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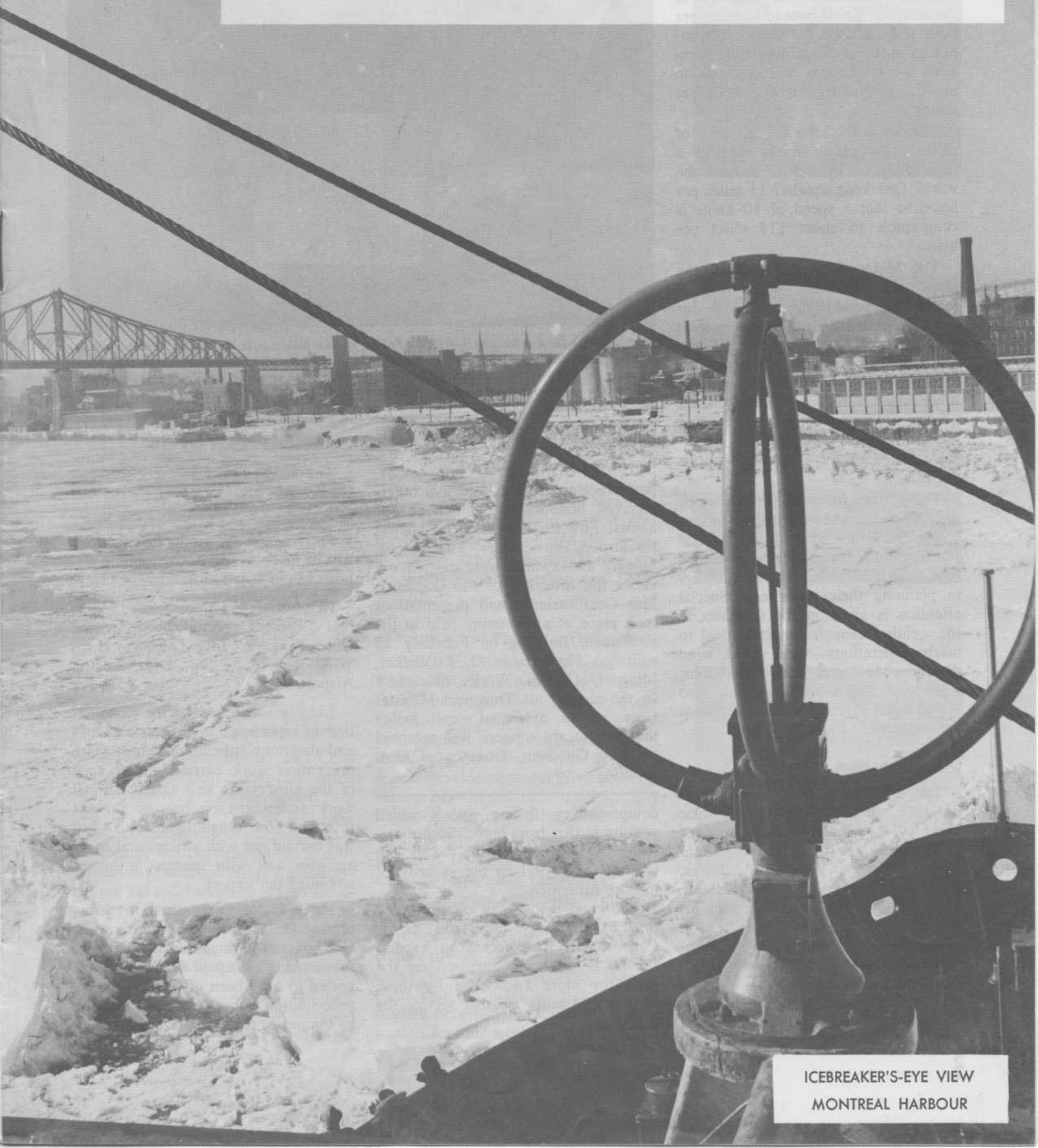
APR 21 1960

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News on the DOT

DEPARTMENT OF TRANSPORT STAFF PUBLICATION

MARCH - APRIL 1960



ICEBREAKER'S-EYE VIEW
MONTREAL HARBOUR

Mariner's Language in Marine Forecasts

Beginning March 1, the Canadian Weather Service and the United States Weather Bureau attuned their marine weather forecasts to the language of the mariner. Knots instead of miles per hour will be used for weather terminology in forecasts and bulletins. Forecasts for land areas will continue to use the landlubber's terms, miles per hour.

The knot has long been a part of marine vocabulary and is used as a unit of speed by sailors around the world. One knot equals 1.15 miles per hour, so that a speed of 10 knots is comparable to about 11½ miles per hour.

The Meteorological Branch of the Department provides marine weather forecasts several times each day for both the Atlantic and Pacific coastal waters, the St. Lawrence, Great Lakes and Churchill shipping route through Hudson Strait and Hudson Bay, and other inland waterways. Even the areas off the southwest coast of Greenland are taken care of in the marine forecasts issued by the Canadian forecast offices.

The marine forecasts, broadcast by the Government Marine Radio Stations and by the CBC and many commercial stations broadcasting at scheduled times, are used extensively by mariners in planning their operations. Special attention is given in the forecasts to the weather elements most critical to marine operations—wind speed, wind direction, fog and icing conditions. Gale and storm warnings are also issued when severe weather conditions are expected.

Important to Fishermen

The Northumberland Strait disaster last June, when 37 fishermen lost their lives, led to a recent conference of fishermen in the north shore area of New Brunswick, with E. A. Barks, Regional Forecast Officer for Moncton. The weather service is encouraging inshore fishermen to install radios on their boats, since, unfortunately, warnings of quick-sweeping gales may not be issued until the boats have cleared ports. Ship radio, and also ship-to-shore units, have long been standard



DOT AIRPORTS AWARD WINNERS—Public Works Minister D. J. Walker (left) presents framed scroll listing three DOT airports as award winners in annual Fire Prevention Week Contest to Civil Aviation Director Ray Goodwin (right). In centre is Lt. Cmdr. N. Duval who assisted in ceremony. Award winning airports are Ottawa, Whitehorse and Quebec.

Airports Win Fire-Prevention Awards

Three Department of Transport airports received awards and five others received honourable mention in the annual Fire Prevention Week contest for airport fire services. The contest, judging and awards were carried out under the direction of the Dominion Fire Commissioner and presentations took place at a ceremony held in the Parliament Building on February 25 with the Honourable D. J. Walker, Minister of Public Works, officiating. In the absence of Transport Minister George Hees, a framed scroll, listing the three award winners, was accepted by Ray Goodwin, Director of Civil Aviation.

equipment on fishing vessels which venture farther from home. Such disasters provide proof that the use of ship radio is also vital to the security of inshore fishermen.

The great increase in small boating that has recently developed across Canada and is expected to expand rapidly is focussing attention on the need for more knowledge by these boaters and more weather service for them.

The three award winners were:—Ottawa Airport, Ont.; Whitehorse Airport, Y.T., and Quebec Airport, Que.

Presentation of individual scrolls will be made to the award winning airports in the near future.

Honourable Mentions went to Montreal Airport, Que.; Lakehead Airport, Ont.; Fort St. John Airport, B.C.; Windsor Airport, Ont., and Moncton Airport, N.B.

Judging was based on the examination of reports, photographs, drawings and diagrams submitted, showing fire prevention work carried out at each of the airports as well as educational work undertaken on how to prevent fires, and how to fight them. This work was carried out with airlines and other agencies and with tenants in homes adjoining the airport.

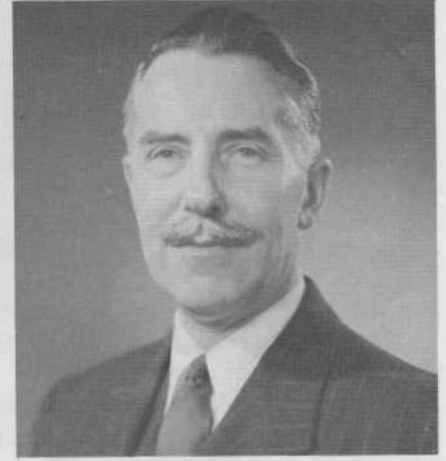
Many factors were used in determining the entries worthy of awards and honourable mention and material submitted with applications were reported to have been of worthy calibre, necessitating considerable re-checking by the judges to determine the winners.



W. A. Caton



F. G. Nixon



C. M. Brant

Establish New Telecom Services

Meet Technological and Electronic Need

A substantial change in the organization of the Telecommunications Branch recently has been effected. The name has been changed to "Telecommunications and Electronics Branch" to bring into focus the expanding services of electronic systems and equipment and the technological changes which have taken place in the field of communication. The branch is headed by the Director, F. G. Nixon.

The structure of three new divisions emphasizes specialization and makes provision for future expansion. A fourth division, Radio Regulations, reorganized in 1957, remains unchanged, but the Radio Aids Division as such has been abolished.

New Division, Design and Construction

A new division, Design and Construction, has been established which plans and directs the construction program for installation of radio and electronic equipment and systems for all services in the Department. It is subdivided into sections under the following specialized functions: Radio Communications Engineering; Navigation Aids Engineering; Radar and Special Devices Engineering; Specifications and Project Control; and Test Room.

H. E. Walsh is chief of the new division and J. R. MacKay is associate chief. The superintendents, in order of

above category, are: D. J. McIntyre, R. M. Bennett, F. L. Bentley and D. A. Moore. The officer in charge of the test room is J. H. T. Arial.

Maintenance and Operations

Another division bears the title Maintenance and Operations and is subdivided into four sections, each under a superintendent: Maintenance and Engineering; Air and Marine Operations; Technical Training and Manuals; and Teletype Operations. E. F. Porter is chief of this division and the superintendents are J. G. C. Thompson, G. Wells, W. M. Marshall and E. T. English.

Technical and Policy Co-Ordination

The third division, Technical and Policy Co-Ordination comes under C. M. Brant who will also assist the Director in branch policy development and technical co-ordination. The three sections in this new division are: Research Development and Programming; Emergency Measures Planning; and Common Carrier and Landlines.

O. L. Britney, as Chief Engineer of Research Development and Programming, is responsible for systems analysis, equipment research and for programming branch electronic aids activities. The accelerated growth and complexity of electronic systems and closer co-operation between Department and the users of systems have made it necessary to establish a special section for this work. *Cont'd on page 6*



E. F. Porter



H. E. Walsh



A BUNCH OF CUT-UPS when it comes to meat cookery, are these DOT men. Taking a lesson in the fine points of butchering are, from left, P. Casavant, M. Blais, Petty Officer R. Layfield, instructor; Bernard Jacques, A. Papillon, J. M. Charland and S. Meunier.



A GOOD PIE TRY—B. Meunier, of Montreal, shows his pie-in-the-making to critical officials. They are, from left, Roger Lemieux, Administrative Officer, St. Lawrence Ship Channel; Maurice Boudreau, Assistant Chief Engineer, St. Lawrence Ship Channel, and A. H. Paterson, departmental catering officer.

DOT Chefs and Stewards Study Cooking, Catering and Culinary Management at Navy School

A seven-week training course in supply management, for Department of Transport ship's stewards and cooks, got under way at the Royal Canadian Navy supply school, HMCS *Hochelaga*, Montreal, in mid-February with 14 men in attendance.

The instructors were Navy personnel who have been carrying out similar training for navy cooks and stewards, and whose services were obtained through special arrangement with the Department of Transport. The supply school afforded the men an opportunity to take the practical part of their training under the best of conditions. The three big kitchens in which such work was carried out are each equipped with 15 individual cookery units so the students could put their knowledge to the test while they trained. One

kitchen is for meat handling and cookery, one is for general cooking and the third is a bakery. In addition there is a class room where lectures in the management aspects of their work were heard.

The course was the first in a series to be carried out to promote economy and efficiency in the buying, storing and preparation of ships' foodstuffs and to ensure the provision of meals of high quality for ships' crews at all times.

The men were also trained in cookery, nutrition, galley management, sanitation, personal hygiene, dining room operations, wardroom organization, fire prevention and control, and other related topics.

Taking the course are B. Jacques and J. M. Charland, St. Jean Deschailons, Que.; A. Papillon, Sorel; P. E.

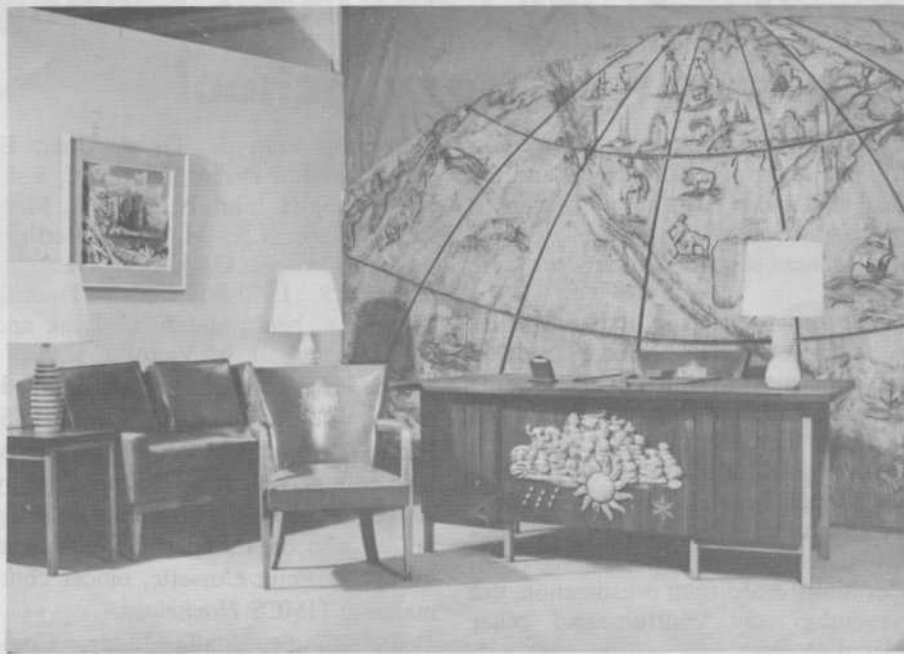
Casavant, Ville de Tracy, Que.; B. Menier and S. Pascus, Montreal; S. L. Smythe, Saint John, N.B.; G. E. Mackay, Pictou, N.S.; M. Blais, Berthier en Bas, Que.; R. G. Allison, Hackett's Cove, N.S.; J. Bishop and E. Tizzard, St. John's, Nfld.; and F. C. Leak and R. Huszcz, both of Victoria, B.C.

The classes were inspected on Wednesday, February 24, by Capt. E. S. Brand, Director of Marine Operations, who was accompanied on his tour by A. H. Paterson, departmental catering officer who organized the course, and by Cmdr. Peter Cossette, officer commanding HMCS *Hochelaga*.

W. Klinge, Staff Officer, Commissary Training, was course officer and chief instructor was Chief Petty Officer A. Myatt.



THE TASTE TEST—Capt. E. S. Brand, Director of Marine Operations, tests the turnips in the general cookery kitchen. Instructor Petty Officer A. Kosub, lends a hand while DOT student P. E. Casavant, Ville de Tracy, Que., left, and Cmdr. Peter Cossette, Officer Commanding, HMCS "Hochelaga", look on.



CANADA'S GIFT TO W.M.O.—Canadian crafts and products are expressed in the decor for the President's Office in the new home of the World Meteorological Organization.

Canada Furnishes Room in New Home World Meteorological Organization

A bit of Canada will be embodied in the first home of the World Meteorological Organization being erected in Geneva, Switzerland. Canada, a member nation of WMO, chose as her contribution the furnishing of the President's office. A combination of Canadian products, skill and ingenuity has produced an excellent display of Canadian artistry and handiwork.

Of oiled Canadian walnut are the President's desk, a three-door cabinet, telephone stand, end-tables and coffee table. A carving of Canadian butternut, following closely the meteorological symbolism on the postage stamp issued by the Swiss Government and WMO, is mounted on the front of the desk. Of Canadian butternut, also, are the carved meteorological motifs mounted on the doors of the cabinet.

Highlight of the gift is the wooden panelling behind the President's desk. Of native butternut, sixteen feet by more than eight feet, it is hand-carved to show in relief North America and parts of other continents, significant of the universal character of WMO. Motifs characteristic of the areas shown have been carved across the face of the map.

The four chairs and settee are upholstered in top-grain cowhide dyed a

soft rust. They are an exact replica of the chairs used by Queen Elizabeth and Vice-President Nixon when they opened the St. Lawrence Seaway power plant at Cornwall, Ontario, last year. Drapes of Canadian design and weave, in tones of egg-shell and beige to deep tan, are a Canadian design award winner.

A Georgian Bay scene by the well-known Canadian artist, A. J. Casson, a former President of the Royal Canadian Academy of Arts, will hang on the wall and three table lamps of turned Canadian wood are painted silver grey to match the frame of the picture.

Both Dr. Andrew Thomson, who retired last year as Director of Canada's Meteorological Services, and his successor, P. D. McTaggart-Cowan, took a very personal and active interest in the designing and manufacturing of this distinctive Canadian gift to WMO.

W. R. LAVERY NAMED TO AIR REGS POST

William R. Lavery, Air Regulations Inspector, Vancouver, took up his duties as Superintendent of Air Regulations, in January. He takes over the post formerly held by the late "Des" Murphy.

Weather Forecast Office For Fredericton, N.B.

A new forecast office will be opened in Fredericton early in April. The opening, originally scheduled for last summer, was postponed due to the shortage of forecasters in the Canadian Weather Service. To be located in the Customs Building on Queen Street, the office is being established to provide improved weather service to such agencies as the New Brunswick Electric Power Commission, the forest service, other public utilities, local industry, agriculture and the general public. While it will not be staffed sufficiently to prepare its own forecasts for the St. John River Valley area, it will in many cases be able to improve locally on the general forecasts issued by the weather office in Halifax. The staff will consist of one forecaster, R. B. B. Dickison, officer-in-charge of the forecast office at RCAF station, Chatham, and one assistant. Mr. Dickison, a native of Doaktown, N.B., will be assisted by J. S. Worth, at present employed at the Fredericton airport weather station.

NEW TELECOM SERVICES

Cont'd from page 3

In the Common Carrier and Landlines Section under W. E. Connelly, Superintendent, more emphasis is to be given to the technical side of landline and associated services leased or provided by the Department. Problems relating to domestic and international communications carriers are also a special function of this section. W. R. Butler is superintendent of Emergency and Measures Planning.

Radio Regulations

The Radio Regulations Division is under W. A. Caton, Controller. The sections in this division are: Regulations and International Agreements under C. J. Acton, Superintendent; Authorization and Enforcement under H. R. Newcombe, Superintendent; Radio Regulations, Engineering, under W. B. Smith, Superintendent; and Radio Regulations Services, under B. V. Lott, Office Manager.

Regional Offices

The regional offices also come under the new organization plan, under a Regional Controller of Telecommunications and Electronics.

C. J. Acton Elected Conference Chairman International Telecommunications Union

Outer Space Needs Was a Lively Topic

C. J. Acton, Superintendent of Radio Regulations and International Agreements of Regulations Division of the Telecommunications and Electronics Branch, brought singular honour to Canada when he was unanimously elected chairman of the International Telecommunications Union, 7th Administrative Radio Conference. Held in Geneva, Switzerland from August to December, there were 85 countries participating: the U.N. and six specialized agencies, (IMCO, ICAO, UNESCO, WMO, WHO and UPU) and 19 international organizations, represented by over 800 delegates.

The task confronting Mr. Acton at the outset of the conference called for the services of a diplomat and an administrator. To respect and reconcile the views of all those participating in the conference, also the formal proposals, about 6,000, submitted prior to or during the session and to effect the adoption of a new set of international radio regulations, was an outstanding accomplishment. When the conference closed on December 22, it had succeeded in reaching agreements on many difficult problems including a new "Table of Frequency Allocations" which contains radical changes in allocations and recognition of new radio services. The new table includes allocations up to 40 gigacycles (40,000 megacycles).

Mr. Acton, head of the Canadian delegation to the ITU, which also included W. J. Wilson, Deputy Head, A. J. Dawson, H. F. Jackson and A. G. E. Argue from the Telecommunications Branch, has represented the Department at many radio service conferences since 1947, when the last ITU conference to revise the Radio Regulations was held in Atlantic City. A great deal of preparatory work for the Union was done at these service conferences, so that Mr. Acton was well prepared for his big task. Among the conferences which he has attended are: Provisional Frequency Board (PFB) Geneva, 1948; Aeronautical Radio, Geneva, 1948-1949; High Frequency Broadcasting, Mexico City, 1948-1949; Extraordinary Administrative Frequency Con-

ference (EARC) Geneva, 1951; Buenos Aires Plenipotentiary, 1952. He also has represented Canada on the ITU Administrative Council, which meets annually, in Geneva. He was also Chairman of the Council for 1954.

The basic problems of the ITU revolve around the international table of frequency allocations which, ever since the 1927 Radio Telegraph Conference, has been the heart of the radio regula-

these had a direct effect on the Geneva Radio Conference. Of these possibly two are of particular interest: the epoch of space communication dawning before the world and the development of radio astronomy. The problem of frequency allocations for space communication purposes involves not only those who are directly interested in the launching of satellites, but also, because of potential interference, those using frequencies for other purposes.

The Conference allocated frequencies for space research purposes and has recommended the holding of



C. J. ACTON RECEIVES CONGRATULATIONS—C. Stead, Deputy Secretary of the ITU Conference congratulates Mr. Acton on being elected chairman by the assembled delegates. A. Langberger, President of ITU Administrative Council, 1959 is next to Mr. Acton.

tions. There are other problems, however, such as the technical characteristics of transmissions; procedures for interference cases; international monitoring, procedures in the mobile services, registration of frequencies and the role of the International Frequency Registration Board.

Since 1947 there have been spectacular developments in the scientific field and it was natural that some of

a further international Conference in approximately three years' time to consider more permanent allocations for all categories of communication needs in outer space, taking into account the results of the research undertaking in the intervening period.

Some of the anticipated developments in this field, in addition to telemetering, involve weather forecasting,

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Marine Mechanics Attend Course at Prescott Lighthouse Depot



WHAT CAUSES BUOYS TO BLINK?—These men have been learning the operation of such equipment while examining parts and discussing problems in adjusting and servicing acetylene flashing lanterns used on buoys. Shown (left to right) P. Mitten, Instructor, M. Grass, R. McKinnon, J. Lemoine and L. Harris.



WHAT HAPPENS WHEN LIGHTS BURN OUT?—Another automatically comes into focus. Instructor H. Smith has been demonstrating to this group adjustment and repairing of lamp changers used in lighthouses. Servicing and maintenance of a photo electric sun switch which automatically turns light out in daytime is also being reviewed. In group are A. Lemoine, H. Crump, H. Smith, M. MacDonald and H. Benson.



LOW VOLTAGE EQUIPMENT—Servicing the complicated and delicate mechanism of battery operated lanterns on electric buoys and on secondary lights was part of the review course at Prescott. Photo shows (left to right) A. Vezina, S. Dionne, A. Casselman (Instructor), J. McInnis and P. Ormiston.

A refresher course for 19 marine signals mechanics from marine agencies in the Department was held in the Dominion Lighthouse Depot, Prescott, Ont., from January 11 to January 15.

The course was designed to review previous knowledge and provide information on new developments in maintenance and installation of aids to navigation. This involved the use of electrical power, acetylene gas and related electronic equipment. The care and maintenance of fog alarm apparatus was also demonstrated.

The course also afforded the men an opportunity to discuss their problems with instructors and with each other.

Instructors for the course were from the Prescott Marine Agency: J. Dowsley, H. Smith, P. Mitten, T. Relyea and A. Casselman.

The following marine signals mechanics attended the course: H. Bowering, L. M. Dove from St. John's, Nfld.; B. Fetter, H. R. McKinnon, J. M. McInnis and K. McDonald from Charlottetown, P.E.I.; H. M. Benson and M. A. Grass from Saint John, N.B.; L. A. Harris and R. H. Cameron from Halifax, N.S.; R. S. Dionne and C. A. Vezina from Quebec, P.Q.; A. Lemoine and J. Lemoine from Sorel, P.Q.; G. G. W. Vanstone and H. T. Crump from Parry Sound, Ont.; W. Boyd and C. C. Ormiston from Victoria, B.C.; R. Sims, Prince Rupert, B.C.; and V. Bonneau and H. Cassel from Prescott, Ont.

Vancouver "VOR" In Use

I. Ginsburg, radio engineer headquarters, participated in the final flight checking for commissioning of a VOR station built at Westham Island in the mouth of the Fraser River, B.C. It went into operation January 4. He had been in Port Hardy, B.C. on a basic site selection for the new VOR station to be erected in that area. A specially fitted flight inspection aircraft is used for this checking purpose.

VOR, Very High Frequency Omni Direction Range is a radio navigational aid being installed at strategic points on airways in Canada. The first one went into operation at Dorval in January 1956.



WHAT MAKES A FOG HORN BLOW?—These men know. In their review course at Prescott they had an opportunity to see the complete range of equipment used in fog alarm stations in Canada. Photo shows men grouped around diaphone pistons, an air whistle, diaphone resonator and timers. They are (left to right) L. Dove, T. Relyea (Instructor), B. Fetter and R. Sims.



WHAT IS NEW IN NAVIGATION AIDS EQUIPMENT?—Transistorized flashers, used in battery operated flashing lights. Some marine mechanics are being introduced to the new equipment. Instructor J. Dowsley is showing them how to operate, repair and adjust the new electronic aid. Shown here are: H. Cassell, H. Bowering, V. Bonneau, J. Dowsley, G. Vanstone and W. Boyd.

ACTON ELECTED ITU CHAIRMAN

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long distance navigational aids, broadcasting, and high capacity communications between widely separated points throughout the world.

The development of radio astronomy techniques is vital to the scientists to obtain greater knowledge of the galaxies and some provision has been made in the new Table of Frequency Allocations to provide the necessary windows for this scientific research. In addition, Administrations are urged to protect additional frequencies in the spectrum for this new service.

Founded in 1865, as the International Telegraph Union, the ITU is the oldest and one of the most worldwide international governmental organizations. Therefore, it is claimed to be the

first in the field of governmental international collaboration. Radio waves have no respect for national boundaries so that co-operation between countries became mandatory. Today the Union also recognizes the great need for assistance to emerging civilizations in establishing reliable telecommunication services as a requirement for economic development.

Mr. Acton's interest in the field of radio developed during the first World War, when he actively participated in the establishment and operation of radio communications systems for the Canadian Army. Following this, he spent a number of years with Canadian Government coast radio stations and subsequently has had wide experience in telecommunication problems while occupying administrative posts in the Telecommunication Branch where he completed 40 years service last year.

SHEILA WARD'S NOTEBOOK

Sheila Ward's Notebook is a feature column in The Canadian Office, a magazine of management. This is an extract from the column which appeared in the January issue.

There's no reason why Bird Watching should be restricted to the great outdoors. Right in the office there's plenty of opportunity for it. Office bird watching societies can operate to advantage from 9 a.m. to 5 p.m. five days a week. As a starter, members are advised to keep a sharp lookout for the following species:

THE PAY DAY BAT—Can be observed every pay day. Close relative of the Cross-Eyed Vertigo and the Morning-After Grouse. The call sounds like "Chugalug, chugalug."

THE LOUD-VOICED HOOT—Known as the hyena of the bird world, this species emits a piercing and foolish laughing sound at the slightest provocation. Ornithologists are still undecided whether this bird is stupid or just nervous.

THE RUBBER-NECKED CRANE—Peers constantly into other birds' nests, apparently fascinated by all except its own nest.

THE DULL-EYED WAXWING—Closely related to the Wingless Star Gazer. Neither bird ever seems to get off the ground.

THE MISLAID HOLE PIGEON—This bird is characterized by its habit of hiding objects, seldom being able to locate them when they are needed.

THE QUILLED SCRATCHER—This bird has little use for modern equipment such as ball point pens.

DR. W. A. PROWSE GETS DIPLOMA IN AEROSPACE MEDICINE

Dr. William A. Prowse, Chief of Health and Welfare's Civil Aviation Medicine Division, has been awarded a diploma in Space Medicine from the U.S. Air Force Aerospace Medical Centre at Brooks Air Force Base in San Antonio, Texas. These diplomas, given to successful graduates of a course in aerospace medicine, are the first of their kind in the world.

Simplify Phone System at Malton Airport

An administrative burden has recently been removed from the shoulders of Ron Harris, airport manager, at Malton, Ont. in the installation of a new telephone system. An ultra-modern type compact cordless switchboard to serve only DOT offices replaces the consolidated two-position switchboard serving offices of airlines and agencies as well as DOT on the airport. A receptionist in the airport manager's office now handles calls with her other duties.

Frank Hartley, Landlines Supervisor, Toronto region, in collaboration with Ron Harris, promoted action leading to the new integrated installation by the Bell Telephone Company.

Before the cut-over in December, the Department operated the switchboard, and was billed by the Bell Telephone Company for the entire airport telephone system. Although convenient for the public it caused many contentious administrative problems. It required the time of the airport manager's office, the landlines supervisor and the regional accounts section, to keep track of equipment changes, ordered by DOT "subscribers" so they could be billed for the telephone and long distances calls properly chargeable to each.

The former DOT switchboard has now been taken over and is being

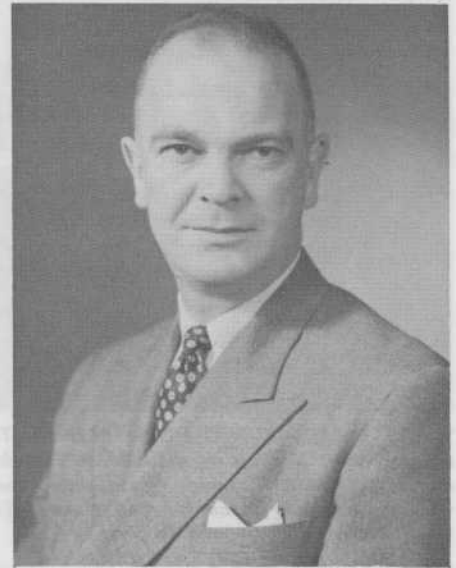


THE OLD AND THE NEW—Former consolidated system switchboard. Mrs. M. Silver, supervising telephone operator, trains Miss Hamilton for TCA who now operate it. New adding machine type keyboard in airport manager's office, being tried out by (l. to r.) Mrs. Barton and Miss L. Stroud.

Ray Goodwin New Head of Civil Aviation

Ray W. Goodwin has been named the new Director of Civil Aviation. He succeeds J. R. K. Main, who was appointed Canada's senior representative to the International Civil Aviation Organization.

The new director, who had recently been appointed Co-ordinator of Planning and Programming of Air Services, began his career in the Department in 1946 with the position of Assistant Inspector, Air Regulations, Toronto, where he remained for two years. He was then promoted to District Superintendent, Air Regulations, Moncton and in 1954 became District Director, Air Services. In 1957 he was brought to Ottawa to the position of Assistant Director General of Air Services under the new executive development program, which position he held until August 1, 1959.



Ray Goodwin brought to the Department a wide range of aviation experience, begun at the age of 17 when he learned to fly at the Halifax Flying Club. He flew the following six years as pilot instructor in the Maritimes. In 1937 he became chief flying instructor with the Toronto Flying Club and a year later was chief pilot for a bush flying company at North Bay and Rouyn. When he joined the Department he was a captain with the Maritime Central Airways.

Joining the R.C.A.F. the first month of the war, Mr. Goodwin spent the first three years instructing at Camp Borden and Brantford. He graduated from the Staff College, Toronto in 1943 and later went overseas completing a tour of operations in the European theatre in daylight bombing.

In August, 1945, Mr. Goodwin volunteered for services in India where he commanded a transport squadron. After six months he returned to Canada and served as officer commanding 164 heavy transport squadron operating in Newfoundland and Labrador. He later commanded 168 Atlantic Mail Squadron between Ottawa and Prestwick, Scotland. He retired from the R.C.A.F. with the rank of Wing Commander. His military honours include the Air Force Cross and King's Commendation for outstanding service.

Mr. Goodwin is holder of an Airline Transport license—No. 50—he has flown about 60 types of aircraft from spindly flivers to four engine transports.

operated by Trans-Canada Air Lines to serve only their own airport offices. All other agencies formerly on the consolidated switchboard now have their own lines direct to the local Bell Central Office.

Provision is made for direct inter-office calls between DOT, TCA and any other agencies who subscribe to the service.

The change is expected to result in lower costs per telephone, as well as increased overall efficiency of operation.



Capt. Ormsby New Marine Agent, Prince Rupert, B.C.

Captain Edward Oswald Ormsby, formerly Superintendent of Lights at Prescott Marine Agency, won the recent competition for position of Marine Agent at Prince Rupert, assuming his duties in February. He succeeds N. A. Beketov, who retired on superannuation.

Captain Ormsby joined the Department as Marine sub-agent at Port Arthur in 1950 and was promoted to the position of Superintendent of Lights at Prescott in 1956.

Born in County Down, Ireland, the new marine agent had Navy training on a British Navy training ship and had considerable service in the Merchant Navy before coming to Canada in the thirties.

During World War II, Mr. Ormsby was an instructor in navigation at an elementary flying training school at Port Arthur, then transferred to the R.C.N. where he was commanding officer of HMCS *Digby* in ocean escort duty and anti-submarine patrol.



Captain E. O. Ormsby
Marine Agent, Prince Rupert



N. A. Beketov
Retired Marine Agent, Prince Rupert

Met. Experiments with Radar To Guide Cloud-Seeding Plane

J. Dickson, Meteorologist, Toronto, was in Port Hardy, B.C. to conduct a unique cloud-seeding experiment with aircraft guided by a portable radar set.

The radar is being used to track and guide cloud-seeding aircraft to establish their position relative to pre-established points within a control area.

No actual cloud seeding was done, but scientists hope that by using radar to position and track aircraft, they can make cloud-seeding operations more controllable and effective within pre-determined areas.

Cloud seeding is generally done by dumping of dry ice into clouds to stimulate rainfall by artificial means. The measure has met with varying success.

The experiments being conducted at the northern tip of Vancouver Island are an extension of similar experiments carried out over the past two years in Quebec.

NEW BUTTONS AND BADGES

The Canadian Marine Service is the new name given to the operation of the Department of Transport fleet of ships. Ships operated by this service will be known as "Canadian Marine Ship", CMS instead of CGS as formerly.

Uniform, badges, buttons and cap ribbons which have hitherto borne the legend "Department of Transport" are being redesigned to carry the words "Canadian Marine Service" or Marine Service, Canada, as appropriate.

An attempt is being made to design a suitable badge for the Service. This would be available for use on notepaper, Christmas cards, blazer pockets and any other use as desired by officers and men at their own expense.

N. A. Beketov Vacations In West Indies At Start of Retirement

As we go to press, N. A. Beketov, retired marine agent at Prince Rupert and his wife are on the high seas aboard the M/V *Suncorona*, bound from Vancouver to Kingstown, St. Vincent, British West Indies. Captain Beketov, who is exceptionally skilled in the handling of sailing ships, has been asked by some of his West Indies friends to sail a racing yacht in the annual Bermuda-New York race. While there he is looking the possibilities over. At Prince Rupert, Mr. Beketov built and sailed his own 15-footer, which he named *The Sword*.

After three months vacation in the British West Indies, Mr. and Mrs. Beketov will live at Victoria, B.C. where Mr. Beketov is a member of the Royal Yacht Club.

Mr. Beketov, who had been District Marine Agent at Prince Rupert for eleven years, started his voyage in January, after his retirement at the end of the year. He came to live in Prince Rupert in November, 1948, having had a colorful career in the Royal Canadian Air Force and Royal Canadian Navy.

Born in Sevastapol, Russia, in 1891, he graduated from the Imperial Naval College in 1914, to enter the Imperial Russian Navy during the First World War. His first trip to Canada was in 1917, when still with the Russian Navy. He returned in 1923 living in Winnipeg, Montreal and Toronto.

First Time Two Canadians on Council of A.M.S.

For the first time in history, two Canadian Meteorologists are on the Council of the American Meteorological Society. P. D. McTaggart-Cowan, Director of the Canadian Weather Service, was elected vice-president for a two-year term and Dr. D. P. McIntyre, Chief of the Research and Training Division, continues to serve on the Council in the Society for a three-year period.

Many of Canada's professional meteorologists are members of the American Meteorological Society which has an enrollment of 7,000 including a number of interested laymen.

COLLEAGUES HONOUR JOHN HORNSBY ON RETIREMENT

With a sprig of heather in his button-hole and bagpipe music skirling through the air, John T. Hornsby, architect, in the Construction Branch, said au revoir to his many friends on the eve of his retirement, February 25, in his 73rd year. Co-workers and anyone remotely connected with the Construction Branch were at the party held at the RA centre to pay tribute to John, revered and loved by all who worked with him.

On the behalf of the guests attending the party, H. J. Connolly, Director of the Branch, presented Mr. Hornsby with a console Hi-Fi and a quantity of records. These including some good Scotch ballads, were played throughout the evening. Mrs. Hornsby was presented with flowers by Mrs. Connolly. When H. C. McCaully, Master of Ceremonies, put "Auld Lang Syne" on the record player, the guests spontaneously joined in chorus.

In making a short speech before the presentation, Mr. Connolly, spoke of the contributions Mr. Hornsby had made to the Department since he joined it. During the war he was in Edmonton as liaison officer with the U.S.A.F. in the supervision of construction of American Air Force Bases at Edmonton and Calgary, Alta. Since 1944, Mr. Hornsby was at headquarters as assistant chief architect.

Honoured for Scout Leadership

Mr. Connolly also mentioned Mr. Hornsby's outstanding contribution to the Scout movement in Canada—forty years as Scout leader in Oshawa, Lindsay, Peterborough and Ottawa. In 1958, he received the "silver acorn", one of the highest awards for distinguished service to the movement, at an investiture held by the Governor General. He is now a member of the Executive Council, Boy Scouts Association, Ottawa, and a member of the building committee, for the proposed new National Boy Scouts Headquarters.

In discharging his duties with the Department, John Hornsby had visited virtually every departmental establishment from coast to coast and to the far north.

Cont'd on opposite page



GROUPED AROUND THE HI-FI SET while the guests were singing "Auld Lang Syne". H. J. Connolly, Mrs. Connolly, John Hornsby, Mrs. Hornsby and H. C. McCaully.



A feast was laid on for John and his friends

Library News

Here are two books recently received in the library which may be of interest to you. They were reviewed by Miss Marianne Riddell, Chief Librarian and Ron Spalding, Assistant Librarian.

The Ice Was All Between

Lt. Commander T. A. Irvine, R.C.N.
Longmans, Green, and Company, 1959

In 1954, HMCS *Labrador* on a voyage of scientific investigation became the first deep-draft ship to transit the Northwest Passage.

In this book "The Ice was All Between", Lt. Comdr. Irvine gives a first-hand account of this history-making and fascinating voyage. He takes us aboard Canada's biggest and most complex naval ship at Sorel where she was commissioned and carries us through the trials and triumphs of her journey around the continent from Viscount Melville Sound through the Panama Canal and back to Halifax. The writer's familiarity with seafaring ways, his quiet humour and his flare for dialogue make his account a most enjoyable and memorable experience.

The Helicopter

Jacob Shapiro
The Macmillan Co., 1960

This book is the work of a design and consulting engineer who exhibits a thorough knowledge of his subject, and is able, moreover, to discuss this growing field of aviation in language both informative and entertaining.

Shapiro opens with an outline of the natural laws governing vertical flight and proceeds from this theoretical preparation to a practical exploration of how the helicopter works—utilizing these natural principles. A chapter is devoted to the history and development of the machine from the first conceptions of man's imagination to the realizations of our own day. With characteristic precision, Shapiro examines various problems of design and related flying efficiency which should interest the engineer.

Writing in a vigorous and easy style, Shapiro couches his study in terms understandable to the layman. His material is well-organized and controlled giving every evidence of careful



DOT CURLERS FROM GOOSE BAY—NEWFOUNDLAND CHAMPIONS. Representing the province in the MacDonald Briar Dominion Championships curling matches at Fort William, March 7, were (R. to L.): John Lyon, skip, (Controller, Goose Area Control Centre), Harry Stanley, vice-skip (Supervisor, Goose Area Control Centre), Reg. Goldberg, second, (Traffic Agent, MCA, Goose Bay) and Jim Tulley, lead, (Chief Controller, Goose Area Control Centre).

planning and research. The book contains photographs and drawings which add to the value of the text.

Clippings at Your Service

Miss Corinne Parent, who is in charge of newspaper clippings in the library, mentions that newspapers from all important cities in Canada are kept in the library for the current month. The clippings after being circulated to specified personnel are classified under subject heading and filed. Miss Parent welcomes any questions concerning clippings or news items, English or French, DOT's might be interested in.



Corinne Parent
in charge of library newspaper clippings

COLLEAGUES HONOUR JOHN HORNSBY

Cont'd from opposite page

In concluding his speech, Mr. Connolly said of John "He will be long remembered by his associates both in Ottawa and throughout Canada for his cheery approach, his charming Scottish wit, his love of life and forthright manner, but above all he will be remembered as a man who always walks the 'second mile' and in all things gives far more of himself than the necessities of the occasion call for".

Born in Glasgow, Scotland, February 28, 1887, Mr. Hornsby came to Canada in 1910. He was active in the construction industry in a number of locations in Ontario, including Lindsay, Whitby, and Peterborough, until he joined the Department.

Mr. Hornsby is a member of the Ontario Association of Architects; a life member of Dalry Blair Lodge, No. 290 AF and AM Glasgow, Scotland; a life member of Faithful Brother Lodge No. 77 AF and AM Lindsay, Ont.; a member of Royal Arthur Lodge No. 523 AF and AM, Peterborough, Ont.

As John mingled among his friends to say good-bye, the usual remark heard was "We will miss you, John".

WIN AWARDS FOR SUGGESTIONS

IDEA EXTENDS LIFE OF RADIO TUBE

THOMAS FOLEY, OIC of radio station, Empress, Alberta, was awarded \$135 for suggesting that temperature reduction inserts be installed around small tubes of radio equipment to prolong their usefulness.

WELDED STEEL PLATES SAVES SHOES

A. B. PERRY and S. M. NIELD, airport mechanics, at Fort St. John were awarded \$90 each for a combined suggestion. They suggested that a third shoe be welded to the end of the frame of one-way snow plows. Plows are provided with two shoes, indented from the ends, but the weight of the snow on the end of the blades caused them to tilt and wear unevenly, necessitating premature replacements. The third shoe which was suggested allows the blades to maintain a level position and to wear down gradually and evenly.

WARNING ALARM FOR WORKERS ON RUNWAYS

W. A. CLAVET, Airport electrician, Winnipeg, received a cash award of \$36 for a suggested portable audio alarm to warn personnel working on a runway which is to be used for an emergency landing. It is operated from the control tower.

KNOB LAKE TO BE IN SCHEDULED WEATHER BROADCASTS

W. R. GILLESPIE, radio operator, Seven Island Marine Aeradio Station suggested that Knob Lake Weather be included in the Seven Island scheduled weather broadcasts. He received a barometer for the suggestion.

SUGGESTION SAVES TIME IN MARKING EXAMS

C. H. JAMES, Meteorological technician, Montreal, suggested that when a master copy of correctly plotted meteorological data, etched on a clear sheet of cellulose, is placed over examination sheet of meteorological technician the examiner can see at a glance whether student's plotting is correct. This eliminates the tedious job of measuring each plotting mark of students paper. He received a barometer for his suggestion.

Mr. James had previously received an award of \$300 for another suggestion.

A. E. Lewis, Met Technician Awarded Bravery Medal

The Queen awarded the British Empire medal for gallantry, civil division, to Arthur Ernest Lewis, a meteorological technician of Dease Lake, B.C., who was one of five men in a boat which capsized on the lake. Dressed in heavy bush clothing, he swam 200 yards to the shore in freezing water and stumbled three-quarters of a mile to get help for his companions, who were hanging onto the boat.



ATTEND SECRETARIAL COURSE—Seen here are members of the first class attending the secretarial course at Staff Training and Welfare headquarters. From left, seated, Mrs. Mary McCree, Miss Helen Lalonde and Miss Edwina Boyd; standing, Mrs. A. Parrington, Ian Harlock, Mrs. R. Van der Brugh, Mrs. R. Hartney, R. A. Stevens and Miss F. Lemire. Mrs. Van der Brugh is from Defence Construction Limited.



T. Foley
Empress, Alta.



W. R. Gillespie
Seven Islands, P.Q.



C. H. James
Montreal, P.Q.



W. A. Clavet
Winnipeg



A. B. Perry
Fort St. John



S. M. Nield
Fort St. John

Special Training Given to Secretaries

Forty-two stenographers and secretaries from various departmental offices in the Headquarters area have been taking special training at a secretarial practices course being held by Training and Welfare Division.

The groups, of from eight to ten each, attend half-day lecture sessions over a period of ten and a half days. It is expected to conduct similar courses in the various regions.

In charge of the training are Ian Harlock and Richard Stevens, Staff Training Officers. Lecturers and their subjects are J. C. O'Reilly, Office Services; H. Joyce, forms and publications; Don Burgess, duplicating and data processing; Lionel Monette, office equipment control; M. E. Wahab, purchasing; Neil Swan, financial services; L. H. Russett, stationery stores; R. Amos, message centre; Mrs. R. van der Brugh of Defence Construction Ltd., special responsibilities; Miss D. M. Gillham, Civil Service Commission, English usage and allied subjects.

The students attending Session II were: Irene Bingham, Telecom.; Mrs. Violet Eburne, Personnel; Mrs. Joan Evans, Telecom.; Margaret Flowers, Construction; Dorothy Johnston, Marine Works; Mary Kelly, Civil Aviation; Mrs. Margaret Kendellan, Marine Regs.; Mrs. Florence MacPhee, and Mrs. Evelyn McCadden, Administration.

DOT Engineers Go To England For Training on Decca Navigator

Five Department of Transport radio engineers have been sent to New Malden, Surrey, England, to take an eight-week intensive training course on the Decca Navigator, a marine navigation aid recently accepted by the Department after a two-year evaluation period by Canadian shipping. It is an electronic system whereby ships, equipped with special receivers are able to get accurate, reliable and continuous position information. Engineers being trained are W. A. Rowe, P. D. Cooper, and W. S. Stefaniuk from Ottawa Headquarters; B. Walsh from Montreal Region and D. Lyon from Moncton.

Under agreement, the Decca staff will continue to operate and maintain the system until July 1961, although the Department will monitor the stations. In the meantime, the Department has arranged through Computing Devices of Canada, who installed the system, to train engineers for operation and maintenance.

On their return from their course in England the engineers will train the operational and maintenance staffs who will finally be responsible for the operation of the system. The training programme will include visits to installations in England and on the continent. Two of the five engineers will remain in England for an additional four weeks for training in siting and installation.

The new position fixing system endorsed by the Department is made up of four chains of transmitters, extending from Southern Labrador to the coast of Maine and inland as far as Montreal. Each chain has a master station and three lesser establishments called slave stations. The transmitting stations associated with the chains are situated in Newfoundland, Nova Scotia, New Brunswick and Quebec. Their transmissions encompass approximately 1,000,000 square miles of sea, gulf, river and land.

The chain of four stations continuously transmits radio signals which, through the medium of receivers aboard vessels, give a highly accurate radio position automatically. Mariners can tell at a glance the exact position of their ship from markings on a chart or by reading dials. As ships get out of range of one chain, they automatically tune in on the next one.

About 400 Canadian and foreign ships including fishing trawlers, coastal



ENGINEERS EXAMINE DATA ON DECCA NAVIGATOR—In England to study the new aid to marine navigation, D.O.T. engineers are shown here with DECCA instructor R. Crofts (l. to r.) Mr. Crofts, W. J. Stefaniuk, B. R. Walsh, P. D. Cooper, W. D. Lyon and W. A. Rowe.

steamers, trans-Atlantic freighters and large ocean liners, took part in the evaluation and attested to its advantages. It provides for accurate adherence to a prescribed course, more accurate exchange of information between ships thus reducing the chances of collision; superior accuracy to present direction finding and economic benefit to fishermen, because of precise

knowledge of position.

The Decca chains have been used in British and European waters since the end of the Second World War. They had been originally devised to guide allied invasion forces to the Normandy beaches. In addition to the Canadian system permanent chains are under construction in Europe, India and the Persian Gulf.

DOT BUYS UTILITY JET

In a little more than a year from now, the Department will have in its aircraft fleet an economy-size, jet utility plane, the 600 miles per hour, Lockheed JetStar.

The pressurized air-conditioned aircraft, capable of a flight altitude of ten miles has been selected by the Department to evaluate navigational radio aids at high altitudes and to set up traffic control procedures for the quickly expanding airline and military jet traffic. In obtaining this fast sweeping jet plane, the Department is also making it possible for its inspectors to become proficient in jet equipment and operation.

The JetStar performance and capabilities will enable it to duplicate the flight characteristics of the newest and fastest jet airliners. Slightly smaller than the DC-3, it will be especially equipped with consoles and electronic equipment required by the Department for its inspections and evaluation duties. The plane has a range capacity of 3,000 miles. Four lightweight Pratt

and Whitney jet engines, will power the production model.

By the time the first production model JetStar is delivered in 1961, the aircraft will have had four years of testing. The prototype has visited Ottawa, Toronto and Winnipeg, giving evaluation flights, demonstrating its performance from present day airports. Before it was purchased by the Department, technical officers of the Civil Aviation Branch studied the aircraft at the U.S. Federal Agency Jet Age Centre, Oklahoma City, some months ago.

The JetStar transport has also been selected by various commercial interests which desire economy size jet transport as a time saver for business executives. It is expected that in a few years, business men will be speeding to their appointments in this country and overseas, in their own private jet transports—keeping pace with the huge “jet-age” airliners and enjoying the added convenience of planning their own schedules.

Deputy Minister Urges Enrolment In New Medical Insurance Program

The Federal Government is introducing a subsidized group surgical and medical insurance plan for employees of the Public Service, effective July 1, 1960. There will be one subsidized plan only and this means the end of the coverage under the existing Department of Transport Group Health Insurance Plan, effective June 30, 1960.

(All claims for illnesses that occur up to June 30, 1960, will be processed through the same channels as before. Claims for maternity benefits will be accepted up to and including March 31, 1961.)

In a notice to all D.O.T. employees insured under the Department of Transport plan, Deputy Minister John Baldwin urges all department personnel to participate in the new subsidized plan. In his notice, Mr. Baldwin says:

"The new Federal Plan has much to recommend it, particularly because of its subsidization. The benefits are very attractive and, while enrolment in the new plan is not compulsory, we believe that many employees will wish to participate."

Mr. Baldwin said that "while we regret the cancellation of the present DOT Group Health Insurance service, we believe the new official government

plan is one which will prove beneficial to all and I hope employees will enroll in this program."

All DOT employees interested in the new subsidized group surgical and medical insurance plan should get in touch with their personnel officer.

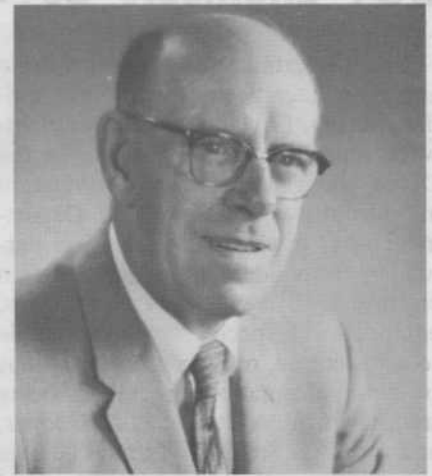
Employer-Employee Share of Cost

For Public Service Employees (i.e. classified civil servants, prevailing rate of pay employees, ships officers and crews, etc.) the cost relationship between the employee contribution and the employer contribution is as follows: For single employees the Government will pay 40.2% of the cost, and the employee 59.8%; for employees with one qualified dependent, the employee pays 57.8% of the cost and the Government 42.2%; for employees with more than one qualified dependent, the Government pays 55.3% of the cost and the employee 44.7%.

Monthly Premiums

The following table gives the actual monthly premiums:

	Single	With one qualified dependent	With more than one qualified dependent
Employee	\$1.35	\$3.65	\$4.35
Government91	2.66	5.36
Total	\$2.26	\$6.31	\$9.71



DOT Man Heads Professional Civil Service Body

The Department of Transport is prominently represented on the Board of Directors of the Professional Institute of the Public Service of Canada for 1960-61. W. M. Marshall, Superintendent of Technical Training and Manuals, Telecommunications Branch, was elected President by acclamation and installed in office at the 40th annual meeting of the Institute at Ottawa on February 25 to 27. Dr. Imre Bernolak, formerly with the Economic Policy Branch of the Department, but now with the Dominion Bureau of Statistics, was appointed Honorary Secretary-Treasurer.

Mr. Marshall is the third president of the Professional Institute that has come from the Department of Transport. In 1948, Major A. R. Whittier, then Superintending Engineer of the Rideau Canal, was President and the following year, W. H. van Allen, Chief, Information and Editorial Bureau, held that position.

Born in Halifax in 1898, Mr. Marshall was gold medalist (math and science) at Halifax County Academy and attended Dalhousie University. He joined the Government Service in 1927, and after serving overseas with the RCAF from 1940 to 1945, joined the Department of Transport Radio Branch. In World War I he served overseas with the R.C.A.

Mr. Marshall has been an active member of the Electric and Electronic Engineers Group of the Professional Institute since joining that organization in 1951, and has been a member of the Executive since 1956.



APPOINTED TO CANADIAN MARITIME COMMISSION—George A. Scott, Assistant Deputy Minister (Economic Policy and Research) of the Department of Transport (left), and J. C. Rutledge, Director of Shipbuilding Branch of the Department of Defence Production (right), who have been appointed Members of the Canadian Maritime Commission. Both will serve without remuneration. The Chairman of the Commission is Alex Watson, formerly Director of Ship Construction and Supply of the Department of Transport.

