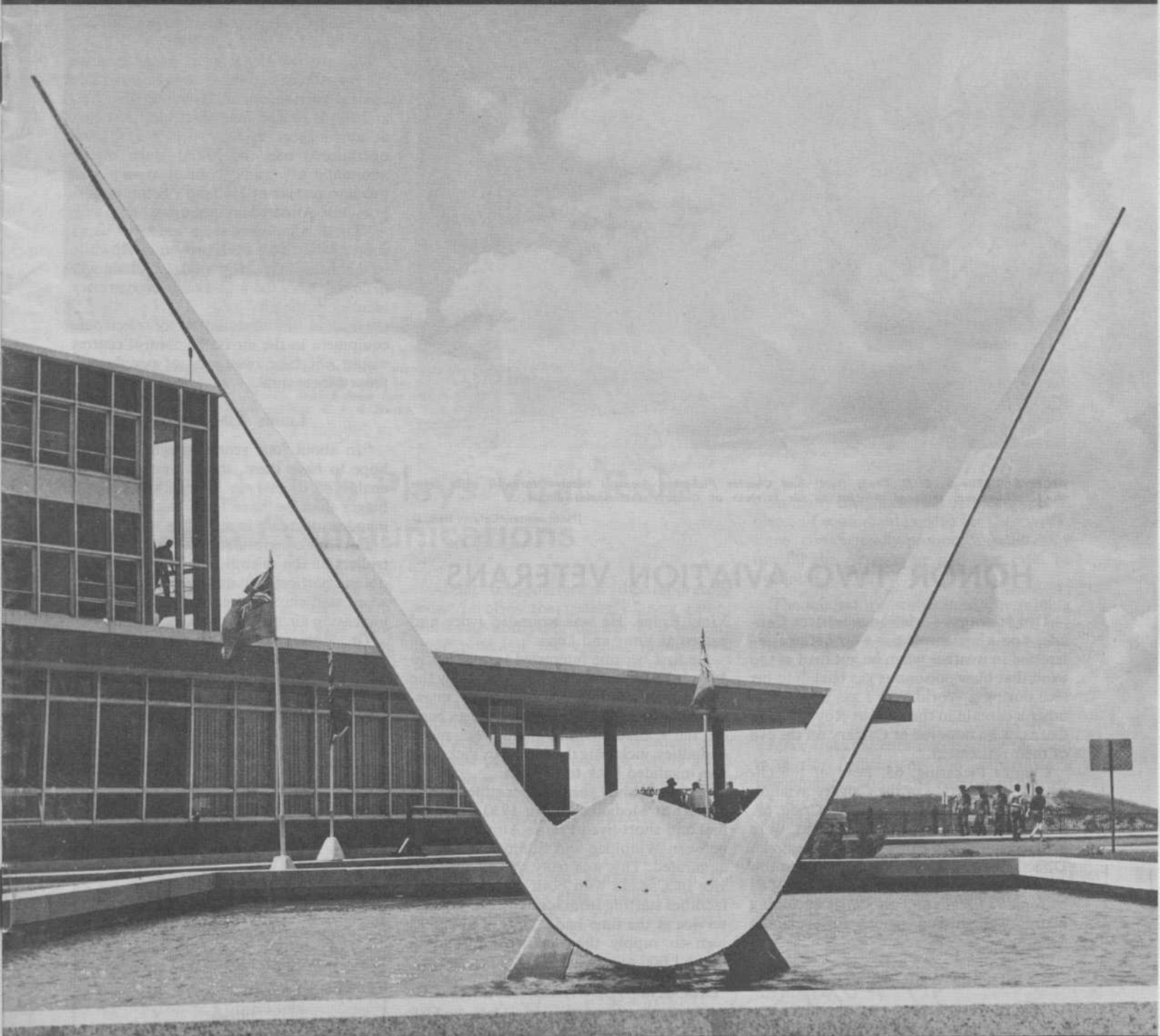


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News on the DOT

DEPARTMENT OF TRANSPORT STAFF PUBLICATION - SEPT. - OCT. 1960





RECEIVE GIFTS—G. E. G. Craig (left) and Charles Pickering (centre) receive farewell gifts from H. J. Williamson, regional director of air services at Calgary testimonial dinner.

(Photo courtesy Calgary Herald)

HONOR TWO AVIATION VETERANS

Two veterans of aviation in western Canada, one a meteorologist who became interested in weather when he got mad at the wind that blew poisonous gas back into his face during a World War I gas attack, the other a captain in the famous Royal Flying Corps, were honored at Calgary on the eve of their retirement.

Charles Pickering, 65, head of the climatological section of the Calgary aviation forecast office, and George E. G. Craig, 68, manager of Calgary's McCall Field, were given suitable remembrances by Regional Director of Air Services H. J. Williamson during a recent testimonial dinner attended by some 75 friends and associates, including many distinguished names in Canadian aviation.

WORLD WAR I VETERAN

"Charlie" Pickering was born in Gosforth, Northumberland, England in 1895. He was educated there and moved with his parents to Alberta in 1910. He served 3½ years with the 50th Battalion (Calgary Regiment) in the First World War, taking part in three major battles—Ypres, Somme and

Vimy Ridge. He was wounded twice and gassed at Vimy and Lens.

He first became interested in weather in March 1917 when a gas attack made by the 10th Canadian Infantry failed. An unexpected shift in the wind blew the gas back on the Canadians and there were many casualties, including the 50th. Mr. Pickering was invalided back to Canada.

He established the weather office at the airport at Medicine Hat in 1930 when the first and short-lived Prairie Airmail service between Winnipeg and Edmonton was inaugurated. This was truly the pioneer service in Canada with both air and ground facilities starting from scratch. The weather service at the time had a staff of about 12 men to supply the weather information along 1,000 miles of route.

DISCONTINUE AIRMAIL SERVICE

Owing to several factors, chief of which was the depression, the airmail service was discontinued in 1932. However, Mr. Pickering was kept on as a part time weather observer to supply airways weather services until 1937.

Continued on page 16

Canada May Have Air Traffic Computers In Near Future

Canada hopes to have electronic computers within four or five years to cope with the increasing work load of air traffic controllers, Dr. Thomas G. How, the department's deputy director, air, said at the first convention of the new Canadian Air Traffic Controllers Association in Winnipeg recently.

He said the department keeps a close eye on current computer tests in air traffic control carried out in Holland, the U.K. and the U.S. The first of its kind installed at any airport in the world for routine operational use, the initial stage of an automatic air traffic control system was put into service at Holland's Schiphol airport near Amsterdam in August.

"These computers are a must for us as soon as they have been proven worthwhile in this field," Dr. How said. "Canada will definitely have them to assure ever greater security in the air."

He said the installation of electronic equipment in the air traffic control centres would not take over jobs of people employed there now.

Lauds Association

"In about four years though, when we hope to have them, the computers would enable us to carry a load of work much bigger than we have today without a tremendous increase in staff," he said.

Dr. How congratulated the air traffic controllers on the splendid job they have been doing, particularly during the past year when staff shortages existed in the face of increasing air traffic.

Dr. How predicted an exciting decade ahead of Canadian aviation. Hand in hand with the increasing density of air traffic over the country will go a steady modernization of air traffic control, he said.

News on the DOT

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TOUR NEW LABORATORY—When the Minister, accompanied by top air services officials, toured the department's new Ottawa laboratory recently, the visitors were photographed with laboratory staff. Seen in the front row, from left: George Hill, Neville Whittaker, George Howell, Mr. Hees, A/V/M, A. de Niverville and J. C. Wyatt. Behind them (see outline, below): 1. M. R. Jack, 2. Wilbur Smith, 3. John Hornsby, 4. L. E. Coffey, 5. E. Adams, 6. Douglas Barter, 7. Douglas Gifford, 8. F. G. Nixon, 9. G. Paquette, 10. W. J. Wilson, 11. Walter Macdon, 12. E. Carr, 13. S. K. Tucker, 14. Jack Reid and 15. B. Grzbien.

New DOT Lab Plays Vital Role In Radio Communications

Equipped with the latest devices in the field of electronics, a team of Department of Transport radio engineers and technicians in a shining new laboratory on Ottawa's outskirts is rendering valuable service to the fields of business, industry and communications.

The lab's work includes type approval of new electronic and radio equipment, evaluation of new techniques of communications, calibration of field equipment, combatting radio interference, and repairing, maintaining and in some cases fabricating departmental equipment.

Type approval work includes the testing of prototype units of electronic and radio devices against departmental specification while new developments in communications are studied and tested carefully, in order to reach an accurate and unbiased assessment of their value and their possible worth in the department's operations.

Calibration of field equipment is an important facet of the laboratory work, for the complicated electronic precision measuring devices used by field men must be kept at the highest possible degree of accuracy.

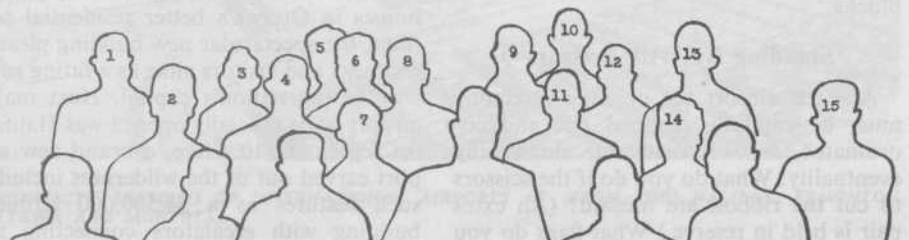
About one-quarter of the laboratory work involves the testing of new radio, electronic and other devices to determine their potential for causing radio interference, and to devise means of reducing or eliminating such interference. To this end, the staff cooperates with manufacturers and importers of such equipment, so that their products, when put on the Canadian market, will be interference-free. Many kinds of devices fall into this category, from electrically-controlled garage doors to every-day household appliances.

Mechanical processes necessary to their operations can be carried out in the laboratory's well-equipped workshop and the skilled staff looks after repairs of departmental equipment.

In many instances, they fabricate special pieces of equipment needed for their work, since commercially-produced items may not fill the purpose or may not even be available.

The laboratory is also used for training staff in measurement techniques and the use of radio regulations division equipment.

In the workshop and garage, engineers and technicians check and install the special equipment used in the 72 radio interference-tracking cars operated by the field inspection offices of the department's telecommunications and electronics branch. These cars are kept at various points across Canada and serve as "electronic watchdogs" in tracing radio interference from many common sources, ranging from faulty telephone or hydro installations to the worn out motor on grandma's floor polisher.



THE SHAPE OF FLIGHT



ARCHITECT'S CONCEPTION OF PROPOSED TORONTO INTERNATIONAL AIRPORT

The product of imaginative thinking . . .

The Prime Minister had declared the airport terminal building officially opened, the band started playing and the crowd surged forward into the gleaming new lobby.

The ceremony—at the opening of the new terminal at Ottawa Airport this summer—had a spontaneity that betrayed the careful planning behind it. The smoothness of the whole affair was achieved because opening new terminals, airports and runways is beginning to become routine with the department.

In an unprecedented building boom the Minister is turning sods and cutting ribbons all across Canada. New jet-age airports already opened or soon to be inaugurated stretch from Halifax to Victoria and range in size from the smaller municipally-operated local airports to Montreal International Airport's \$30,000,000 building sprawling over an area equal to five city blocks.

Standing By With Scissors

At each airport the opening ceremony must be carefully mapped out and coordinated, answers ready for almost any eventuality. What do you do if the scissors to cut the ribbon are mislaid? (An extra pair is held in reserve.) What flags do you fly in the presence of visiting dignitaries

from other countries and in what order? How are guests to be seated? (External Affairs are the experts on such protocol.) Which of the hundreds of invited guests should be invited to the official luncheon as well? (This one causes the organizers to tear their hair out every time!)

Sometimes the unexpected shatters all plans. At Nisku, south of Edmonton, a cloud burst forced the cancellation of a sod-turning ceremony for the \$10,000,000 terminal building of Edmonton International Airport. Later, under the hot lights of a television studio, a symbolic sod was turned in a box of earth. The improvisation resulted in more publicity than the original plan.

New Gateway To Capital

The first major air terminal opened this year was at Ottawa Airport. Replacing a shed-like station smaller than many private homes in Ottawa's better residential sections, the spectacular new building pleased residents and visitors alike as a fitting gateway to the nation's capital. Next major airport to be officially opened was Halifax, on September 10. Here, a brand new airport carved out of the wilderness included such features as a \$4,500,000 terminal building with escalators connecting the main floor and a sunken parking lot.

Scheduled for inauguration at press time: a modern terminal for Regina's city-owned airport on October 12 and, in December, the giant building and facilities at Montreal.

Tomorrow's Shape Of Flight

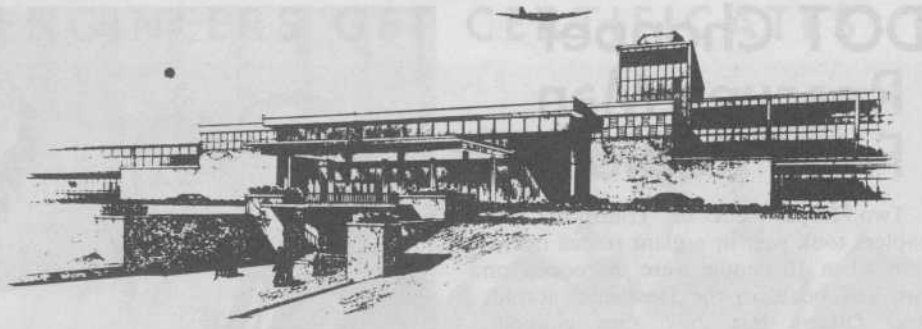
Not many years ago the most farsighted engineers thought they were looking well-ahead when they built runways long and strong enough to carry four-engined planes of the DC-4 or Constellation type, which even then were still on the drawing boards. Today, Canada's airport planners have to consider existing aircraft such as the DC-8, capable of carrying 127 passengers and five tons of cargo at speeds of 500 miles per hour.

Even larger and faster aircraft are predicted for the not-so-distant future. Designers talk of supersonic commercial planes that will fly at 1,800 miles an hour at heights of 14 miles. As the number of passengers travelling by air and the size of planes increase, so must the facilities at airports increase to meet their needs. Most facilities, therefore, are planned for expected requirements some 20 years from now.

The modern terminal buildings and airport facilities being opened this year and the even more futuristic ones now being

blueprinted are samples of what the department is doing to keep Canada a full partner in the jet age.

In front of Ottawa Airport's terminal is a bird-like metal sculpture symbolic of flight (see cover). The work of Ottawa sculptor Louis Archambault, it is called *The Shape of Flight*. Like Archambault's *Shape*, but the result of realistic calculation as much as of imaginative thinking, Canada's airports today are a prediction of the shape of flight to come.



Edmonton Airport Designed for 1971

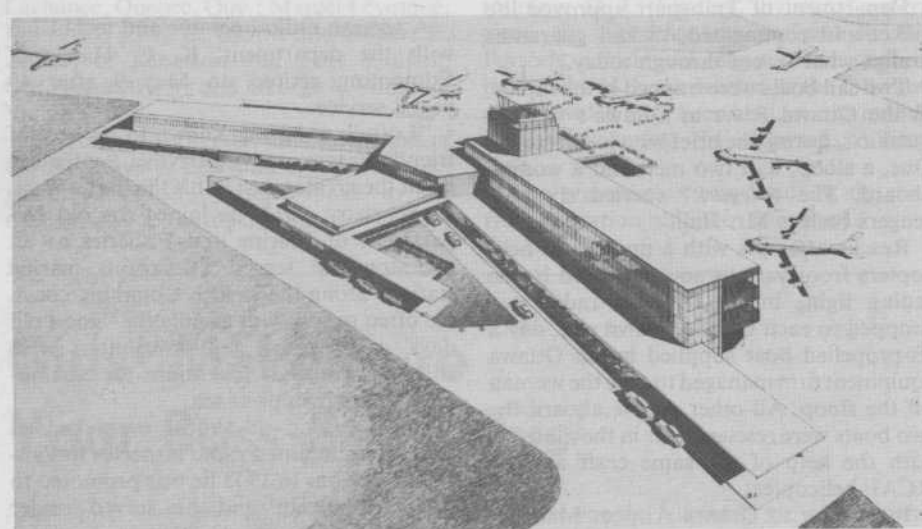
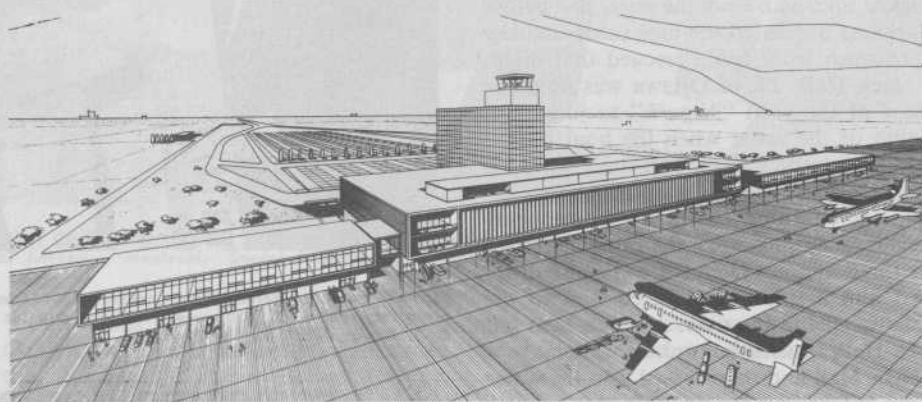
The Transport Department's new Edmonton International Airport, located between Nisku and Leduc, is designed for the year 1971. Dr. Fred Minsos told members of the city's South Side Kiwanis Club recently.

Dr. Minsos, partner in the architectural firm of Rensaa and Minsos, designers of the airport, predicted that air traffic in 1971 will be four times as great as it is today. He stated that the airport will have facilities capable of handling several passenger jets simultaneously.

When completed, it will be the third largest in Canada, next to Montreal and Toronto. The airport buildings, to cost an estimated \$9,000,000, will be ready for operation in about three years.

The two-storey buildings will be 950 feet long. The ticket office and facilities for outgoing passengers will be located on the second level, with the facilities for incoming passengers, baggage, medical, and customs offices on the first floor. The six-storey tower building will house the Department of Transport offices and the meteorological services.

Features to attract the passengers waiting between flights include "roomettes" and a large shopping centre.



GETS NEW HALIFAX POST

H. Barrie Miller, former assistant to the departmental personnel officer at Moncton, N.B., was promoted to administration officer for the new Halifax International Airport last June.

In his new duties, Mr. Miller will be responsible for all administrative services at the new airport, including space allocations, leases, licenses and concessions, supervision of airport personnel, stores and purchasing.

Mr. Miller joined the department in 1941 as a radio operator.



ARCHITECTS' SKETCHES OF INTERNATIONAL AIRPORTS AT (FROM TOP) HALIFAX, EDMONTON, OTTAWA AND MONTREAL

... and realistic calculation.

DOT Chopper Rescues Man From Rapids

Two Department of Transport helicopters took part in a giant rescue operation when 10 people were marooned on two sail boats in the Deschenes Rapids near Ottawa last July. One chopper, piloted by William Glennie of Ottawa, picked up a man from the water just before darkness prevented the nine other unlucky sportsmen from being rescued that night.

Jack Hall, 29, of Ottawa was atop the mast of the yawl "Negark" to judge the depth of the water when the boat hit the rocks and stuck fast. The mast whipped over to one side and catapulted Mr. Hall into the churning waters. He immediately began swimming down the rapids, but two or three minutes later Pilot Glennie dropped him a line and dragged him to the Ottawa side of the river. A police boat put Mr. Hall, bruised but unhurt, ashore.

Mr. Hall had been tossed into the water once before that evening. He was wearing a Department of Transport approved life jacket and commented, "I can guarantee it after what I went through today."

Two sail boats were trapped in the rapids, in the Ottawa River at Ottawa's western outskirts, during the brief but violent storm. One, a sloop, had two men and a woman aboard. The "Negark" carried six passengers besides Mr. Hall.

Rescue attempts with a number of helicopters from various sources failed in the fading light, but a two-way radio was dropped to each boat. At dawn next day a jet-propelled boat supplied by an Ottawa equipment firm managed to take the woman off the sloop. All other people aboard the two boats were rescued later in the morning with the help of the same craft and an RCAF helicopter.

In a letter to Ottawa Airport Manager R. A. Joberty, Ottawa Police Chief R. J. Axcell thanked him and the department for the assistance given.

Wrote Mr. Axcell, "The two helicopters and crew members supplied by you assisted greatly in averting a very serious tragedy. I feel that the work of Mr. William Glennie is worthy of very special comment and I would appreciate your extending my thanks to him personally."

To Supervise Building Maintenance

James K. Rose, of Moncton, N.B. and Glovertown, Nfld., has been appointed regional supervisor of building maintenance at Moncton.

Mr. Rose joined the department in 1949 at Gander International Airport.



"Lofty" Harris, veteran radio technician of Edmonton regional, is seen, centre, receiving a slide projector from H. J. Williamson, regional director of air services, right, and a projection screen from D. J. Dewar, left.

Edmonton Radio Veteran Retires

A veteran radio operator and technician with the department, K. C. Harris of Edmonton, retired on May 9 after 49 years' service.

"Lofty", as he was known to his host of friends, was a native of Nova Scotia but spent the greater part of his life in the West. In February, 1912, he joined the old Department of Marine and Fisheries as an operator and served at various marine stations along the British Columbia coast. He often recalls with a smile the "good old days" when spark gap transmitters were still "new-fangled" inventions for communication with ships at sea.

After serving at almost every coastal station, he became a radio inspector in Vancouver region. In 1943 he was promoted to radio technician and he served under "Buzz" Butler constructing and maintaining radio stations throughout British Columbia.

In 1953 he moved to Edmonton region, where he was employed until his retirement.

Recalling some of fate's strange ways, "Lofty" tells how, during World War I, all radio operators were enlisted in the Naval Reserve and transferred to the Department of Naval Services.

"Lofty" was enlisted, trained and given his uniform. Then he was sent back to his old post on the coastal stations!

During his tour of duty as radio technician, "Lofty" constructed aeradio stations for the department at Comox, Port Hardy, Dog Creek and Quesnel. He is known the length and breadth of the Cariboo region and up the Northwest Staging Route from Edmonton to Whitehorse, Snag and Aishihik. He was always

a welcome guest of radio operators in those regions, for during his travels he never failed to find time to make friends with the children and help them with such problems as fixing toys or making a rink.

He will be missed by the operating staff, who never tired of hearing his colorful description of the penalties he would impose on any who failed in maintaining their station equipment properly.

On the occasion of his retirement he was honored at regional headquarters when the staff presented him with a slide projector, screen and slide magazines. In the evening, a stag party was held in his honor at the RCAF reserve mess.

FORMER DOT DM QUEBEC HYDRO HEAD

Jean Claude Lessard, vice-president of the St. Lawrence Seaway Authority and former Deputy Minister of Transport in Ottawa, has been appointed chairman of the Quebec Hydro-electric commission. He succeeds J. A. Savoie, who resigned.

Mr. Lessard, 55, has spent most of his career working for the federal Government in one post or another as a transportation expert. Besides serving in the department and the seaway authority, he has been a member of many commissions and boards, including the Gordon commission on Canada's economic prospects, the board of transport commissioners and the Canadian Maritime commission.

As a member of the air transport board, which he joined at its start in 1944, he helped set the pattern of Canada's present air services.

NEW MARINE ENGINEERS GET CERTIFICATES



NEW MARINE ENGINEERS—From left: Raymond Bernier, Quebec; G. Murray Barrett, Halifax; Alpee Lachance, Quebec; A. Cumyn, director, marine regulations; Robert E. Jeffers, Fort William; Marcel Levesque, Montreal; George L. Almond, Victoria; and Clive E. Brown, Kingston.

Seven trainees under the marine engineer training scheme of the Department of Transport received certificates of competency as marine engineers in Montreal recently. The department initiated the apprentice and sea-training course four years ago to provide for marine engineers required in the department's marine services.

During the past four years these trainees have been apprenticed to various shipyards across the country where they gained practical experience in the different aspects of shipbuilding and ship repair, and have completed advanced technical evening courses at universities and technical colleges.

For the rest of the summer they served as junior engineer officers in the departmental fleet to obtain sea training and to prepare themselves for higher grades of certificates of competency. When their training has been completed, they will be eligible for permanent positions as operating engineers on departmental ships or for shore positions within the department.

Certificates were presented by Alan Cumyn, director, marine regulations to the following: G. Murray Barrett, Halifax, N.S.; Raymond Bernier and Alpee Lachance, Quebec, Que.; Marcel Levesque, Montreal; Clive E. Brown and Robert E. Jeffers, of Kingston and Fort William, Ont., respectively; and George L. Almond, Victoria, B.C.

H. Thomson, engineer superintendent of the department's fleet, and J. C. Fink, chief personnel officer, vessels, spoke to the trainees about the operation of the ships

and answered questions raised by the newly qualified marine engineers.

Also present at the ceremony were T. M. Pallas, superintendent of certification and training; D. L. Findlay, divisional supervisor, St. Lawrence region; and R. W. Parsons, a technical officer of the department, who is the instructor at the full-time classes which have been held for one month each year during the shipyard training time.

The presentation was made at the marine navigation school in Montreal.

Girls! Make Sure Your Boss Sees This!

(Reprinted with permission from "Sheila Ward's Notebook", *The Canadian Office magazine*, June 1960.)

Maybe, if you're lucky, you'll never get one—but if you ever did find a letter like this one in your morning mail, how would you react? Let's hope you wouldn't blow your top, because Gal Friday probably knows whereof she speaks!

"Dear Boss,

This letter comes to ask for a job in your office. You may think that I'm already working for you—but I'm not. Not really, that is. Not as hard as I can or want to, simply because you won't let me. No—I am not asking for a raise or a promotion, shorter hours or longer holidays. I'm only asking you to make more use of my experience and abilities, to let me be a real

help to you by allowing me to take the detail work off your shoulders. But first of all, you'll have to place more confidence in me. Perhaps I'm your idea of a mere slip of a girl, but I do have a pretty level head on my shoulders and I did go to a special school where secretaries are trained. Just try me once and see for yourself.

For instance, tell me things just once and see if I don't remember. And don't waste your precious time giving me all the details and then asking if I've got 'em. And don't hawk-eye me when I'm trying to find papers in the files for you. And please don't make a big secret out of your whereabouts—honestly, I'll tell no more than is necessary (and being a female, I'm terribly smart at this kind of thing), but it would help me to handle people if I had some idea of where you were and how long you'd be.

Continued on page 16

IN MEMORIAM

Lt. Cmdr. C. P. Edwards, retired Deputy Minister of Transport, a pioneer in telecommunications and internationally known for his work in that field, died in Ottawa on July 14 at the age of 74.

Air Vice-Marshal A. T. N. Cowley, a pioneer Canadian airman, a leading aviation authority and a former director of air services, died in Victoria, B.C., on July 7 at the age of 71.

FINERS GET CERTIFICATE

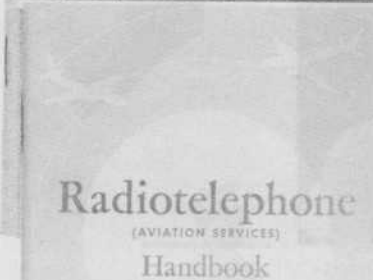
Real Man



PICK OF THE PICNIC PICS

Rearview Mirror on Ottawa Outing 1960





ISSUE FREE RADIOTELEPHONE HANDBOOKS

Correct procedure in sending radiotelephone messages, important particularly when life or property are at stake, is stressed in three free handbooks for radiotelephone owners and operators. Just published by the radio regulations division of the telecommunications and electronics branch, the three books cover maritime, aviation and land services respectively, and contain chapters on regulations, procedures, distress, urgency and safety communications.

The books are given the widest possible distribution and are available without cost from the controller of radio regulations in Ottawa, the regional superintendents of radio regulations and the radio inspection offices across Canada.

Peter Argue Wins Golf Trophy

Anne Zinkhan Top Lady Golfer

Peter Argue of the Canadian Overseas Telecommunication Corporation, Montreal, won the C. P. Edwards Memorial Trophy in the poorly attended 11th annual DOTRA golf tournament held at Lachute, Que., August 9. The department's top lady golfer for the second consecutive year was Miss Anne Zinkhan of the Minister's office, Ottawa.

Mr. Argue and Miss Zinkhan carded 76 and 95 respectively. Other prize winners were R. Smith, 81, men's second low gross; R. Wood, 87, men's third low gross; R. Kennedy, 96, fourth gross; I. Murray, 98, fifth gross; Fred Toone, 98, sixth gross; G. Parsons, 74, men's low net; J. Legault, 75.5, men's second low net; B. Lebee, 76,

men's third low net; M. Garred, 76.5, fourth net; R. Belisle, 77, fifth net; J. Potter and W. Sincola, both 78 and tying for sixth and seventh low net; Miss J. McCuish, 123, ladies' second low gross; Mrs. C. Ferland 86, ladies' low net; Misses W. Biehler and M. Moore, both 87 and tying for ladies second and third low net; R. Smith, E. Powell and M. Garred, hidden hole; R. Weatherall, most honest score; W. Dujay, honorable mention; and Fred Toone, special construction branch tourney.

Prizes to Messrs. Argue and Smith were presented by C. A. O'Brien of COTC, Montreal, the other trophies by Dick Leger, DOTRA sports director.

Only 37 golfers attended the tournament.

Events Winners

DOT Picnic July 19

CREEPER RACE—1st—Paul St. Denis, 2nd—Cindy Acres, 3rd—No winner. **BOYS 5 AND UNDER**—1st—Robert Bruce Head, 2nd—Robert Holtz, 3rd—Michael Houle. **BOYS 6 TO 8**—1st—Victor Wotton, 2nd—John Mongeon, 3rd—Quentin Brown. **BOYS 9 TO 11**—1st—David Kilfoyle, 2nd—David Larabie, 3rd—Ralph Brown. **BOYS 12 TO 15**—1st—Peter Argue, 2nd—John Rutenberg, 3rd—Douglas Hicks. **GIRLS 5 AND UNDER**—1st—Colleen Shantley, 2nd—Joan Kendellan, 3rd—Danielle Lauzon. **GIRLS 6 TO 8**—1st—Susan Smith, 2nd—Joyce Burt, 3rd—Karen Henry. **GIRLS 9 TO 11**—1st—Madeleine Legare, 2nd—Louise Deschene, 3rd—Beverley Riley. **GIRLS 12 TO 15**—1st—Susan Lang, 2nd—Helen Nyhuus—3rd—Frances Halcrow. **LADIES' 100 YARD DASH**—Rollande Crate. **MEN'S BALL THROWING CONTEST**—Jim Hurd. **LADIES' ROLLING PIN**—Lorna Dreger. **LADIES' SHOE KICKING**—Mrs. Millins. **LADIES' NAIL DRIVING CONTEST**—1st—Mrs. Ethier, 2nd—Mrs. Dunn, 3rd—Miss R. Crate. **LADIES' AND GENTS' 3 LEGGED RACE**—Rick and Barbara Provost. **LADIES' AND GENTS' SACK RACE**—John R. Baldwin, Carol Force. **MEN'S 100 YARD DASH**—Rick Provost. **LADIES' AND GENTS' RELAY**—1st Lady—Helen Nyhuus, 2nd Lady—Frances Halcrow, 1st Man—Les Pike, 2nd Man—George Halcrow. **MEN'S NAIL DRIVING CONTEST**—1st—Bob Bulbrook, 2nd—Leo Ethier, 3rd—Frank Eggens. **GENTS' JOCKEY RACE**—Rick Provost and John Jenkins. **WINNER OF THE DOOR PRIZE (Transistor radio)**—R. F. Dewar—Board of Transport Commissioners.

DOT DOINGS

Training and welfare have issued a new booklet for northbound staff. It's called "With DOT in The North" and gives tips on almost everything from climate to communications and from first aid to fishing... Seventeen firefighters due to serve at Frobisher Bay airport took a 3-day orientation course at Montreal. Most of them will get some additional practical training at Goose Bay before going up to the Baffin capital... J. G. Wall of the Winnipeg regional office has been appointed emergency measures planning officer for the telecommunications branch in Ottawa... O. E. Brown of telecom regional headquarters, Winnipeg, has been transferred to the telecommunications branch in Ottawa... Radio operator Fow Chan of Vancouver isn't likely to forget his training period at the Ottawa airport air services school for a long time: he won an FM-hi-fi radio-phonograph combination at the Ottawa Exhibition.

COTC Net Profit Highest in History

The Canadian Overseas Telecommunication Corporation's 10th annual report, tabled in the House of Commons recently, showed a net profit of almost \$1 million, —the highest in its history, and a revenue increase of 21 per cent over last year.

According to Douglas F. Bowie, the corporation's president and general manager, all six overseas services provided by the corporation—telegraph, telephone, international telex, leased circuits, program transmissions, and photo-telegrams,—recorded increased revenues. Net profit for the year amounted to \$947,638 after the corporation paid out \$938,407 for income tax and \$528,790 interest charges on government loans.

Home-Built Boat Joins Parry Sound Fleet



The "Elrico" and other members of the Parry Sound fleet. In the motorboat, from left: June Beynon, Josephine Martin, Harry Crump, Jean Aitchison and Diane Collison.

A new vessel was launched to join the Parry Sound fleet May 20. She is the *Elrico* built by the agent, F. K. McKean, assisted by his son Jimmy and a friend, Tommy Sutcliffe, from a do-it-yourself kit. The vessel was christened by Miss J. Beynon and was taken on a trial run piloted by Harry Crump, buoy maintenance man.

Besides being the newest and fastest vessel in the Parry Sound fleet, the *Elrico* has the distinction of being the only vessel on record that was christened, launched and put through her trial runs during an afternoon "coffee break". It should be noted that since the launching the *Elrico* has been fitted out with running lights and safety equipment conforming to the best advice contained in the booklet *Safety Afloat*.

EDMONTON OIC'S ON TOUR

March was an active training month for some officers-in-charge in the Edmonton region. Reg Schroeter, staff training officer from the training and welfare division in Ottawa, visited Edmonton, Yellowknife, Whitehorse, Fort Nelson, and Calgary, in that order, to lead discussions on problems and practices in supervision.

At Edmonton, Calgary and Fort Nelson, local supervisory staff attended one-week sessions.

At Yellowknife, the course was held in the mine rescue station. In addition to local staff, supervisory personnel from Hay River and Fort Resolution also attended. Airport managers and other officers-in-charge from Aishihik, Dawson City, Snag, and Watson Lake joined supervisory personnel at Whitehorse for the 5-day session.

LAUNCH NEWFIE COASTAL SHIP

The 310-ton motor vessel *Hopedale*, a twin-screw-gear diesel passenger and cargo coastal vessel for service between ports of call in Newfoundland and Labrador, was launched August 5 at Collingwood, Ont.

Sponsor of the ship was Mrs. J. W. Monteith, wife of the Minister of National Health and Welfare.

The *Hopedale* has an overall length of 188 feet and capacity for 30 berthed and 20 seated passengers. The vessel was built by Collingwood Shipyards and will be operated for the Department of Transport by the Canadian National Railways.

It was designed by Messrs. Milne, Gilmore and German, naval architects, and built under the supervision of the shipbuilding branch of the department.

Commission New Pelee Ferry

The motor vessel *Pelee Islander*, a twin screw automobile and passenger ferry for service between Pelee Island, Leamington and Kingsville, was named and commissioned on June 17 at Leamington, Ont.

Sponsor of the 145-foot long ship was Mrs. R. D. Thrasher, wife of R. D. Thrasher, M.P. for Essex South. Accepting the vessel on behalf of the Department of Transport was A. R. Webster, chief, ship construction division, shipbuilding branch.

The *Pelee Islander* was built by Erieau Shipbuilding Ltd., Erieau, Ont. and will be operated under charter to Pelee Shipping Company, Pelee Island.

The 145-foot-long ship is of all-welded steel construction. It is designed to accommodate 14 vehicles and 300 passengers, 200 of which can be seated under cover.

The vessel was designed by Messrs. Milne, Gilmore and German and built under the supervision of the department's shipbuilding branch.

DOT TO THE RESCUE

A departmental aircraft assisted in the evacuation of women and children from a Quebec mining area threatened by forest fire recently. Inspectors Bellavance and Cusson of air regulations, returning from a routine transportation flight to Moncton aboard a DC-3, detoured to Gagnonville, 150 miles northwest of Seven Islands and picked up 16 women and six children. The evacuees were flown to Montreal where an RCAF reception committee was waiting to take them to a Montreal hotel.

Several other aircraft, owned by RCAF and commercial operators, participated in the operation.



OIC's from the Northwest Territories gathered at Yellowknife to attend a refresher course in supervision. Pictured here, from left: Doug Willmer, Fort Resolution; Hugh Semple, Hay River; Gordon Bean, Yellowknife; Ed Burrows, Hay River; Bill Cooksley, Harold Austin, Sandy Tran, Norm Gaskarth and Paul Lemieux, all of Yellowknife.

EIGHT WIN SUGGESTION AWARDS

Share Prize

H. J. Moore, a radio technician at Dartmouth, N.S. and R. Richmond, a winchman on the CMS *C. P. Edwards*, Parry Sound, shared a \$30 suggestion award for their proposal to provide safety helmets for personnel working on radio towers and for ships' crews.

Simplifies Signing

Donald A. Price, an air services clerk at Montreal International Airport, received an electric alarm clock as an award for his suggestion that a ball point pen, usually ready at hand, rather than a special stylus be used for signing or drawing on stencils and duplicating masters. (News on the DOT, July, 1959).

Minimizes Errors

Harold W. Carson, a met. technician on the Seven Islands radiosonde staff, was awarded a travel alarm clock for his suggestion that true north and south points be permanently marked on the inside of rawinsonde towers. This will enable operators to make an extra check on antenna orientation and tend to prevent errors in computing upper wind directions.

Removes Hazard

Riley J. Workman, a met. technician at Fort Nelson, B.C., was presented with an electric alarm clock for his suggestion to remove a potential short circuit hazard by making certain changes in ceiling projector switch boxes.

Streamlines Forms

Evelyn G. Edwards, a stenographer in the radio regulations division, Winnipeg, received an overnight case for her suggestion to revise the amateur radio station reporting forms to make processing easier.

Saves Batteries

Radio operator Gordon O. Arnold of the CMS *St. Catharines*, Vancouver, received \$25 for his suggestion that lead acid storage batteries be coated with easy-to-apply acrylic spray (rather than with wax) to prevent corrosion.

Devises Standard Form

Radio technician Charles A. Bambrick of the radio regulations division, Beaumont, P.Q., was awarded \$30 for his suggested standard form for special assignments on policing and searching the air waves.



ELMUX GRADUATES—Looking at school maintenance technician Otis Harvey (seated at teletype) are, from left: Art Johnson, school superintendent, Frank Ryan, C. W. Thomas, Gerry Maxwell, Don Vroom and chief instructor Clark Stuart.

Nine Graduate From Elmux Course

Nine students, four of them OIC's from northern stations, successfully finished the first course in operating complicated Elmux equipment at the air services school at Ottawa Airport.

Graduating from the short but intensive course on August 19 were: F. K. Beckett, technician, Winnipeg regional office; W. B. Fahie, OIC, Resolute; R. Fuchs, OIC, Churchill; O. F. Harvey, who will be on the school staff in Ottawa; D. G. Maxwell, OIC, Coral Harbour; A. N. Rosenthal, technician, Winnipeg regional office; F. V. Ryan, OIC, Frobisher and C. W. Thomas and D. R. Vroom, both instructors at the school.

The course was given by G. C. Brooks, an engineer with the design and construction division of the telecommunications and electronics branch.

Elmux is a device that rids teletype messages of errors caused by radio static or interference. When installed at both ends of a teletype link it translates messages in a code of its own. The receiving Elmux refuses garbled characters, automatically requesting a repeat. The transmitting Elmux has a "memory" enabling it to repeat the last three characters sent.

The complex equipment has been installed at Coral Harbour and Churchill and will eventually be provided to other northern stations. The air services school at Ottawa has two Elmux terminals for training.

Static on summer nights often makes it impossible to use radio teletype without Elmux or similar equipment.



SHOWS EQUIPMENT—Instructor Gary Brooks (left) shows part of Elmux equipment to (l. to r.) A. Rosenthal, Wally Fahie, Fred Beckett, Gerry Maxwell and W. M. Marshall, superintendent of technical training and manuals.

Radio Veteran Harold Stinson Retires

Arctic Pioneer

Harold Stinson, officer in charge of the Ottawa aeradio station, Ottawa Airport, for the past 13 years and one of the pioneers of radio communications in the Canadian Far North, was honored in Ottawa prior to his retirement recently.

Mr. Stinson entered the old naval service in June, 1916, as a radio operator and saw service in the Mediterranean area during World War I. After the war he continued in the Government service and was among the first men to work on the extension of radio facilities into the Arctic.

He can recall many hectic adventures during years that saw him do five "tours" of duty at such then-remote points as Churchill, Resolution Island, Cape Hope's Advance and others.

He served as radio operator for two seasons on board the Department of Transport icebreaker *CMS N. B. McLean*.

Notable Trip

Among his more notable experiences was a trip aboard a hopper barge, part of a convoy that was being taken to Churchill with equipment needed to establish a harbor there.

One of the units was a floating dredge, the *Kennequhair*.

"We had a dreadful time," recalls Mr. Stinson. "The dredge was sunk and the rest of the convoy gave up trying to get to Churchill by the time they had reached Port Burwell at the tip of Labrador.

"Only unit to attempt to continue was our hopper barge. We finally got into Hudson Bay, then became lost for a time. More by good fortune than anything else we managed to get our bearings and reach Churchill."

"There was no railway to Churchill in those days. The next year the rest of the equipment was brought in by ship."

Gets Present

To mark Mr. Stinson's retirement, his colleagues at Ottawa air terminal, as well as many from telecommunications headquarters, were present when he was presented with an easy chair and a purse. D. P. Glen, regional director of air services, Toronto, officiated and paid tribute to the valuable service rendered by Mr. Stinson during his lengthy career.

"He has been the type of man that forms the backbone of any organization," said Mr. Glen.

Mrs. Stinson was presented with a bouquet of roses.



Harold Stinson, officer in charge of the Ottawa aeradio station at Ottawa Airport and a veteran employee of the Department of Transport was honoured by his associates in the department prior to his retirement with the presentation of an easy chair. Seen here are from left: D. P. Glen, regional director, air services, Toronto; R. A. Joberty, Ottawa Airport manager; Mrs. Stinson, who received a bouquet of roses, and Mr. Stinson.

Civil Flying Instructors Attend Refresher Courses

Two civil flying instructor refresher courses, designed to maintain a high standard of flying training and sponsored by the Department of Transport, were conducted again this summer for the ninth consecutive year.

Thirty instructors living west of the Lakehead took the ten-day course at the Lethbridge Flying Club, Lethbridge, Alta., and thirty others east of the Lakehead took theirs at the Brant-Norfolk Aero Club, Brantford, Ont.

One of the highlights of the courses was a series of lectures by Professor D. C. Williams, University of Toronto, on the principles of learning as applied to flying.

The courses were jointly administered and managed by the Royal Canadian Flying Clubs Association and the Air Industries and Transport Association of Canada. The Department of Transport provided lecturers on technical subjects

and supervision of all phases of the training throughout the courses. The cost of operating the courses was covered by a Government grant.

The course included actual flying practice, link trainer instruction and classroom lectures.

Safety Expert Marine Superintendent

Capt. W. E. Harrison, formerly superintendent of nautical safety, has been appointed marine superintendent in the marine operations branch.

The position is a new one, created at the beginning of the year as part of the reorganization of marine services.

Capt. Harrison's new responsibilities include the supervision of deck staffs and ships' efficiency in the Canadian marine services.

Director of the marine operations branch is Capt. E. S. Brand.



DORVAL TERMINAL PARTLY OCCUPIED—All services necessary to safe operation of Montreal International Airport are now housed in new \$26,000,000 DOT terminal. Shown is control tower; other services now occupying new building include radar room, telecommunications and weather office.

Catering Experts Named

Two area caterers and the department's first shore steward have been appointed to assist in the task of providing increasing numbers of DOT personnel with meals as good as or better than they've ever had.

R. Middleton of Edmonton is the new catering officer for western Canada. He has 19 years of experience in various phases of the food business and will be stationed in Edmonton.

Marcel Therien of LaSalle, Que., is the eastern Canada catering officer with Ottawa as his home base. Mr. Therien is a graduate of the Canadian Army's first catering officers course at Camp Borden and has held positions of increasing responsibility in the catering field since 1946.

Lloyd G. Harding of Dartmouth, N.S., has been appointed catering officer at the Dartmouth marine agency. The first local shore steward in the department, he will be the supervising catering advisor for all departmental ships based in the districts of St. John's, Charlottetown, Dartmouth and Saint John—a total of some 16 vessels.

Retirement Presentation Held on Wharf

D. R. Barclay, personnel clerk in the Prince Rupert agency, retired May 24 after many years of service in that and other branches of the government.

At a ceremony on the wharf at Whale Cove, Mr. Barclay was presented with a drill with attachments, while Mrs. Barclay

received a corsage of carnations. The presentation was held on the wharf with the ships' personnel present since Mr. Barclay began his DOT career on a departmental ship. Capt. E. S. Brand, director of marine operations, also attended the event.



DOT OFFICIAL RETIRES—Stanley A. Robson (centre) demonstrates a small part of a complete chest of tools presented to him by friends and colleagues on the occasion of his retirement last June as superintendent, mechanical equipment, marine services lights and harbours division, following twenty-six years' service. With him are A. K. Laing (left), chief, lights and harbours, who made the presentation, and W. J. Manning, director, marine works branch.

The Prolific Pacific

Mr. and Mrs. H. Shorson added a daughter to their family last January. They now have six daughters and four sons. Mr. Shorson is the lightkeeper at Boat Bluff lightstation.

Mr. and Mrs. H. Bergen added a son to their family in February. They now have five children. Mr. Bergen was recently appointed to McInnes Island as lightkeeper.

Mr. and Mrs. L. D. Bigelow added a son, David Lyle Orson, to their family in Bella Bella Hospital in March. They also have three girls. Mr. Bigelow is the lightkeeper at Pointer Island.

Staff Changes

C. A. Thompson has been appointed lightkeeper at McInnes Island, where he was already serving in an unclassified position.

E. Brown has been moved from McInnes Island to Green Island to replace the vacancy caused by Mr. Bergen's appointment.

A. Mountain has been appointed chief officer of the C.M.S. "Alexander MacKenzie", and has moved his family to Prince Rupert.

Appointed as regional controllers of telecommunications and electronics in each of the department's air services regions were H. C. Risteen, Moncton; Frank Gingras, Montreal; W. R. Butler, Toronto; Des Carty, Winnipeg and R. A. Cole (acting), Vancouver.



ICEBREAKER ON MAIDEN VOYAGE TO WESTERN ARCTIC

The 212-foot supply ship and icebreaker CMS *Camsell* left Victoria, B.C. last July on her 12,000-mile three-month maiden voyage to the western Arctic. She was under the command of Captain Arthur F. Davidson of Victoria.

Main task for the new \$4,000,000 icebreaker was to open a passage through the

ice for vessels supplying Arctic defence installations.

Below decks the *Camsell* carried 40 buoys and equipment for establishing 12 radar reflection beacons. All were to be placed during the voyage as aids to navigation in far northern waters.

The *Camsell*, built for the department in west coast yards, carried a crew of 49 including officers. She was expected to return to Victoria early in October.

Courtesy Kudos For Canal Men

Departmental personnel at the Trent Canal system were complimented on the "capable and affable" way they treated a party of U.S. tourists recently.

In a letter to W. D. Bennett, superintending engineer at Peterborough, Ont., W. N. Keefe, general manager of the Georgian Bay Development Association, commented on courteous treatment received when he sailed from Port Severn to Severn Falls in a 40-foot craft with Mr. and Mrs. William Polje, an American couple.

"Both Mr. White at the Port Severn locks and the two men on the marine railroad at the Big Chute treated our American guests in a very capable and affable manner," Mr. Keefe said.

"In fact, it was Mr. White's offer to drive my car around to Severn Falls after hours that allowed me to make the trip with Mr. Polje."

The employees referred to are R. W. White, lockmaster at Port Severn, and C. H. Smith and W. L. Young, lockmasters at the marine railway. Mr. Keefe also

mentioned W. C. Bell, canal superintendent of the Severn division, who had assured him it would be safe to take the huge boat through the system.

Mr. Keefe said he had watched the lockmasters' manners in particular because of "frequent references to uncivil civil servants" in "certain publications."

The Georgian Bay Development Association is a non-profit organization to promote the industrial, agricultural and tourist development of a number of Central Ontario counties and districts.

WIN CHAMPIONSHIP

The North Bay Tower bowling team known as the DOT Aircops won the 'B' division bowling championship in the RCAF bowling league at North Bay. Members of the team were Jack Slade, Walter Bates, George Green, Dave Pinhey, Douglas Snyder, Ron Carpenter, Frank Salter, Randy Jackson, Jim Hood and Cam Berryman.

Lighthouse 'Prank' Expensive

Theft of a 300-pound lighthouse bell in what the Sault *Daily Star* termed the "un-funniest joke in Sault history" cost five Sault Ste. Marie youths \$165 each.

The youths removed the brass bell as a prank from the Point-aux-Pins lighthouse and dumped it 200 yards upstream. It was recovered later from four feet of water.

The warning bell, made of pure brass, was installed by the Department of Transport at the top of the lighthouse. Running on electricity, with a weight system to take over in case of power failure, the bell was set to ring every eight seconds, 24 hours a day, as a navigation signal to passing freighters.

On Sunday morning, June 26, a caretaker who checks the bell twice a day discovered that the lighthouse had been broken into and the bell removed. A wrench used to dismantle the bell was found in the tower.

Korah police, who joined forces with the RCMP in recovering the bell, said beer bottles and a great deal of litter strewn about the beach near the lighthouse indicated that "quite a party" had been going. The bell was found the following Tuesday afternoon.

It was slightly damaged, but not enough to interfere with its future use. Theft of the bell is punishable under the criminal code.

In a scalding editorial the Sault *Daily Star* compared taking the bell with stealing the white cane from a blind man and pointed out that, had fog arisen in the river and the absence of the bell led to the death of someone, charges of manslaughter could have been laid.



MRS. LEITA STONE—who left the department recently after serving 10 years as a secretary in the economics policy branch.



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HEADS INFORMATION SERVICES

Nathan Dreskin of Ottawa has been appointed chief of information services Department of Transport.

Mr. Dreskin, who was associate chief of the department's information services, joined the department in 1955, having been previously with the Department of National Health and Welfare as an information officer. He succeeds W. H. van Allen who recently retired on superannuation.

A native of Saint John, N.B., he started his newspaper career with the *Evening Times-Globe* of that city as a reporter, later becoming an editor.

During the war he served with the Royal Canadian Artillery, rising from gunner to captain. After VE-Day he worked on the staff of the Canadian Army newspaper *The Maple Leaf* as news editor of its London edition and then as managing editor of the Northwest Europe edition published in Germany.

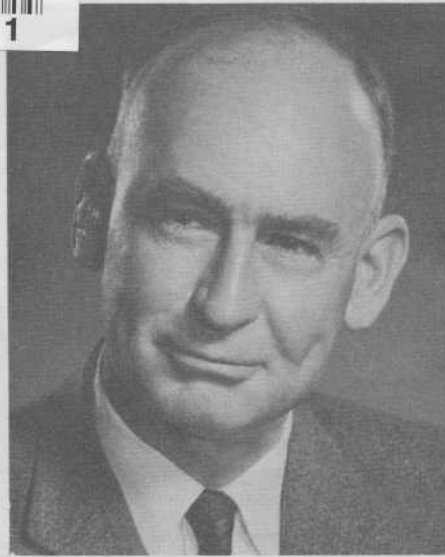
Mr. Dreskin is a graduate of Acadia University. He resides in Ottawa with his wife and two children.

Score High in Management Course

Benno Bothe, a clerk at Aishihik airport in the Yukon Territory, received the highest mark, 90.8, of all Department of Transport employees in a Civil Service Commission correspondence course in the theory of office management, the commission has announced.

Marks were generally high among the departmental employees who finished the course. Those with marks over 85, besides Mr. Bothe, were: J. S. Fenton, radio operator, aeradio station, Port Hardy, B.C., 89.8; E. A. S. Galbraith, met. forecaster, Goose Bay, Labrador, 89; P. A. Knight, met. forecaster, Montreal International Airport, 87.6; R. J. Larose, radio technician, construction and maintenance, Toronto, 86.4; G. D. V. Williams, met. officer, Ottawa airport, 86; and A. G. Petrie, met. technician, Toronto International Airport, 85.2.

A total of 56 D.O.T. employees completed the course with a final mark of 80 or over.



RESCUE CO-ORDINATOR—Captain J. C. Barbour of Vancouver, who has recently been appointed marine air-sea rescue co-ordinator.

GIRLS!

Continued from page 7

And don't pick up the phone until I buzz you, please; half the time I'm trying to protect you from somebody I know you don't want to talk to right now—and then you come along and spoil the whole thing—and who gets the black looks afterwards? Me.

If I do something incorrectly, don't hesitate to tell me. I won't really dissolve in tears, you know. The weeping act usually happens only in movies and magazine stories. You see, if you don't tell me, how can I know how to do it properly next time? Just as I like it when you tell me I've done a good job, so I'd appreciate it if you told me when I haven't done a good job.

And one other thing I don't mind typing umpteen drafts, but what I do mind is when you tell me something is the final version and then, after I've worn my fingers to the bone turning out a beautiful job with five carbon copies you proceed to mark it all up with your big old blue pencil because you've changed your mind again.

Dear Boss, please don't expect me to read your writing when nobody else can—and when most of the time you can't yourself! Please just print, or else tell me what it is you'd like to say. I'm pretty good at drafting things, when I get half a chance.

Also, if you'd just look at me when you're telling me something, instead of gazing out the window, drumming your fingers on the desk, shuffling your feet and chewing on your pipe, I'm sure I'd catch it the first time. Believe me, Boss, I get just as tired of saying "Pardon me?" as you must get of hearing me say it!

Please don't get the wrong idea, Boss. I like working for you—otherwise I

wouldn't bother to write to you this way. If I didn't like working for you, I could just go out and look for another job. But I don't want to. If you could just try to improve on these little things, though, you'd have yourself one happy secretary—and probably a much more valuable one too!

Yours sincerely,
'Gal Friday'

Currently one of the great army of the unemployed."

AVIATION VETERANS

Continued from page 2

In 1937 he was appointed to the position of officer-in-charge to set up the Lethbridge weather office, and train meteorological and radio personnel, preparatory to the opening of the Trans-Canada airway. In addition to his duties as officer-in-charge, he was required to set up instruments at radio range stations along the route. The Lethbridge weather office was upgraded to an aviation forecast office when the British Commonwealth Air Training Plan was started in 1940.

Mr. Pickering was transferred to Calgary in 1942 as officer-in-charge. Calgary was then the centre of the largest concentration of air training schools in Canada. He combined the duties of officer-in-charge with that of meteorological inspector, setting up stations in central and southern Alberta. The Calgary station was upgraded to an aviation forecast office in 1948 under A. F. McQuarrie. At that time a climatological section was included to provide statistical information to the various industries and agriculture, and Mr. Pickering was placed in charge of that section. He has been instrumental in developing that section to its present state as a useful and important service to anyone requiring climatological information.

Mr. Pickering is married and has one daughter and one granddaughter.

ROYAL FLYING CORPS VETERAN

George Craig was born in Queenstown, South Africa, in 1892, but graduated from Dublin University in Engineering. He served in the 39th Battalion CEF 1915-1916 and became a captain in the Royal Flying Corps 1916-1918.

Following the war he participated in several engineering ventures and joined the Department of Transport in 1943 as an inspector on airport development. In 1945 he was made manager of the Calgary airport (McCall Field). When that airport was taken over by the City of Calgary in 1947 he remained as manager. He has many achievements to his credit, but possibly the best known is the construction of the new Calgary airport terminal.

He is married and has two children.