hudson Strait and Hudson Bay, later going to Frobisher Bay, Baffin Island.

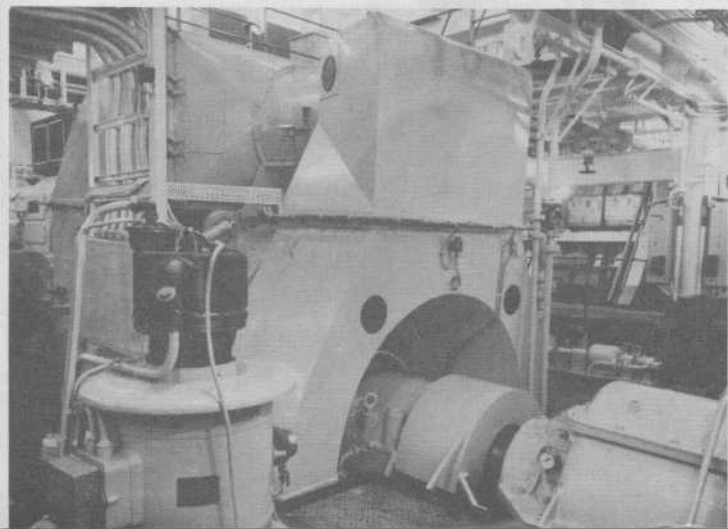
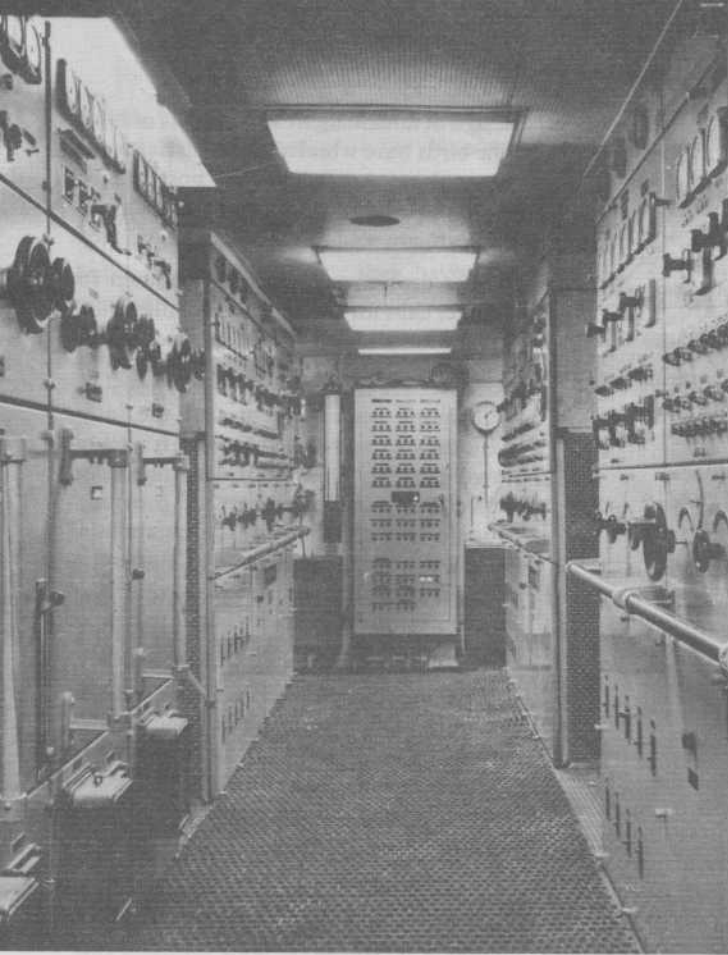
Her main task in winter will be ice-breaking in the Gulf of St. Lawrence.

Normally based at Halifax, she will use Sydney, N.S. as her winter base.

Three men will be steadily employed year round just changing the 25,000 neon tubes and 6,000 light bulbs in the department's new terminal at Montreal International Airport.

TOP: Galley; BOTTOM: Main lounge.





TOP LEFT: Control room; top right: Captain's day cabin. Centre left: wheel house; above: Mr. Hees inspects the officers of the "John A."; left: propulsion motor, after engine room.



# ART ON OUR AIRPORTS

Stan White

Mr. White is an architect in the air services construction branch.

The Department of Transport has lately found itself in the position of patron of the arts and arbiter of taste.

To grace the public areas of larger new terminal buildings, the department has commissioned Canadian artists to execute suitable works of sculpture and painting. Air terminals are frequently gateways to Canada for foreign travellers, and at the least provide the air traveller with his first impression of the city he is visiting. The cost of the work is very little, in proportion to the cost of the buildings themselves, and the interest they generate has proved remarkable.

The first commission was for a 72-foot long, 9-foot high mural for the international waiting room at Gander. The National Gallery, then under the direction of Alan Jarvis, invited five leading Canadian artists to submit proposals, and a jury selected the submission of Ken Lochhead of the Regina School of Fine Arts, entitled "Flight and its Allegories". The mural took Mr. Lochhead four months to execute, working from a scaffolding in the terminal.

Although the artist has justified the intellectual content of the mural with a verbal description of his intent, "Flight and its Allegories" is essentially a witty colorful

design of human figures and flights of birds. The birds have wheeled undercarriages and jet engines. Accordion-fold postcards of the mural in color, with the artist's description, are sold at the terminal gift shop.

(The department's cleaning contract for Gander calls for "Flight and its Allegories" to be washed down with a mild soap solution twice a year . . .)

Standing near the centre of the international waiting room at Gander is a sculptured group by Ottawa artist Arthur Price, called "Welcoming Birds". It is a composition of seven sitting birds, each about 4½ feet high and cast in bronze or aluminum. Each is in a different color, having been chemically given a permanent patina of red, green or blue.

The commissionaires at Gander fought a losing battle with children who wanted to ride the birds, until Mr. Price mentioned that one of the reactions he hoped children would have to his sculpture would be to climb on it.

The consulting architects for the Ottawa terminal included in their design of the building specific areas for sculptural ornament. Louis Archambeault, noted Montreal sculptor, was commissioned to execute





the work, after his designs had been approved by the director of the National Gallery.

Two similar screens in cast aluminum flank the symmetrical entrance to the building. Purely abstract, they have been recognized as excellent examples of architectural sculpture—that is, sculpture designed to complement a building, as opposed to sculpture intended to stand alone, as in an art gallery. Beyond the screens, floating in each of the twin reflecting pools, Mr. Archambeault has mounted abstract shapes in polished sheet aluminum, suggesting flight.

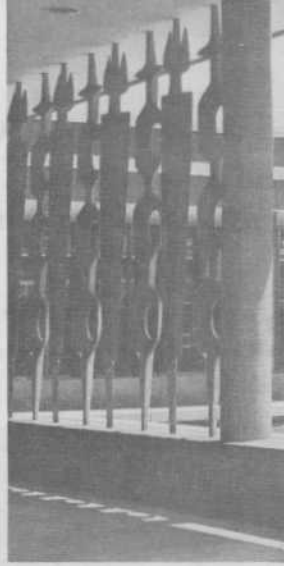
The most recently completed work the department has obtained is for the sculpture court, before the main entrance to the Regina terminal. Encouraged by Dr. Fred Bard, director of the Regina Museum of Natural History and whooping crane aficionado, the department has employed Mr. Wolfram Neissen of Regina to commemorate this rare species with two life-size cranes in cast aluminum, one taking off preceded by another in flight.

A panel near the birds will state, "Regina is on the axis of two great flyways: the east-west route of the airliners, and the north-south flights of the migratory birds. Twice each year the whooping cranes rest on the open plains near Regina on their twenty-six-hundred-mile flight between Texas and nesting grounds in the Northwest Territories. In 1960, when this building was opened, there were 43 whooping cranes in existence".

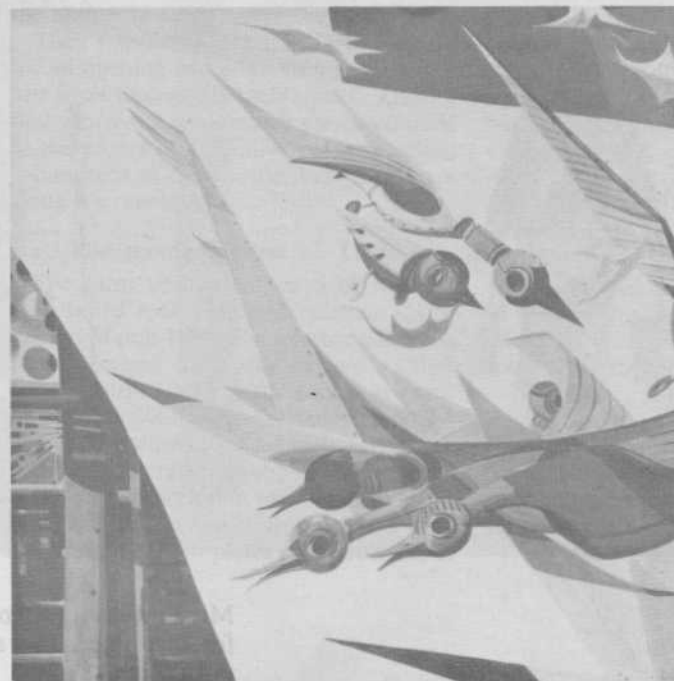
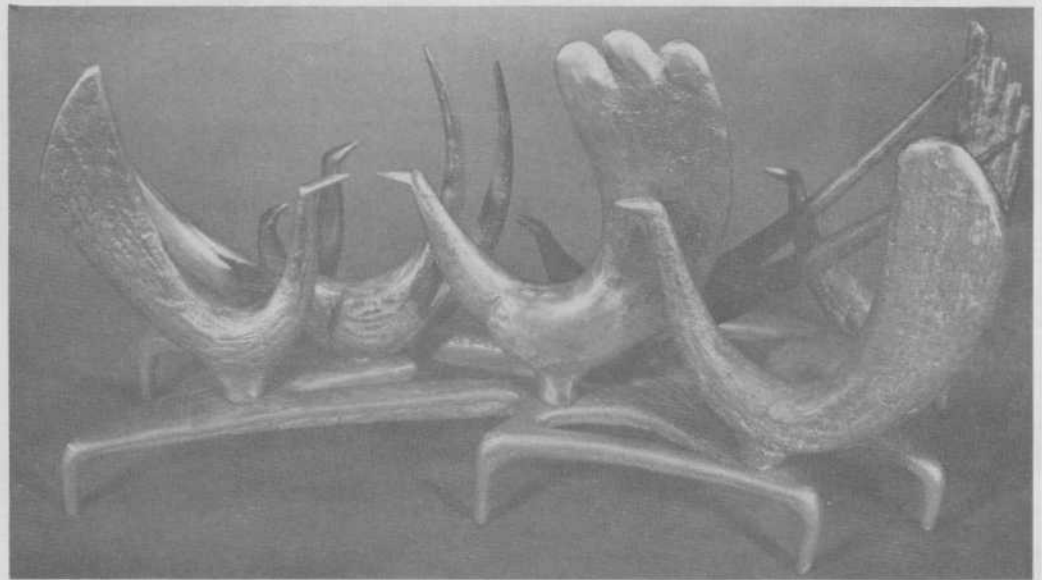
The department is now studying the possibility of having Canadian artists execute a mural for the mezzanine floor in the Ottawa terminal and a decorative screen to grace the mezzanine in the Halifax terminal.

The department and the National Gallery are at present also considering the selection of a suitable work of art for the Montreal terminal building. Whatever is chosen must be appropriate to the gateway to one of the world's cosmopolitan and sophisticated cities—but at the same time the department is not anxious to stir up public controversy over the artistic merit of its purchases.

New air terminals at Toronto, Edmonton and Winnipeg are also expected to have commissioned works of art in their public areas. The department hopes it can abandon the avian themes which have so far inspired most of its artists, but no constructive ideas have been forthcoming beyond one that the Edmonton "chef d'oeuvre" might commemorate the bush pilots.



On opposite page: Kenneth Lochhead's mural in the Gander terminal. Left: Louis Archambeault's cast aluminum screens in front of the Ottawa terminal. Below: "Welcoming birds" by Arthur Price. Bottom: Detail of Mr. Lochhead's Gander mural.





*OIL ON TROUBLED WATERS—Capt. E. C. Angus, head of the nautical safety section, collects evidence of oil pollution in the St. Lawrence River.*

# They Search For Oil But Hate To Find It!

By Captain F. J. Bullock

Protecting the breeding grounds of lobsters may not sound like a job for the department's steamship inspectors, but it is—indirectly. It is one of the aims of the oil pollution prevention regulations which the marine regulation branch administers.

The regulations were the result of a meeting in London, England, where delegates from many countries formed a treaty known by the cumbersome but manifest name of International Convention for the Prevention of Pollution of the Sea by Oil, 1954.

Large quantities of oil are wasted in oil tankers and oil burning steamships, especially in tank cleaning routines. If this oil is dumped into the water it not only fouls the surface of the water and the sides of ships, including small pleasure craft, but it contaminates swimming beaches and is a menace to fish and lobster breeding grounds.

However, the greatest danger is to bird life. Throughout the east coast of Newfoundland many thousands of birds die annually as a direct result of oil getting into their feathers.

Although heavy oil will prevent them from flying, the birds actually die from losing the natural insulation their down affords them. A single drop of oil the size of a quarter on its breast will kill a bird.

Many Canadian harbors have their own bylaws prohibiting the dumping of waste material either from ships or from the shore. The oil pollution prevention regulations expressly forbid the discharge of oil or oily mixture from any ship of whatever nationality anywhere in Canadian waters. Waste oils must now either be dumped into the open sea outside specified limits or into disposal facilities provided ashore.

The problem of enforcing the regulations is a particularly difficult one in Canada, especially on the thinly populated Newfoundland seaboard, in large areas of open water between Cabot and Belle Isle straits and in the St. Lawrence River ports.

However, convictions have already been recorded against offenders and the depart-

ment's firm policy of dealing severely with culprits is well known.

Steamship inspectors operating throughout Canada are constantly on the alert for reports of oil pollution. On the St. Lawrence River a fast patrol boat is used during the height of the navigation season and the possibility of using helicopters for this purpose is being considered.

Newfoundland is at present receiving particular attention. In addition to permanent staff based at St. John's, inspectors from Ottawa have made detailed practical studies into the problem at first hand.

Ships whose countries have ratified the international convention are forbidden to discharge oil or oily waste within 50 miles of Newfoundland. However, Canada has officially requested that the limit be extended a further fifty miles, hoping that a hundred-mile limit will considerably reduce the effect of oil around the province's shores.

Any member of the general public may assist the department in its work of preventing oil pollution. If you notice a ship fouling Canadian waters by oil, you only have to telegraph collect to the director of marine regulations at Ottawa to initiate action.

Your telegram should, of course, give the name of the ship, the time and location of the offence and you should be prepared to sign a statement covering your observations.

## THE PRAIRIE BLIZZARD

Continued from page 11

Spring that year had come early to Winnipeg and during the first half of March the snow had all disappeared. On the day before the storm began the temperature was 54 degrees above zero. Then the storm struck and 11 inches of snow fell. The wind turned to the north and for 48 successive hours blew at between 50 and 70 mph. By the time the blizzard was over the temperature was 22 degrees below zero.

So when the old-timers talk about those storms of the early days—they have something to talk about all right!

## Department Coins New Word

It's not in the dictionary yet, but the department may well have come up with a permanent addition to both the English and French languages.

The department's new word is "aero-quay" ("aeroquai" in French).

Dreamed up by a departmental architect who by an old civil service tradition remains anonymous, the jet-age word has already been picked up by press, radio and TV and is in regular use in aviation circles.

An aeroquay is an airport building separate from the main terminal and used by passengers for boarding aircraft or disembarking.

Located near the spot where planes are refuelling, it eliminates the necessity for aircraft to taxi up to the main terminal. An aeroquay is either self-contained with such facilities as ticketing and baggage-weighing, or connected with the main terminal by covered corridors saving passengers a long walk outdoors to or from their plane.

A large aeroquay connected with the main building by tunnels is a feature of the department's new \$26,000,000 terminal scheduled to be opened at Montreal International Airport in December.

Plans for Toronto (Malton) Airport call for several self-contained aeroquays.

A quay, according to one dictionary, is a "solid, stationary artificial landing place . . . lying alongside or projecting into water for (un)loading ships."

## Rescue Three At Sea

A departmental ship rescued three men from a burning fishing vessel off Jeddore Rock last September.

After picking up a distress message and seeing smoke, the CMS *Brant* took Capt. John C. MacKenzie, Jr. and two others from the Nova Scotia dragger *Pink Star*, which was destroyed by fire.

## If You Want Your Money Back . . .

If you need diagnostic services, such as an X-ray, go to a private laboratory instead of to the outpatient division of a hospital, warns the September issue of "Professional Public Service."

The magazine points out that the NJC Medical-Surgical Plan limits repayment of diagnostic expenses to those incurred outside of hospital.

*Captain Bullock  
is a nautical safety inspector  
in the marine regulations branch.*





Roy Mattern

## Roy Mattern Retires After 20 Years

Some 50 colleagues from headquarters and fields units attended a dinner party at an Ottawa restaurant last September to honor L. Roy Mattern who was retiring as superintendent of operations, air traffic control, after 20 years of service in the department.

R. W. Dodd, chief ATC, presented Mr. Mattern with a matched set of golf clubs, bag and caddy cart on behalf of the staff of ATC headquarters and other branches of air services.

W. N. Harvey, chief controller, Winnipeg tower and approach control, presented him with a wallet of money on behalf of the ATC field units.

Mrs. B. Rosenberg, a stenographer at ATC headquarters, presented Mrs. Mattern with a bouquet of roses on behalf of all present.

Mr. Mattern was born in Baltic, S.D., on September 14, 1893. A veteran of World War I he served with the C.E.F. in France in 1917 and '18.

He was trained for the R.A.F. at Hastings and Bristol, England and served with the R.A.F. from 1918-'19, qualifying as a pilot on Bristol Fighters and Camels.

He was a high school teacher specializing in science before making aviation his career. While teaching in Edmonton he joined the Edmonton Aero Club in 1928 and received his commercial pilot's and air engineer's certificates in 1929.

He was assistant instructor at the club until he joined Canadian Airways Ltd. the same year.

Mr. Mattern joined the Department of Transport in 1940 at Canada's first control tower at St. Hubert. He received his traffic control officer's certificate in July of that year and conducted a traffic control class. He was later appointed OIC of the training centre at Montreal (Dorval) Airport.

## WINNIPEG REGION STAFF ATTEND TRAINING PROGRAMS

Many employees and supervisors from regional office and stations in the Winnipeg region took part in an intensive series of training programs which were conducted this past summer at Winnipeg, Saskatoon and Lakehead by Ian Harlock, a staff training officer.

Some of the officers from regional headquarters who took part in a workshop on government administration were: Les Martin and Corny Warkentin (met.); Frank Grant, Barry Murphy and Frank Lay (telecom.); Dave Silverberg (construction); Doug Craton, Moe Dimentberg, Nels Harvey, and Vic Skinner (civil aviation); Frank Whimster and Irv Young (admin.).

Mr. Harlock was assisted in presenting this workshop by Neil Swan of financial services in Ottawa, Ken Caney, the regional personnel officer, Harry Rayner, the regional administrative officer, Dick Robb, central registry, and Al McSkimmings, the C.S.C. district representative.

In 1942 he became senior controller of the Montreal tower and in 1946 was delegated to assist the Government of Newfoundland with the change-over of the Gander ATC from RCAF to civilian status.

He came to headquarters in 1947 as assistant supervisor of air traffic control and when, in 1957, ATC became a division he was appointed superintendent of operations sections.

In the latter capacity Mr. Mattern was responsible for the planning and putting into effect of radar control—both approach and en route control. He was responsible also for the radar training of controllers and it is largely through his efforts that standardization of training has been achieved.

In addition to the workshop in government administration, two groups of secretaries and stenographers took part in a special course on secretarial practices. Many specialists in different operations which form part of a secretary's responsibilities gave talks and led discussions in their own fields.

Time was also set aside for most of regional headquarters and Winnipeg airport staff to attend discussions on the new performance evaluation form, and on the operation of promotional competitions within the department.

After spending a month in Winnipeg, Mr. Harlock visited Saskatoon for ten days. Here the emphasis was on a workshop on good supervisory practices. Attending from Saskatoon were Phil Nicholas, Gordon Docking, Wes Zakreski, Bob Beattie, Roger Stone and Heddle Sinclair. They were joined by Steve Jabarowsky, Irwin Williams and Martin Geurts of Regina, Lou Colpitts of Melville, Ron Fraser of Broadview and Ron McNeill of Yorkton.

The workshop, which was held in the new terminal building at Saskatoon, dealt with some of the problems which supervisors face frequently.

The workshop presented at Saskatoon was duplicated at Lakehead. Meetings were held in the Wings Club, and attended by Hugh Round, Jim Atkinson, Fred Ginter, Dick Bridgman, Marcel Gillet, Bob Lamb, Stan Summer and Roy Alto. They were joined by Ed Smith (civil aviation), Graham; Tom Inverarity and Wally Melnyk, Kenora; Earl Dawson, Armstrong; and Joe Stevens and Steve Sweetapple, Port Arthur.

The department employs about a dozen people abroad.



TAKING COURSE IN GOVERNMENT ADMINISTRATION—From left, front row: J. D. Craton, W. E. Fenn (RDAS), C. C. Warkentin, L. W. Martin; back rows: H. Rayner (RAO), D. Silverberg, F. C. Whimster, M. Dimentberg, Ian Harlock (staff training officer), I. F. Young, V. Skinner, F. D. Grant, B. F. Murphy, F. E. Lay and W. N. Harvey.

# SUGGESTION AWARDS

## Redesigns Form

Alan B. Jones, radio technician at the Churchill marine-aeradio station, was awarded a table lighter for his suggestion to redesign form 2035, operators number sheet, to allow more space for entries.

## Simplifies Method

F. Lloyd Clarke, radio operator at the district aviation forecast office in Edmonton, received \$20 for his simplified method of informing stations when Weatherfax maps will not be sent in sequence.

## Precision Approach Radar For Toronto Airport

Precision approach radar (PAR) would be installed at Toronto (Malton) Airport this fall, and is being proposed for several other major Canadian airports in the next four years, the Minister announced recently.

At Toronto, the equipment will complement the department's existing surveillance radar which enables air traffic controllers to guide aircraft to a point from which pilots may complete their landing by reference to their instruments.

The new equipment will provide the air traffic controllers with highly accurate and detailed information on the position of an aircraft on its final approach to the runway.

With this information the controller directs the pilot by radio, enabling him to stay both on course and on the glide slope to the touchdown point.

This method is particularly valuable when visibility is reduced by precipitation or fog.

The combined use of surveillance radar and PAR also speeds up the traffic flow because it reduces the number of time-consuming manoeuvres a pilot may often be required to complete before starting his final approach.

The department's present plans provide for the purchase of both a portable and a permanent PAR unit. The former will be used for site selection and as a temporary facility at Toronto until the permanent one can be installed.

The portable unit will then serve for site selection at other airports and as a training medium. It may also be used on short-term commitments and in emergencies.

Canada was the first country in the world, back in 1920, to enforce a complete set of regulations governing air traffic control.



**TWO VETERANS**—Charles E. Rose, right, of the Ottawa Aeradio Station is seen accepting a flight bag on the eve of his retirement after 42 years of service with the department. Making the presentation is Harold Stinson, who is also retiring after many years of service.

## Charlie Rose Retires After "A Job Well Done"

Associates of Charles E. Rose of the Ottawa aeradio station gathered at the Ottawa airport terminal building recently to wish him well at his retirement after almost 42 years of continuous service. Harold Stinson, on the eve of retirement himself, presented Mr. Rose with a flight bag.

Before joining the Ottawa aeradio station, Charlie Rose was in charge of the Ottawa short wave receiving station after serving on the east coast and in the Hudson Bay and Straits area.

The regional director, air services, Toronto, wrote in a letter to Mr. Rose:

"I have been told of the very high esteem in which you are held by literally hundreds of fellow-workers in the telecommunications and electronics branch because of your well known skill as a radio operator and the conscientiousness with which your duties have always been carried out.

"On behalf of the department may I express deep appreciation for your fine services and express the hope that the future years will bring you an abundant

measure of happiness and fond memories of a job well done."

The day after the little ceremony at the airport friends and colleagues at the No. 3 temporary building presented Mr. Rose with a purse of money accompanied by warmest wishes for his future well-being.

## CONVENTIONEERS CRUISE ON DOT SHIP

Forty visitors to Prince Rupert, B.C. enjoyed a two-hour cruise on the CMS *Alexander Mackenzie* September 10. A combination of brilliant sunshine and calm water not usually associated with Prince Rupert made the trip around the bay a pleasant one. A cold buffet was served and officers and crew were kept busy answering questions on many points.

The passengers were among some 200 visitors to Prince Rupert during the town's 50th anniversary, which coincided with a convention of the Associated Boards of Trade of Central British Columbia and Affiliated Chambers of Commerce of South East Alaska.



**FILL NEW JOBS IN CIVIL AVIATION**—Pictured here during a three-day course put on by training and welfare are from left: Front row: A. K. Beak, inspector; E. F. Perry, mechanical equipment specifications officer; E. Hickson, chief, airport and property management; G. F. Bradbury, supervisor, mechanical equipment requirements. Back row: I. B. Jones, airport operations and standards officer; W. H. S. Neales, superintendent, building maintenance; N. McLeod, property management officer; B. F. Smith, supervisor, building utilities; J. L. Courtenay, airport operations and standards officer and I. S. Harlock, staff training officer and course director.



THE NEW DEPARTMENT OF TRANSPORT TERMINAL BUILDING AT REGINA AIRPORT