

NEWS on the DOT ^{KTM}

DEPARTMENT OF TRANSPORT STAFF PUBLICATION

JULY-AUGUST 1956



SAFETY AFLOAT

For Owners of Small Boats



Campaign Launched



Don't Overload



Avoid Collisions



Beware of Fire

With the object "to help spread information that can drastically cut the needless toll in property damage and human suffering, and make for safety afloat for yourself, your family and others," the Department of Transport has issued a booklet entitled SAFETY AFLOAT as part of its campaign to educate the boating public on correct boating regulations, Rules of the Road and elementary safety precautions.

So popular is this booklet that already some 173,000 copies have been distributed through yachting and boating clubs, summer resort communities, boys and girls camps, service clubs, sporting goods manufacturers and distributors, the commercial fisheries and other bodies who are all co-operating in the D.O.T.'s safety campaign.

The Department of Transport is the federal agency responsible for the regulations dealing with ship lifesaving and firefighting equipment, fire prevention, licensing and navigation. The booklet was prepared by the Information and Editorial Bureau of the Department in co-operation with the Steamship Inspection and Nautical Services. The Royal Canadian Mounted Police also assisted in its preliminary planning.

Radio and Television stations, the Daily and Weekly Press, Trade Publications and Magazines are all assisting by donating free time and space to help promote this campaign to save life and property. Other governmental agencies co-operating in the campaign are the R.C.M.P., Customs offices, Postal services, etc.

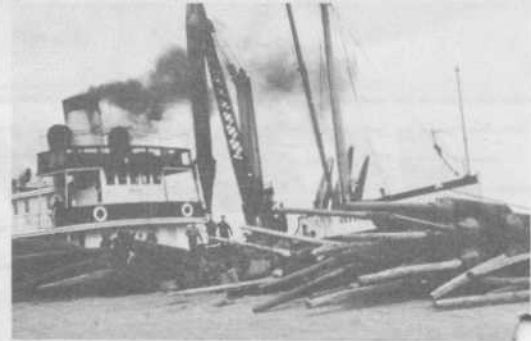
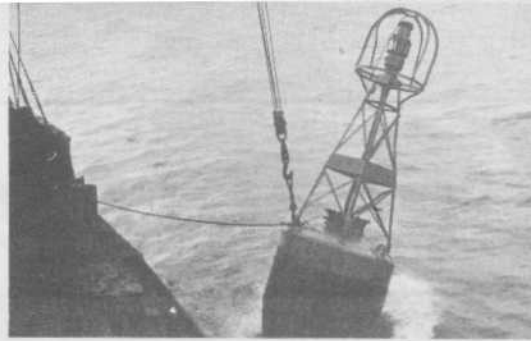
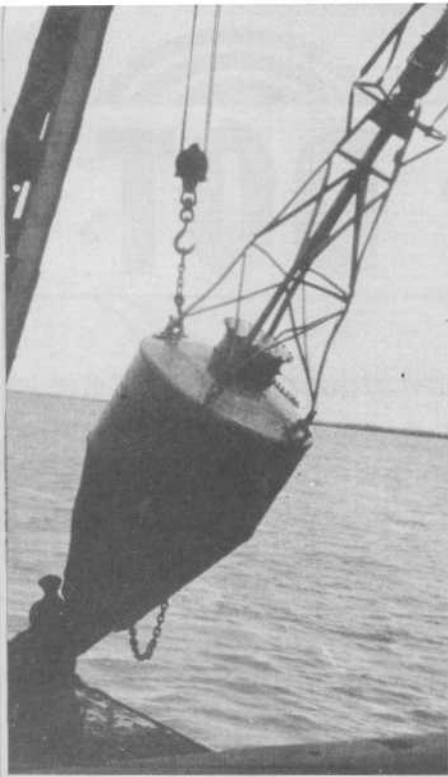
In the booklet, the Department of Transport points out the necessity and advisability of using only government-approved equipment. It stresses that reliable life-saving equipment bears a government stamp of approval, and that all motorboats, including any craft fitted with an outboard motor, are required by law to carry it. "There's no law saying you must use the approved lifesaving equipment in vessels that are not power-driven but it is only common sense to observe this precaution at all times."

Fire in an offshore motorboat, it warns, can be disastrous in a matter of seconds if suitable firefighting equipment in good working condition is not at hand. It lists precautions that should be taken to eliminate fire hazards and details requirements of firefighting equipment that must be carried.

SAFETY AFLOAT deals with Rules of the Road for both inland coastal waters including the use of navigation lights, sound signals, steering and sailing regulations. "Pleasure boating is just as dependent on them as is commercial traffic. Because life and property are always at stake if these laws are not strictly observed, the penalties involved in breaking or ignoring them can be quite severe."

Headquarter's Ann Hensley (left) Edwina Boyd and A.N. Milne display approved lifesaving equipment.





Channel's Sign Posts

LAYING BUOYS ALONG CANADA'S WATERWAYS IS AN EXACTING TASK



Miss A.V. "Bonnie" McIntosh, Editor of "News on the DOT", was assigned to cover the buoy-laying operations and wrote this article illustrated by her own pictures. In her absence on vacation, the staff surreptitiously slipped in this snap of her.

As the sun was rising above the church spires of the Quebec shore, the C.G.S. "Safeguarder" pulled away from her moorings at Cap-de-la-Madeleine. Captain Donat Lemay and his hardy crew were heading down the St. Lawrence for another day's operation in marking the river for safe navigation. The tide was just right for maximum operation. The hold of the ship contained an odd looking cargo - buoys of many shapes and sizes. Their names are descriptive: conical, can, spherical, spar, pillar and lighted buoys. Each has its own destination -- important sentinels, soon to leave the ship to take up an allotted position in one of the busiest marine highways in the world.

One of the first signs of the river coming to life every spring, is the sight of this sturdy work boat of the Sorel Marine Agency, as she goes about her work setting buoys to mark out a shipping lane. As soon as the icebreakers clear the river in the spring, the next activity of the Marine Services of the Department for three or four weeks is getting the river ready for the steady stream of oil tankers, ocean liners, river boats and tramp steamers, soon to steam through the channel. The river has been dredged deep and wide enough for large draught vessels. Ships sailing on either side of the marked channel could meet disaster from shoals or shallow water.

As the "Safeguarder" sails down the channel, the clouds hide the sun, the waves heave the ship, and what promised to be a bright day at early dawn, turns out to be cold and windy. Not so pleasant now for the crew who have to work outside, lifting heavy buoys over the side of the ship. After "Mug Up" we watch and wait for the first sign of buoy operation. Soon we feel the vessel slowing down, then the clang of a bell and the groaning sound of the winch. We arrive on the bridge to see the winch and boom pull a four-ton steel buoy out of the hold, its gas chamber charged and lantern lit. It dangles over the deck, waiting for a signal to indicate its assigned position in the water.

The placing of buoys in the exact location marking the 800-foot wide channel is a painstaking and arduous task, for safety of life and property depend on accuracy of the operation. Each of these vitally important aids to navigation has a letter and number according to the district and place in the river and is painted red or black. For easy recognition by pilots and skippers, the position of buoys is uniform in character. Coming up from the sea, on the starboard side they are red and marked with even numbers and on port hand they are black and odd numbered. Conical buoys are always found on starboard side but can buoys are on port side. Spar buoys are on both sides but have pointed tops on starboard hand and flat tops on port hand. Shipping is guided through the channel by directions set forth in the "St. Lawrence River Pilot", such as "This channel is entered between red light buoy 76Q on the starboard hand, black can buoy 75Q on the port hand, and is marked by a red light buoy 78Q, three conical buoys, 3 black can buoys and black light buoy 85Q".

Captain Lemay, a veteran river captain, does not depend on his keen knowledge of the shore for direction in placing these guide posts for shipping. This is a precision like job for engineers. To do this work he has on board two civil engineers, borrowed from the engineering staff of the St. Lawrence Ship Channel of the Department, T.M. Tardiff and C. Sabourin. These men guide the ship into position by use of sextant angle fixes. When the "on position" is reached the buoy is lowered over the side, into the swiftly flowing water. The anchor is dropped overboard to hold it in place. The engineers give a double check to see that the buoy is in correct location and notify the captain where the buoy has been placed.

During the navigation season the captain will be constantly checking the position of the buoys in relation to landmarks he knows so well, church spires, beacons or piers along the Quebec coast.

The engine starts up again, buoy 76Q is quickly left farther and farther astern, floating in its fixed position and blinking regularly to mark the navigation channel at night. The "Safeguarder" sails on to repeat this operation, or perhaps to pick up a winter buoy, especially designed for icebreakers' use but not conspicuous enough for the regular navigation season.

(Continued on Page 3)

Ship Channel's Engineer fixes buoy's position.

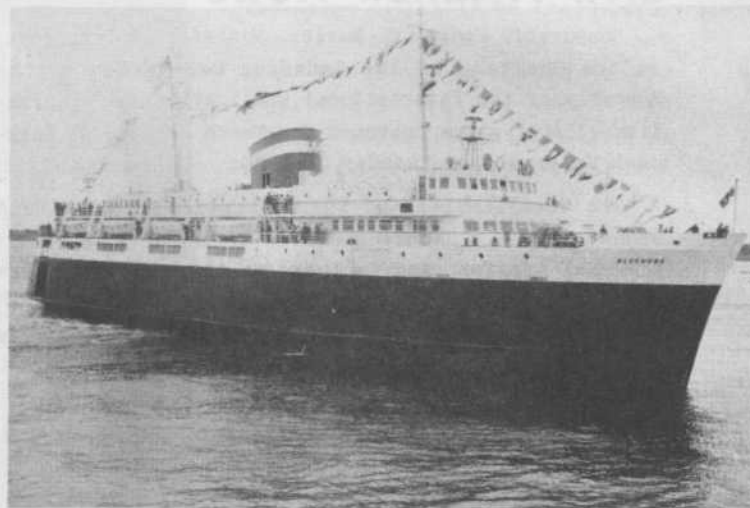


Bluenose Day

Bluenose Day, fittingly marking the official opening of the Bar Harbor (Me.) - Yarmouth (N.S.) ferry service, was observed in these ports on June 8 and 9 respectively with dockside speeches, banquets, parades, sports, dances and fireworks. In these celebrations, the Department of Transport's new ferry, the M/V "Bluenose" was praised and toasted, was represented by floats in the parades, and on her arrival at Yarmouth was greeted by salvos of artillery fire and by R.C.A.F. planes which dipped their wings in salutation as they soared overhead.

The "Bluenose" herself made a round trip of the ferry run as part of the celebrations and to carry some 500 special guests who took part in the festivities. On her arrival at both ports, the "Bluenose" was escorted by government vessels, pleasure craft, speed boats and fishing boats, each bedecked with flags and buntings. As the "Bluenose" passed the Department of Transport lightship "Lurcher II", guarding shipping from the treacherous Lurcher shoals, she was suitably saluted.

The international aspects of the new ferry, operated for the Department by the Canadian National Railways, was stressed by speakers at the different functions. These included Public Works Minister Robert H. Winters who represented the Federal Government in the unavoidable absence of Hon. George C. Marler, Nova Scotia Premier Henry D. Hicks, C.N.R. Vice President S.F. Dingle, and U.S. Congressman Hon. Clifford McIntire. Commissioner Angus McGugan of the Canadian Maritime Commission and Director Norman Wilson of the Department of Transport also took part in the ceremonies.



D.O.T.'s "Bluenose" inaugurates regular Yarmouth-Bar Harbor ferry service.



Captain Angus Walters, original "Bluenose" Master receives bookend replicas of famous ship from new "Bluenose" Master Captain Davies.

CHANNEL'S SIGN POST (Continued from Page 2)

Early in the afternoon, the day's buoy operations are completed. The work boat returns to the government wharf at Cap-de-la-Madeleine to unload her winter buoys, then steams up again to pick up her cargo at Three Rivers of more buoys for the next day's operation. These buoys have been brought to the wharf from Sorel Buoy Depot where during the winter months, they have been overhauled, painted, scraped and cleaned, all ready to be dropped in the river.

This buoy laying operation will be repeated each spring in all the navigable waters of Canada, wherever aids to navigation are required.

Organization and maintenance of a steady supply of buoys in this area, as well as the highly important task of seeing that they are available on time and in quantity, is the responsibility of J.H. Beauchemin, Marine Agent of Sorel District.

ASHES SCATTERED AT SEA

Three D.O.T. services, Marine, Meteorology and Telecommunication, recorded their regrets at the recent passing of Captain J.W. McMunagle, age 53, Master of the departmental Weather Ship C.G.S. "Stonetown". His ashes were scattered at sea on April 20 from the "Stonetown" at Ocean Weather Station "P" in mid-Pacific with the C.G.S. "St. Catharines" standing by. Captain McMunagle had 30 years service with the Merchant Navy before joining the Government service in 1950.

Herbert L. Land



Known intimately throughout the length of the St. Lawrence River is Herbert L. Land, Assistant Chief Engineer of the Ship Channel Service. "News on the DOT" used the wrong photograph in announcing his appointment in its last issue and was accordingly well razzed.

Goose Bay Centre

To meet the increased demands of air traffic in northeast Canada, the Department of Transport is opening an area traffic control centre at Goose Bay, Labrador. As well as extending controlled air space for planes in the Eastern Arctic, this new centre will also provide part of the control required by oceanic traffic on the North Atlantic routes.

The staff at Goose Bay will consist of thirty-four: twenty-five controllers of senior rank and nine assistants. New houses are being constructed to accommodate DOT families who will be arriving near the end of the summer.

Civil Aviation News

Honourable George C. Marler, Minister of Transport, is the Chairman of the Canadian Delegation to the Assembly of the International Civil Aviation Organization (ICAO), which convened its Tenth Session at Caracas, Venezuela, on Tuesday June 19.

The Vice-Chairman of the Delegation is R.M. Macdonnell, Deputy Under-Secretary of the Department of External Affairs; and included on the Delegation are J.A. Irwin, the Canadian Representative of the ICAO Council; C.S. Booth, the Assistant Deputy Minister of the Department of Transport; Augustin Brassard, Executive Assistant to the Minister; G. Morisset, Member of the Air Transport Board; S. Pollock of the Department of Finance; Peter Casey, Department of Transport ICAO Liaison Officer; Mervyn Fleming, District Superintendent, Air Regulations, Moncton; and D. Quirt, ATB.

The annual Assembly Meeting of ICAO, which at present includes sixty-nine Member States, holds a major session every three years. The meeting in Caracas is the first Assembly to take place in Latin America.

TORONTO

Certificates were presented on May 4 to 26 students who have successfully concluded a three-months training course at the Department of Transport's Air Traffic Control School at Malton Airport outside Toronto. Class Leader was John Stuart Melvin, Toronto.

This marks the second graduation ceremony since the school was inaugurated last November to supply the growing demand for air traffic controllers in Canada. The school at Malton provides the students with a three-month intensive training in theory. From there they went on assignment to air traffic control centres in eastern Canada for three months of supervised practical training, at the conclusion of which they receive appointments in the Department of Transport's Civil Aviation.

A similar school is operated at Winnipeg to serve Western Canada. The graduating class will finish their training at control towers in the district air services of Toronto, Montreal and Moncton. The District Controller of Air Services at Toronto, S.S. Foley, presented the 26 successful candidates with their certificates. (See also Winnipeg reports.)

NEW AREA AIR TRAFFIC CONTROL CENTRE AT GOOSE BAY, LABRADOR

To meet the increased demands of air traffic in North-East Canada, the Department of Transport is opening an area traffic control centre at Goose Bay, Labrador. As well as extending controlled air space for planes in the Eastern Arctic, this new centre will also provide part of the control required by oceanic traffic on the north Atlantic routes.

The staff at Goose Bay will consist of thirty-four: twenty-five controllers of senior rank and nine assistants. New houses are being constructed to accommodate DOT families who will be arriving near the end of the summer.

Goose Bay is predominately a military base. Trans-Atlantic airlines come down there as an alternative landing to Gander when the weather is not suitable there. The air traffic control tower, and radar approach control at Goose Bay are operated by the RCAF. The DOT by opening an area control centre will provide traffic control over what is now an uncontrolled air-space.



Transport Minister George C. Marler officially opens Calgary Airport Terminal. Mayor Stan Mackay looks on.

WINNIPEG

The first class of trainees of the D.O.T. Air Traffic Control School at Winnipeg graduated on Thursday, March 29.

Twenty-three graduates were presented with certificates by W.S. Lawson, D.C.A.S., assisted by D.P. Glen, D.S.A., following which L.R. Mattern, Ottawa, expressed his approval of the high marks obtained by the students. This would indicate that Chief Instructor V.S. Skinner and his assistant, C. Gleave, have done a commendable job of training.

Ron Hay, a graduating student, made a presentation of a class picture and crest to the instructors.

Members of the class, and the unit to which each will be sent for the completion of the three-month practical training are as follows: D. Begg, R. Hay, D. Leslie, A. Morgan, J. Paxton, K. Vryenhoek, N. Wheaton, to Vancouver; G. Comba, G. Fife, A. Holt, V. Lundin, J. Lyon, B. McEwen, V. Rude, to Edmonton; H. Dugan, D. Edwards, F. Mallon, W. Thomson, P. Sutton, E. Vincent, J. Monacott, L. Billingsley, to Winnipeg.

TRAFFIC STATISTICS

Toronto's Malton Airport was Canada's busiest airport in terms of the number of landings and take-offs for the first three months of the current year, with a total of 49,428.

Edmonton was second with a total of 43,305, and Ottawa climbed to third place with 39,274. Montreal's Dorval slipped from first to fourth place with a total of 37,996. (A disastrous fire wiped out a Dorval hangar in this period.)

The compilation for 23 main airports for the first three months of 1956 showed an overall increase of 21.3%, with a total of 443,143.



Turning the Sod for new Terminal at Ottawa Airport is Transport Minister George C. Marler. Federal District Chairman Major General Howard Kennedy (left) and J.O. Gour, M.P. also took part in ceremony.

NEW APPOINTMENTS

Promotion of Eric Winsor, Manager of Gander Airport in Newfoundland to the newly created position of Chief Administrative Services of the Department of Transport, was announced on April 12. The position calls for an official to serve under the Director of Administration and Personnel and as adviser on administrative matters to branch and divisional heads of the Department and in the field.

Mr. Winsor was born at Wesleyville, Newfoundland, in 1914. He attended Prince of Wales College and Memorial U. College at St. John's, Newfoundland, and Queen's University, Kingston, Ontario. Prior to joining governmental civil aviation, Mr. Winsor was four years with the engineering firm of Fraser Brace and four years with the Atlas Construction Company.

In 1949, Mr. Winsor joined the Civil Aviation Division of the Newfoundland Government as business manager at Gander Airport and continued in that capacity with the Department of Transport after confederacy with Canada. In 1951 he was appointed Manager of the Department's international airport at Gander, Newfoundland.



ERIC WINSOR



FRANK ARNOLD MCKINNON

Frank Arnold McKinnon, Superintendent of Lights at the Department Marine Agency, Saint John, N.B. has been appointed to the position of Marine Agent with headquarters in that city. He succeeds John Murray McCordick Lamb who has retired on superannuation after 43 years of services.

Mr. McKinnon practically grew up in the Department, being on the staff since 1921. By steady promotion through the ranks, he became accountant for the Agency in 1936, Superintendent of Lights in 1953, and now holds the senior marine position in that area.

The new marine agent at Saint John was born in that city and has lived there most of his life except for several years when he was in the Army in World War II where he served with the Royal Canadian Artillery, holding the rank of Major on retirement.

On the occasion of confederation of Newfoundland and Canada in March 1949, Mr. McKinnon was appointed acting marine agent at St. John's, Newfoundland, in order to integrate the marine aids to navigation and marine agency functions of the Newfoundland government into the system under which the Marine Services of the Department of Transport operates.



J. W. MYERS RETIRES

J.W. Myers, Assistant Chief Transport Treasury Officer, retired recently after serving over thirty-five years in the Government service.

Mr. Myers was born in Leeds, England, in 1893. Coming to Canada in 1913, he was associated for a time with the Canadian Can Co. Ltd., and also Canadian Westinghouse Ltd., in Hamilton, Ont. During the first World War he served overseas returning to Canada in 1919.

In 1920 Mr. Myers joined the Accounting Division of the Department of Railways and Canals, and in 1938 was appointed to the position he held at retirement.

Among his many interests, Mr. Myers is an ardent bowler and in December, 1947, he achieved every bowler's dream--a single of 450!

At a farewell gathering on June 8, Mr. Myers was presented with a set of luggage and a portable radio by J.O. Hodgkin, Assistant Comptroller of the Treasury, on behalf of friends and associates.

To Mr. Myers goes every good wish for a long and happy retirement.

OBITUARY

ANGUS McGUGAN



Friends and associates of Angus McGugan, Member of the Canadian Maritime Commission, were saddened by his sudden passing on July 7.

Mr. McGugan was born in Glasgow, Scotland, was educated at the Royal Technical College of that city, and served his apprenticeship on the Clyde with the Fairfield Shipbuilding and Engineering Co. Ltd.

His association with the Department of Transport commenced at the outbreak of the second world war when he joined the British Supply Board in Ottawa and became chief inspector in charge of technical services. In 1941 he was appointed Director of Production in the Naval Shipbuilding Branch of the Department of Munitions and Supply.

In February, 1944, he became secretary-manager of the Canadian Shipbuilding and Ship Repairing Association, and in June, 1948, joined the Canadian Maritime Commission.

Ottawa Monitoring Station Moves to New Home



Canada's first radio monitoring station, situated on the Dominion Experimental Farm in Ottawa since 1934, has become a casualty of the city's growth. Housing developments which have sprung up in the post-war years in that area have introduced so much interference from myriads of electrical appliances that the station's efficiency was impaired.

As a result, the battery of high precision instruments has been given a new home 35 miles southwest of Ottawa. Careful studies by the Department's Telecommunications Division preceded the selection of the site to ensure good reception and enable the station to carry on its duties which increased considerably in recent years.

Officer in charge is Edward Davey who has been with "Telecom" Division for 32 years and supervisor of the Ottawa installation since its inception. Other members of the staff are G.B. Gard, A.E. Berry, A.J. Dickie, E.H. Leaver and S. Curley.

Purpose of the monitoring station is to ensure observance of both national and international regulations covering radio and television transmission and, along with the six sister stations in various parts of Canada, it keeps a continuous round-the-clock check. That its job is a big one is indicated by the fact that in Canada alone there are approximately 20,000 radio stations of all kinds. The International Telecommunications Union, of which Canada is a member, lists hundreds of thousands of them in a 2400-page volume covering the world.

"With the air crowded as it is," explained a Department of Transport officer, "operators of radio and T.V. transmitters welcome the work we do to maintain clear channels and thus help them carry out their tasks."

The Almonte Monitoring Centre, to give the official title, constantly is checking the frequency of station transmissions since the "drift" away from assigned frequencies results in interfering with other station transmissions. Only a very small tolerance in frequency "drift" is permitted and when this is exceeded, the offending station is immediately notified.

Frequency is determined by a tiny quartz crystal which is sensitive to temperature changes. Although transmitters have built-in temperature controls, the mechanism sometimes goes wrong and then the station finds itself off its assigned frequency. The Department of Transport's monitor centre, with its specially designed measuring equipment, not only detects "drift" but is used to help the station get back on to its frequency.



Telecom's oldest monitoring station, Ottawa, has been moved to new quarters. In front of new building are OIC Edward Davey (left) radio operators Albert Berry and Steve Curley.

Edward Davey OIC Monitoring Station, Ottawa, shows equipment to DOT officials W.A. Caton (Inspector), W.J. Wilson (Radio Engineer) and A/V/M de Niverville, Director of Air Services.

Radio Operator Albert Berry demonstrates high precision equipment to F.G. Nixon, Controller of Telecom; W.B. Smith, Senior Radio Engineer and A/V/M de Niverville, Director of Air Services.

It's the rare case where there is a deliberate attempt to use an illegal frequency; the air is so congested that the users are only too glad to get assistance in staying to their given frequencies. "Clandestine transmissions are exceptional in this country."

It is common practise to assign the same frequencies to two stations--provided they are low-powered and sufficiently far apart so that mutual interference is kept to a minimum. For instance, giving the same frequency to a station in the Maritimes and one on the West Coast is not unusual.

Radio broadcast stations are only one of several types of transmitters that are monitored. Aids to air navigation as well as to shipping come under surveillance as well as radio communications used by telephone and telegraph companies, police, taxicabs, forestry services, amateur operators, construction companies, etc.

Besides checking on frequencies, the monitor station ensures that procedural regulations are carried out, identification properly made, profanity kept off the air, and the station is actually used for the purpose for which it was licensed. (Program monitoring of radio and television broadcasting stations is not carried out by the Transport Department but is a function of the CBC.) Canadian industrialization in recent years has greatly increased the problem of

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Department of Transport employees (Ottawa) and their families about to embark in special buses for Lac Philippe in the Gatineau National Park, where their Annual Picnic was held on July 17.

MONITORING STATION - continued from page 6

allocating frequencies. "Even the cement mixers on their way to the job are in touch with their headquarters by radio," was one example quoted of the way radio has become so closely integrated with daily commerce.

The "Telecom's" monitor centre must, of necessity, employ the most accurate type of radio equipment that is made today. For instance, its own high precision quartz crystals are as fine as one part in ten million. And the answer to the question "Who checks the checker?" is quickly at hand. Six times daily, the

Almonte station compares its own frequency against several standards, including Canada's national standard of frequency transmitted from the Dominion Observatory by radio station CHU on the Merivale Road.

Mr. Davey and his staff of five technicians work closely with the other departmental monitor centres which are situated in Vancouver, Wetaskiwin, Winnipeg, Strathburn (Ont.), Quebec City and Halifax. The Almonte station concerns itself mainly with transmission emanating from Sault Ste. Marie to the west, James Bay on the north, Three Rivers to the east and the Canadian border to the south.

PHOTOS TAKEN AT ATC CENTRE, MONTREAL

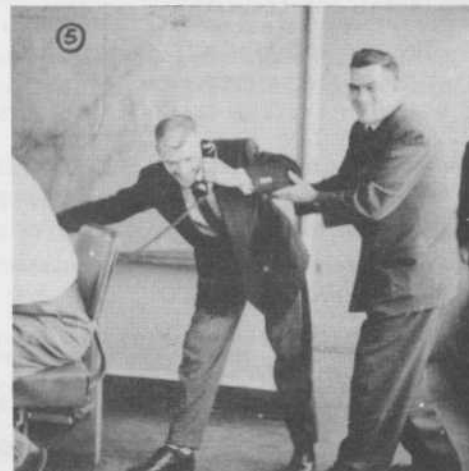


1 - Controller Moe Aube, on Area Control Board.

2-3 - Guy Ouimet and Estelle Gauthier at flight planning positions-showing pilot's flight plan room.

4 - Air Regulations Inspector Roland Langlois making out flight plan.

5 - "Tiny" Merritt and Karl McDonald prior to departure for Goose.



ACROSS CANADA WITH D O T REPORTERS



Norman De Meza, Chief Controller, Montreal centre presented "Tiny" with a telescopic glass fishing rod & spinning reel. L. to R. in photo: Miss Estelle Gauthier, H.R. "Tiny" Merritt, R. Pelletier, Karl McDonald, W. Ruddy and N. De Meza.

MONTREAL

A farewell Air Traffic Control meeting and poker party was held May 1 at the home of Mr. and Mrs. R.J. Pelletier, to speed H.R. "Tiny" Merritt on his way to his new position as Chief Controller of the Goose Area Control Centre. Norman De Meza, Chief Controller, Montreal Centre, presented "Tiny" with a beautiful telescopic glass fishing rod and spinning reel on behalf of the Montreal Centre staff.

Mr. Merritt has had many years of experience in control of air traffic at Gander, Moncton and Montreal to fit him for his new position. Before opening the important new Centre at Goose Bay, he is having several months' extensive training at Ottawa headquarters, Gander and New York.

"Tiny" Merritt has recently fulfilled a lifelong ambition to hold a pilot's licence. He recently completed the course with Laurentide Aviation at Cartierville, in record time. He holds the rank of Flight Lieutenant in the RCAF Reserve and is well versed in Radar control and air defence procedures.

The Montreal Centre wishes "Tiny" "good luck" in his new Centre at Goose and also in his fishing expeditions.

On May 15, Mrs. Dorothy Ruchti, the District Radio Aids Engineer's senior stenographer was presented with a "Ronson" table cigarette lighter awarded by the Suggestion Award Board. Mrs. Ruchti had made a suggestion for improvement of form 328 used for Plant and Equipment Inventory.

The presentation was made by J.L. Blondeau, District Controller Air Services, Montreal, in presence of D.R.A.E.'s staff and other members of the Montreal office.

Under arrangements made by Airport Manager E.L. Capreol and the supervision of Fire Chief M. Leroux and his boys, a Red Cross Clinic was set up in the Fire Hall in February.

Some twenty employees from the Airport and District headquarters staff contributed to the Blood Bank during the two days that the clinic was in operation.

Laurels go to the firefighters, whose record was better than any other Section, with 50% contribution.

C.H. Skelton

HALIFAX



C.J. Theakston wishes Doug Melvin many hours of happy retirement.

A veteran DOT employee in Dartmouth Marine Agency, Douglas Melvin, was honoured by the Department and fellow employees in March, on his retirement after 49 years of service with the Branch. Clary J. Theakston, District Marine Agent, Halifax, wished him a happy retirement and made a presentation of a watch and a purse.

Mr. Melvin entered the service with the Department in May of 1907 as a janitor, and on June 16, 1920, was appointed messenger clerk, receiving a full appointment as messenger on May 6, 1925, which position he held ever since.

Mr. Theakston praised Mr. Melvin for being honest, faithful and conscientious during his period of service. He added that in all the 49 years he succeeded in getting all mails and money delivered without any failure.

Mr. Melvin's great sense of humor he said would be sadly missed at the Department of Transport office. His retirement leaves Mr. Theakston as the only remaining original employee of the Department since the Marine Branch was first opened in Dartmouth.

In presenting Mr. Melvin with the purse of money Mr. Theakston said that it contained sufficient to give him a well-earned vacation trip to Boston. After that he said he could spend lots of time watching softball activities at the Dartmouth Commons this summer. Mr. Melvin is avidly interested in the sport of softball.

Mr. Melvin warmly thanked his fellow employees and Mr. Theakston for their kind wishes on his retirement.

An interesting event in the life of this Agency took place on February 17, when two very popular prevailing rate employees, namely, William L. Bell with thirty-seven years of service, and Parker M. Thomas with a total of twenty-five years and ten months of service, were honoured on the occasion of their retirement by their fellow employees from the Agency staff and Yard staff.

The presentations were made by J.C. Theakston, Agent, of mantle chime clocks to Messrs. Bell and Thomas, and in an atmosphere of informality, he referred to their faithful and honest work that they had given to the Department down through the years. He wished them good health and happiness in their retirement, pointing out that he would like them to keep in

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touch with the Department from time to time and to drop in and see their old friends whenever they felt like it.

The recipients thanked everyone for his kindness throughout the years, and pointed out that there was a genuine feeling of regret on leaving the Department after cementing so many friendships. J.C. Theakston



At a wiener roast at St. Margaret's Bay, N.S. Matt Dolan, Lorna Stuckey, Earl Ripley, George Dolomont, Gladys Dolan, Maureen Dolomont.
(Photo by J. O'Neill)

SAINT JOHN - MARINE

J. Murray Lamb, District Marine Agent, Saint John, N.B. was honoured on the occasion of his retirement April 1, when about sixty friends and colleagues which included members of the Marine Agency staff, dock personnel, lightkeepers in the immediate vicinity and members of ships' crews at the Agency gathered together for a party. F.A. McKinnon, acting District Marine Agent, presented Mr. Lamb with a barometer on behalf of the Department of Transport employees; a chair, clock radio, and floor lamp on behalf of the staffs of the General Office, Stores and Marine Depot, as well as ships' personnel and many of the Department's lightkeepers along the New Brunswick and Nova Scotia coasts. Miss L.H. Myles presented a corsage and evening bag to Mrs. Lamb.

In his remarks Mr. Lamb recalled many events which transpired during his association with the Department of Transport. He spoke of the vital service rendered by the Department to the shipping industry with its various aids to navigation such as river buoys, light-houses and fog alarms.

In concluding he thanked the employees of the department for the loyalty during his administration. Following the presentation a buffet luncheon was served by the local office staff.



Born in Kingston, N.B., Mr. Lamb was graduated from MacDonald's Consolidated School, and from the University of New Brunswick where he received a degree in civil engineering.

Before joining the Department of Transport in 1940, he had been in the Department of Public Works since 1913, excluding his war service, as a junior engineer and an assistant engineer in the Chief Engineers Branch. on August 1, 1940 he became District Engineer of Marine Agency, Saint John, and on the death of H.F. Morrisey, he was promoted to District Marine Agent, a position which he has held until his retirement.

Mr. Lamb is a past chairman of the Saint John Branch of the Engineering Institute of Canada and was elected to the council of the association.

SASKATOON (These reports taken from SPOTLIGHT Winnipeg District news sheet.)

H.W. (Peewee) Lougheed, Equipment Operator, left for Coral Harbour for a year. He's really going to be missed - especially on bowling.

From March 19-23, we have had Staff Training Courses at the Airport with Darrell DeBow, Staff Training Officer from Ottawa. Attending the sessions were P.R. Nicholas (APM), W.J. Heikkinen (AMF), R.M. Stone (Sr. ATC), S.L. Young (OIC, Range), W.C. Thurber (Met. Office, RCAF), H. Sinclair (Radio Inspector), all from Saskatoon, and C. Connor (Radio, Prince Albert), S. Hurst (Range, North Battleford) and C. Hunt (Regina Met. Office). All in all, we think it was very successful. Marianne Smith

A sign of Spring - Elmer Walsh and Les Edge talking about the coming season's Apiary supplies. Our technicians are sighing with relief--no more snowmobile sojourns into the "white-drifted" yonder.

Actually a quiet winter, other than visiting Winnipeg Technician installing an emergency plant and conducting an intermediate examination.

Technician Fisher refused to "get lost" any more on his ILS trips, even with a plentiful supply of blizzards. He figures our blood pressure can't stand the excitement.

The Hudson Bay Easter Bunny arrived via Expeditior, thrilling hundreds of kids out for the parade. We big kids sort of kept our eyes on the escorts - lovely chicks! T. Thomas

REGINA — NEW OFFICERS

The annual meeting of the Regina Air Services Association was held January 25. Reports were given and new officers elected. Range Operator Les Georgy was named the new President; Charlie Hunt became Vice-President, and John Junk remained as Secretary-Treasurer. An entertainment committee was elected, consisting of three members, Elmer Nelson, Frank Grant and Ed Salteil.

Out-going President, Charlie Hunt, gave a resume of our accomplishments in 1955. The treasurer's report showed us to be in fair financial shape (we never collect dues either) and we are looking to a good year in 1956.

The forecasters began their direct broadcasts early in February and they are doing a fine job. Ike Baerg and Charlie Hunt take mike duty on alternate days and they are heard over CKRM and CKCK at noon, Monday to Friday. Johnny Junk

THE PAS

On February 11, a "Committee" of friends greeted Bill Hollinger at The Pas while he was enroute to Lynn Lake aboard CPA.

Bill unsuspectingly stepped off the plane last (co-operation of CPA radio and the stewardess) and was nearly scared out of his wits by the weird noise.

As he appeared in the doorway of the airliner, the "Committee" band struck up a rousing chorus of "Oh Susanna" (the only tune the harmonica player knew!) while the other band members did a fine job with New Year-type noisemakers and on wastepaper baskets serving as drums.

A carpet was spread on the ground for Bill to walk on (Duffy's painters tarp) and a lei was hung around Bill's neck in Hawaiian style (made of coloured apple and orange wrappers) and a big flowered cardboard arch with "Welcome Home Bill" over the CPA waiting-room door completed the reception arrangements.

Of course, all the fellows wore prominent badges with be-ribboned streamers. Some of the boys, who also served as bandsmen, impersonated reporters from "Lifeless" and "Timeless" magazines, not to mention newsreel cameramen. Everyone had a lot of fun and Bill certainly took it in his stride after the initial surprise, even wearing the paper lei to the coffee shop where all the boys donated a cent apiece for his coffee. Nothing too good for our Bill!

The fact that other airline passengers thought we were bushed didn't bother us a bit. Maybe we are! Little did Bill expect what he was in for when the stewardess held him back till he was the last passenger to disembark.

We had a very fine Curling Club windup with the usual social festivity and we did not see anyone going away unhappy - a good time being had by all. E. Docking skipped the winning team with Clark third and two players from the Sanitorium completing the team.

A farewell party was held on April 21 in honour of Mr. and Mrs. Al Joynes who are leaving the DOT at the end of the month to operate a service station business at Barwick, Ont. The best of luck to both in this new venture.

NOW HEAR THIS! Our new aircraft refuelling facilities are being put to the test these days and already we have refuelled a C124 Douglas Globemaster with 6,252 gallons of aviation gasoline grade 115/145 with total time for refuelling 60 minutes. Can anyone top this for a single refuelling?

We had a nice visit from our D.S.A. and a few of the boys. This is about the longest time that we have had anyone from the main office visit our base before moving on and we suspect Churchill weather was the cause of the lengthy visit. J.R. Wright and the writer had a profitable visit at this time.

We also had a very enjoyable visit from our J. Roy Baxter, Director of Administration and Personnel, Ottawa. A lot was gained through his short visit here with his party, but like all the rest they did not stay long enough to really enjoy our part of the country. However, we expect some of them back during the summer months when they will have a better look and see just what takes place.

At this time we are working overtime as we have some of our R.C.A.F. boys with us again and they will be here for the summer with their 'copters and other machines, and without our new system of refuelling we would be in the same rut that existed here over a period of years. Art Simpson, Manager, Aerofuel, is a very busy man and a welcome one, as we call him part of our staff as you may be assured he made life a lot better around here for all our staff.

Hockey is all over and the writer and his boys had a very nice stag in the Cambrien Dining Room. The writer was presented with one of the nicest letters any coach could wish for. Again a good time was had by all.

Alex Clark

ARMSTRONG

On March 26, Department of Transport C47 arrived carrying eleven top officials, headed by Mr. Baxter, from Ottawa. These men were just completing a tour of all northern and isolated stations to see for themselves the living conditions at these stations. An attractive lunch was prepared for their convenience by the airport ladies, and after all had satisfied their appetites, we were asked to give every complaint we could think of against living at Armstrong and to suggest ways to improve these conditions. (That's like throwing a hornets' nest into a ladies aid meeting.) All in all it was a very enlightening afternoon.

Al Cook

WINNIPEG

The opportunity is taken at this time to welcome Mr. and Mrs. H.M. (Mac) Wilson and family, Thomas, aged 9, and Michael, aged 5, to Winnipeg.

Mr. Wilson arrived from Ottawa in February to take up his new duties as District Superintendent, Air Regulations, in the Winnipeg District, and is now residing at 482 Montrose Avenue.

The new DSAR has been in DOT since 1945, stationed at Ottawa in charge of flight training and the last 3 years in charge of licensing and training.

"Mac" Wilson started his flying career as a commercial pilot in 1936 with Leavens Bros. Air Services, Toronto. In October, 1939, he joined RCAF as Flying Instructor at Camp Borden and became W/C in 1942 stationed at Ottawa as C.O. of No.2 SFTS, Uplands. He went overseas in 1943, and returned in 1944 to be in charge of Flight Training, No.3 Training Command, Montreal.

In 1942 Mr. Wilson received the King's Commendation and in 1943 was awarded the Air Force Cross.

From SPOTLIGHT



Officials of DOT and other departments about to re-board DOT plane at The Pas. (L.to R.) K. Abbott; B. Hogben, Chief Treasury Officer, DOT; D. Wood, T & W. DOT; S/L. B. Broadrib; R. Baxter, DAP, DOT; C. Wimmerley; F. Maxwell; D. Watters.

WINNIPEG - Continued from Page 10

The D.O.T. Bowling League wound up on March 21 with Al Drewett's team winning the DOTRA Trophy. Al also won the Men's High Single (346), High Three (805) and High Average (226), and the team held the team high three all season. Consolation prize was won by Don Deally's team.

Mrs. Marge Peden won the Ladies' High Single (321) and High Three (745). Mrs. Florence Wright held the Ladies High Average (171).

The success of the bowling league was largely due to the help and co-operation of Muriel Taylor, Marguerite Mulvey, Nancy Okimura and Mildred Rayter.

We say "Welcome" to Jean Wenzoski who joined us on April 3. Jean is typist with Plant and Equipment.

On April 4, Steve Dawyduk started in the D.S.A.'s office. Steve comes to us from the Dept. of Finance. Welcome to you too, Steve.

Regarding the recent news item in the daily papers concerning the three beavers who broke loose in the cargo compartment of Scandinavian Air Lines' recent flight into Winnipeg, there was a malicious rumour that Winnipeg Airport Manager was captured three times by mistake during the chase. Keith has since doffed his beaver chapeau, only due to the advent of Spring weather!!!!

The final playdowns of the Curling League took place on Friday, March 23, and the results were as follows:

The Tommy Hayes rink defeated Lloyd Hainstock's for the championship of the DOTRA and the Cameron Trophy. Frank Whimster defeated Arnold Park, George Ruston defeated Jack Scott and Knight Morton bested Jim Watson. The Sid Zimmerman-Al Groombridge playoff did not take place because of poor ice conditions and the absence of the majority of the rink members on annual leave.

Welcome to Lorraine MacRae who is charging files in Central Registry now in place of Walter Twerdochlib. Walter is now with D.V.A.

Welcome also to Donna Nielson who replaces Mary Wolesky in Accounts. Mary also transferred to D.V.A.

PRINCE RUPERT MARINE



The photo shows some members of the Agency staff assembled on the occasion of the last day in the office for Ruth Marie Skalmerud, popular stenographer, shortly before she became the bride of Ray Greiner.

A handsome electric coffee percolator, an electric iron, and a Kenwood blanket were among the gifts presented to the young lady by District Marine Agent, N.A. Beketov (extreme right), on behalf of her fellow workers in the Agency.

GLEANINGS FROM GANDER

A television set was presented to Eric Winsor, Airport Manager, on March 14, when DOT staff held a farewell party on the occasion of his promotion and transfer to Ottawa to fill the new position of Chief of Administration Services.

Mr. Winsor will be remembered in Gander for some time to come, not only for his ability as Airport Manager, but also for his community spirit and especially for the great part he played in the campaign for the artificial ice rink, Gander Gardens.

To Mr. Winsor, his wife and children, we wish every success and happiness in their new home.

Rex Tilley, former Operations Manager, has been promoted to Airport Manager, acting.

Mr. Tilley was Senior Air Traffic Controller (Tower) from 1946 to 1950 when he transferred to the Centre as Area Controller until 1952 at which time he was promoted to Operations Manager.

When it was learned last year that Gander would lose its rink, Hangar 12, which was on the site of the new Terminal, many feared that hockey was finished for this Airport town, but they failed to figure on the hard working Board of Governors, namely Rev. P.J. McCarthy P.P., Eric Winsor, Airport Manager, and E.P. Henley, Pan American Airways.

They had a building for a rink - the former R.C.A.F. Drill hall - but to renovate it and install an artificial ice plant would cost a lot of money. A St. John's businessman offered to back a bank loan, so they ordered an artificial ice plant. From then on things moved. The people were asked for donations and free labour. The response was overwhelming. The majority gave \$20.00 each. Clubs, associations and business firms donated from \$100 to \$1000. Every Ganderite supported the project.

In free labour, DOT employees were outstanding. The Carpenter Section contributed a lot of free hours tearing down partitions, erecting new ones, building bleachers and boards around the ice, etc. etc. The Plumbers installed radiators, and washroom fixtures. The Painters did a big job.

Behind the scene, the Engineering Section, especially Jim Rose, worked hard planning the use of all available space and then working along with the craftsmen.

The result is a modern stadium. Under the ice surface, which measures 180' x 80', lie over 8 miles of plastic piping. It can seat 1200 comfortably with standing room for 300. There are steam heated dressing rooms for players and skaters, a large canteen and a manager's office.

The honour of officially opening the rink on March 10, 1956, went deservedly to Mr. Winsor, Airport Manager, who gave his whole-hearted support from the beginning.

"This rink", said Mr. Winsor, "will help to cement the idea that Gander is our home town and not just a place where we draw our cheques at the end of the month." Further on he said "I now declare Gander Gardens officially opened." The roar of applause from the 2000 proud supporters was deafening - they had beaten the odds.

J.P. Cochrane

See also Page 12

GANDER - Cont'd from page 11

These are photos taken at a DOT party held at the Airlines Hotel, Gander. It was a huge success with over 400 attending. Each section entered the competition for the "Grunt and Groan Trophy". It was won by the Motor Transport Quartet. It can be seen from these pictures that it was one of the biggest trophies of the year.



The Barber shop Quartet, consisting of (L. to R.) John Dean, Bob Long, Rufus Hobbs, Jack Lee gave out with Adeline type of songs to the delight and enjoyment of everyone.



A touch of Hawaii entered the scene when (L. to R.) Frank Ireland, Hap Chafe, Rex Tilley, Vince Myrick stepped on the stage complete with sarongs.



The "Grunt and Groan Trophy" being carried toward the stage.



Jack Lee, capable M.C.



Eric Winsor presenting the trophy to Motor Transport Quartet.

MEMORANDUM FROM: OFFICER-IN-CHARGE
TO: ALL STAFF

The staff are well aware of the major relocation project that has taken place during the past two months, and quite recently completed. Reference is made to the move from the old transmitter building and site to the new.

In charge of the project was D. Dewar, Communications Engineer, Headquarters' Staff, Ottawa. He was assisted by technicians from Headquarters and District, some technical staff from Canadian Aviation Electronics Ltd., District rigging staff, Gander Station rigging staff with additional rigging and labourer personnel and Gander Station technicians, and Radio Operating staff members.

In the process, rough spots and trying times were encountered over the ground and in the minds of all concerned. This is to be expected with such a large undertaking. At the same time, besides quite a few cuss words being said, many a wholesome laugh came out of it which effectively smoothed off the sharp edges of temperaments. Again, it must be admitted that this is natural. With the make-up of our Commonwealth status originating mainly from English, Irish and Scottish stock, of whom others say that:- "Englishmen are never so Happy as when they are Grumbling", "Irishmen are never so Peaceful as when they are Fighting"; and "Scotchmen are never so much at Home as when they are Abroad". What else can one expect but that rough and smooth water will be encountered - it goes with the vagaries of our Newfoundland Climate.

Out of all this, everyone has emerged quite happy. The major part of the job has been completed in a comparatively short time, taking into consideration the size of the project, the largest Aeradio Transmitting Station in Canada.

Mr. Dewar has through this Office, warmly expressed his appreciation to all staff who have assisted in any way whatsoever, knowing that it involved extra help which at times the Station could ill-afford to provide.....

One further word to all, Male and Female: the Transmitting Station is part of Aeradio Gander; why not, when the occasion permits, drop out and see it. The boys will be glad to see you, I am sure, and you'll feel a sense of pride to be associated with the Gander Telecommunications Division, even if only at a later date.

sgd: W.H. Heath
O.I.C. Aeradio Gander.

OTTAWA

Air Services terminated a very successful bowling season May 16, with a smorgasbord dinner at Whitehill Glade. The long tables richly laden with many types of food was too tempting for the bowlers to be conscious of their waistlines.

The president of the bowling league, Alma Hazel, assisted by Winnifred Smith, Secretary-Treasurer, gave out the prizes. Nearly every bowler won a weekly prize, a high single or high cross.

"The Beavers" J. Cole, (Captain), G. Watchorn, M. Barr and Misses F. Trudel and M. Murton, came first in the final standing and each received a prize.

In the playoffs, The Vergette Trophy, emblematic of the top team of the first six in the league was won by the "Seabees," C. Carroll, (Captain); Betty Kilgour, Jack Wilson, E. Sabiga and C. Spilling. The Wooden Trophy, emblematic of the team with highest total score of the other six was won by the "Comets," Roy Mattern, (Captain); Tommy Vergette, E. Larock, R. Goudey and R. Donomme.

In the individual scoring, the ladies' high average went to Pat Moloughney, men, D. Gosselin; ladies' high cross, Mary Murton and the men, Earl Hickson. The ladies' high single was won by Mrs. Carmen Welsh and the men, C. Carroll. The ladies' low single was won by Bonnie McIntosh and the men, J. Levin.

Prizes were also given for perfect attendance to Miss F. Trudel, M. Sierolaski, T. Chaffey, M. Barr, G. Fee, P. DeBlois, W. Dujay and C. Hillis.

At the annual meeting of the Department of Transport RA on April 17, the following were chosen to be on the new board of directors: Pat Graham (President), Don McCartney (Vice-President), Claire MacDonald (Secretary), Harry Pyle (Treasurer), R. Laroque, H. Benjamin, H. Budden, E. Howe, S. Lantinga, B. Mather, L. Rochon, T. Prescott, R. Schroeter, Mona Burns and Barbara Ann Kennedy.

The first event planned by the new board was the annual golf tournament which was held at the Chaudiere Club on Friday June 1. Although clouds threatened rain all afternoon and some golfers took their shoes and socks off to wade in the wet terrain, it was a very successful and enjoyable day with some sixty golfers wandering about the fairway. Arrangements were in charge of Reg Schroeter, Chairman of the sports committee.

Prizer winners in the event were: C.P. Edwards Trophy for low gross Charles Gagnon, who did the course in 81. Par for course is 72. Runner up A. Milne, 81; low net, S. MacLean, 64; runner up W.B. Chyrchun, 67.

For the women; low gross was won by Liliane Dostaler, runner up, Maureen Grace; low net, Mary Mitchell and runner up, Liliane Dostaler.

The lucky draw prize, a very valuable barometer donated by Hughes-Owens Company was won by W. B. Chyrchun.

The hidden score prize, chosen by DOTRA President, Pat Graham, was won by Wilf Marshall.

A Few Divot Diggers at the Annual DOTRA-Tournament



Golf champion Charles Gagnon receives C.P. Edwards Trophy from DOTRA President Pat Graham; Reg Schroeter (l) in charge of tournament, and Harry Pyle.



N. Paton, Miss M.S. Mitchell, P. Balfry



Time out to rest - M. Murphy; A. Milne; M. Munro; S. Beckett; Steamship Inspection



A mixed foursome - F. Elmett, D. Burgess, J. Percy, L. Dostaler

Met News



Other way round!

Memo from District Controller, Air Services, Vancouver to Controller of Met.

I am pleased to bring to your attention the personal appreciation of a Towboat Skipper who has written to advise of the excellent service being provided by the Cape Lazo coast radio station personnel. Captain G.F. Quick, who operates for Coastal Towing Co. Ltd., passed to us the following remarks.

"I made a recent visit to the boys at the weather station at Cape Lazo. Carl Ward and Eric Harlock are names synonymous with good or bad news for over five hundred log towing skippers like myself. Their services are invaluable. 'Lazo Time' - 6 times daily - is a must among us and somehow both know exactly what we require in the way of information. I speak not for myself, but for all the other skippers as well. Many like myself have gotten to know them personally and although they have their stipulated times of broadcast, they will always pass on information with a smile on any call at any time."



(L) Governor General Massey, on his recent Northern tour, visited the Meteorological Station at Great Whale River in the Eastern Arctic. Here he is shown the radio room by OIC Fred Woodrow of Picton, Ont., a veteran of 14 years in the Arctic.

(R) AT RESOLUTE, N.W.T. - Governor General Massey watches the releasing of a weather balloon at the Joint Arctic Weather Station. S. Steiner of Toronto holds the balloon; the radiosonde transmitter is held by V. Boynton, USA.

WAS MY FACE RED

Montreal's 'face', which has undergone many changes in recent years, has a little more color - weather-wise. April 12 was the date for the opening of a new weather forecasting service in colors. A beacon has been erected atop Dorchester Towers, 505 Dorchester Street, West, for the Canada Life Assurance Company. Colored lights flash forecasts some 12 miles across the sky. Data is based on information from the Dominion Public Weather Office at Montreal Airport at Dorval. A green light atop the beacon indicates clear weather ahead, red for cloudy, flashing red, rain, and flashing white, when it calls for snow. Lights running up the tower indicate warmer weather coming; running down, cooler weather. Steady lights will indicate no change. There are adjustments in the forecasts every six hours. The prediction during the daytime is good for the balance of the day. Night time lights indicate the weather for the following day.

(Montreal Star, March 28)

DIAL WEA

For more than twenty years Britons have been able to dial TIM on their phones to get the time. A recorded woman's voice announces it continuously. Now the Post Office has started a new service. Dial WEA any hour of the day or night and a recorded voice gives you the official Met. weather forecast, brought up to date every few hours. About 1,000,000 calls a month are expected.

(Toronto Star and Telegram, March 5 and 20)

LETTER TO R.A. HORNSTEIN

From St. John's, Nfld. - W.J. Robinson, "I was very glad to get your script of last Sunday evening's broadcast -- the first which I have missed for two or three years. Incidentally my wife hauled me off to hear a Sermon. But I am afraid I must confess that I find your broadcasts more interesting than Sermons."



2000033167

Electronic Aids to Air Navigation

Development of electronic aids to air navigation, providing for visual rather than aural guidance, is increasing the safety factor in commercial flying and the Department of Transport is installing these latest facilities at its main airports or is assisting in their evaluation. These additional safety measures are, in most cases, complementary to existing radio facilities.

The Department of Transport's airway system across Canada will be covered by a radar network involving four short-range and 15 long-range surveillance radar units which will give Air Traffic Control a radar coverage of approximately 400,000 square miles. Adaption of radar to civil aviation is calculated to assure greater safety for aircraft operating in controlled airspace and to enable Air Traffic Control to identify and trace aircraft under all weather conditions, to expedite the flow of controlled air traffic and to control approaches and departures in the immediate vicinity of the terminals.

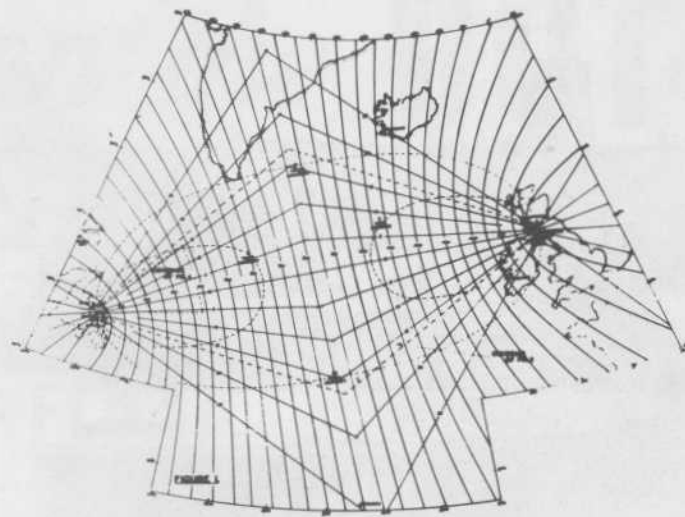


Indicative of the importance of these developments, a D.O.T. circular letter ATC 169 says, in part, that "the provision of radar equipment and the implementation of radar procedures will not be the final answer to air traffic control problems, but it will be a large step towards the ultimate aim of semi-automatic air traffic control system."

Air Traffic Control centres at Montreal, Toronto, Winnipeg and Vancouver are being provided this year with sets of High Definition X-Band Radar for use in short-range operations. These short-distance radar units will also be utilized to immediately implement a radar control training programme for Air Traffic Control personnel.

Orders have been placed by the Department for 15 units of L-Band Airways and Airport Surveillance Radar (AASR) to be installed at Moncton, Seven Islands, Quebec, Montreal, Ottawa, Toronto, London, North Bay, Lakehead, Winnipeg, Regina, Saskatoon, Calgary, Edmonton and Vancouver with deliveries to commence in 1958. These long-distance surveillance radar are capable of tracking aircraft of the F-86 type at a range of 90 miles and larger aircraft upwards of 135 miles and up to an altitude of 60,000 feet.

Evaluation trials are to commence next year in conjunction with the United Kingdom of a new trans-Atlantic system whereby two pairs of stations, located at Gander, Nfld. and Prestwick, Scotland, will produce parallel lanes within which aircraft will be able to fly with small but safe lateral separation. A standard flight log mounted in the cockpit of equipped aircraft will indicate visually, by means of a moving pen, the position of the aircraft in accordance with tracking and ranging information transmitted.



Eligibility for Awards

Many employees of the Department have received awards for suggestions submitted under the Suggestion Award Plan, and it is intended to give greater publicity to this in future issues of "News on the DOT".

The Suggestion Award Committee, which consists of senior officials of each Branch of the Department, believes that two factors have affected the number and type of suggestions received:

Many employees have refrained from submitting a suggestion to the Committee because they feel that they may not be eligible for an award. It is possible that this may have occurred even in cases where the idea has already been adopted locally. The Committee has pointed out that in all cases employees are well advised to submit their ideas for improvements as suggestions. The question of eligibility is considered quite broadly, both by the departmental Committee and by the Suggestion Award Board of the Public Service. Ideas already implemented at one location may be of use at others, or even throughout the entire service.

The other point affecting the Plan is that sometimes employees have used it to state complaints against fellow workers, supervisors, or other departments. Even if the complaint is justified, it is beyond the scope of the Plan, and the complaint should be submitted through proper channels. The Suggestion Award Plan is intended to bring out suggestions for improvement of equipment, methods and procedures, including working conditions.

J.C. SULLIVAN, DFC, 42, newly appointed Chief Traffic Officer of the Air Transport Board, is a native of Peterborough, Ont., where he was Canadian Traffic Manager of the Quaker Oats Co. He was awarded the DFC when flying as navigator with the famous R.A.F. No. 12 Squadron.





DOT Ships go North

D.O.T.'s Arctic Supply Vessel, the C.G.S. "C.D. Howe", sailed for the North from Montreal on June 28, after a delay of 56 hours caused by a fire in her fore-hold which, but for the efficiency of the ships fire alarm system and the heroic work of the crew, might have had disastrous results. The damage to the ship itself was negligible but some 15 to 20 tons of cargo had to be removed from the hold and taken ashore where every piece had to be opened and inspected. Much of this cargo could be later reloaded into the ship and some could be replaced locally. Other cargo replacement will be going North on a later ship.

With the departure of the C.G.S. "Edward Cornwallis" from Montreal early on June 25, that of the icebreaker C.G.S. "N.B. McLean" on June 27, towing a barge for Hudson Bay operations, and the "C.D.

Howe", the navigation season to the Arctic officially opened. The "N.B. McLean" and "Edward Cornwallis" were proceeding North to undertake the annual task of re-commissioning radio stations and other aids to navigation in the Hudson Strait and Hudson Bay prior to opening these waters to summer navigation.

The "C.D. Howe" (Captain P.M. Fournier) left with 25 officials, missionaries and Hudson Bay Co. personnel as well as 26 Eskimos. Aboard were some 975 tons of cargo including 3,000 lbs. of mail. The "N.B. McLean" (Captain W. Dufour) carried 16 passengers and 605 tons of cargo and the "Edward Cornwallis" (Captain F.A. Germain) with 697 tons of cargo aboard.

Towards the end of July, the icebreaker C.G.S. "d'Iberville" (Captain C.A. Caron) will head a convoy consisting of the cargo vessel "Federal Voyager" and the tanker "Green Ranger" with supplies and equipment to re-supply joint Canadian-United States Arctic Weather Stations at Resolute Bay. The convoy will be joined by the "N.B. McLean" in Lancaster Sound and by the "C.D. Howe" at Resolute Bay.



AT WASHINGTON TALKS

At an informal telecommunication conference of representatives of the Canadian and United States Governments held in Washington recently mutually satisfactory agreement was reached for adjusting radio frequencies used by both countries.

Shown at the Conference Table are: (1st row, l. to r.): R. Macfarlane, D.N.D.; F/L W.F. Potts, RCAF; Capt. H.E. Haddow, RCCS; A.J. Dawson, International Planning & Coordination DOT; C.M. Brant, Superintendent of Radio Regulations DOT; G.C.W. Browne, Technical Adviser to the Royal Commission on Broadcasting; C.G. Harrison, U.S. State Department, Chairman. (2nd row): Lt. Cdr. P.F. Wilson, RCN; W.B. Smith, Senior Engineer, Radio Regulations DOT. (3rd row): H.F. Jackson, Secretary, Frequency Planning & Coordinating Committee DOT; J.D. Corley, USAF; Lt. Col. A.H. Weigel, USAF; L.K. Simson, U.S. CAA. (Standing, l. to r.): R.E. Sante, CBC; P. Bogart, U.S. Embassy, Ottawa; Lt. M.A. Feigleson, U.S. Coast Guard.