

NEWS on the DOT

VOLUME 4 NO. 1

DEPARTMENT OF TRANSPORT STAFF PUBLICATION

FEBRUARY 1953

Better Benefits for Plan B

D.O.T. GROUP INSURANCE PLAN

A new plan B offering increased benefits to subscribers to the D.O.T. Group Hospital and Surgical Expense Insurance scheme is announced. The features of the new plan B are the \$2 a day increase in hospitalization benefits and the additional \$20 provided for special fees.

The Board of Trustees had visited and talked with hundreds of D.O.T. employees from coast to coast. Everywhere they met the demand "Out with Six and Sixty", that is \$6 daily hospital rates and \$60 special fees. The employees wanted more protection for their dependents.

These requests, together with advice from the underwriters that increases in present rates for both plans A and B were inevitable, resulted in the Board voting unanimously to offer employees a new and better plan B, whereby hospital benefits would be \$8 per day and special fees \$80. This will become effective, April 1.

The underwriters would not agree to any changes in benefits under plan A but were willing to underwrite a new plan B with increased benefits.

NEW BENEFITS AND PREMIUM RATES FOR PLANS A AND B

PLAN 'A'	PLAN 'B'
BENEFITS: EMPLOYEE - \$6.00 A DAY HOSPITALIZATION FOR 31 DAYS. \$60.00 SPECIAL FEES. UP TO \$200.00 SURGICAL SCHEDULE DEPENDENTS \$5.00 A DAY HOSPITALIZATION FOR 31 DAYS \$50.00 SPECIAL FEES. UP TO \$200.00 SURGICAL SCHEDULE	BENEFITS: - EMPLOYEE AND DEPENDENTS EFFECTIVE 1ST APRIL, 1953. \$8.00 A DAY HOSPITALIZATION FOR 70 DAYS (INCREASED FROM \$6.00 A DAY TO \$8.00 A DAY) \$80.00 SPECIAL FEES (INCREASED FROM \$60.00 TO \$80.00) UP TO \$200.00 SURGICAL SCHEDULE. UP TO \$100.00 MEDICAL FEES.
PREMIUMS: - EFFECTIVE FROM MARCH PAY FULL COVERAGE 'SINGLE' - \$1.40 FULL COVERAGE 'MARRIED' - \$5.00 PARTIAL COVERAGE 'SINGLE' - .50 PARTIAL COVERAGE 'MARRIED' - \$2.35	PREMIUMS: - EFFECTIVE FROM MARCH PAY FULL COVERAGE 'SINGLE' - \$2.00 FULL COVERAGE 'MARRIED' - \$7.25 PARTIAL COVERAGE 'SINGLE' - .70 PARTIAL COVERAGE 'MARRIED' \$3.05

For your complete protection against the possibility of accidents or emergency illnesses, these premiums will be deducted automatically from your March pay provided no notification of change in coverage or cancellation is received from you prior to February 21, 1953.

All members of the Board of Trustees feel that the plan offers the greatest amount of coverage at the least possible premium. Remember, present subscribers should have their revised application cards turned in to the local administrator by February 21, 1953.

Let us now consider how these small increases in rates will affect the single employee, and the employee with dependents. The underwriters would have compelled subscribers to increase the rates whether or not there was any change in benefits. In other words, the single employee under plan B

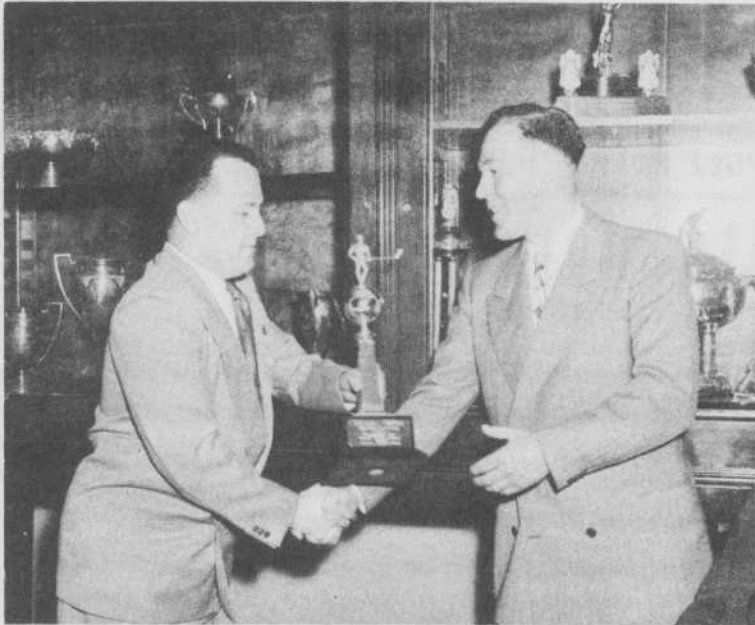
would have been paying \$1.80 for \$6.00 a day hospitalization, and \$60.00 special fees, whereas now with a 20 cent increase he may have the increased benefits of \$8.00 a day hospitalization, and \$80.00 special fees. For the employee with dependents under the old plan B, he would have been paying \$6.45 for \$6.00 a day hospitalization, and \$60.00 special fees. For an actual increase of 80 cents a month, the employee and all his dependents may have \$8.00 a day hospitalization, and up to \$80.00 special fees.

The reasons why a daily rate for hospitalization of \$8.00 was chosen are listed as follows:-

- (1) Employees generally wanted a plan with increased hospital benefits.
- (2) \$8.00 a day represents approximately 80% of the average amount charged for semi-private wards in hospitals across Canada.

After hours

TROPHY WINNER



As coach of the Trenton RCAF Flyers DOT'S Dick Bridgman directed the local team to the championship of the league, receiving the Fran Follwell Trophy. Jack Devine, radio sportscaster is shown presenting the trophy to Dick Bridgman.(L).

When it comes to sports, the Met. Section at the R.C.A.F. Station, Trenton, feels it has one of the top athletes in the DOT. He is 32-year old Dick Bridgman, one of the old timers on the Trenton weather forecasting staff with nearly six years of service at Trenton.

With the Met Service since graduating from the University of Toronto in 1943, Dick is a native of Rockwood, Ont.

Interested in sports since an early age, Dick has been playing hockey and baseball of either senior or intermediate calibre throughout various parts of Canada since 1938.

In baseball, Dick has played 10 years of senior ball and four years of intermediate class since he started playing organized ball with Simcoe Red Sox in 1938. Equally at home in the shortstop spot or in the outfield, he has always been a potent batter, hitting .300 or better ten of these 14 seasons. Besides playing for Simcoe, he has played for Acton, Caledonia, Fort Erie, Kirkland Lake, Toronto, Yorkton, Regina, Timmins, Guelph, Trenton and Batawa. For the past four years Dick has been a member of the Batawa Shoemen of the Central Ontario Senior Baseball League. Highlights in his baseball career are two .400 or better batting averages; in 1943 when he hit .423 to finish with the highest average in Toronto's two senior leagues; and in 1945 when he won the Temiskaming Senior Baseball League batting crown with a .400 average while playing for Hollinger Gold Mines.

About the same time as Dick began playing baseball, he also started his goal tending career in hockey. Starting in the University of Toronto inter-faculty ranks, he moved on to play in Hamilton, Toronto, Yorkton, Timmins, Springhill and Trenton. While at Timmins, he was a member of the Timmins Combines, Northern Ontario Senior finalists. This season he appeared only briefly in the nets, concentrating on coaching the RCAF Trenton Flyers. His first season's coaching efforts were rewarded with the lads in blue winning the championship of the Trent Valley Hockey League, an eleven-team intermediate calibre loop.

TROPHY WINNER Continued on Page 4

TROPHY HUNTER



"UPPIE" UPSOM GETS HIS OWN GOAT.

G.C. Upson, Air Regulations Inspector, Vancouver, spent a very interesting vacation last September hunting in the Chilko area of British Columbia in the company of four other sportsmen headed by Jack Bevin. The party travelled by air from Vancouver to Bluff Lake, up Bute Inlet in Jack Bevin's Beaver aircraft. On arrival, a pack train of 19 horses was placed in readiness for a further hike into the mountains. The hunters were joined by five local rangers who acted as guides and cook.

From Bluff Lake the party continued north and made camp by a creek at about a height of 6,500 feet. The weather at times was poor, with high winds and rains. However, during the six days of hunting, mountain goats were plentiful and deer were sighted in the lower country around.

Several goats were killed, skinned, and heads taken off for trophies and mounting. To Mr. Upson, however, went the honours for the prize shooting. He spotted a goat about one half mile distant on a crag 800 to 1,000 feet higher. After several misses, he placed a shot through the animal's neck and brought it rolling down over crag and precipice.



When the ice is keen and the rocks sing as they are thrown down the rink, thoughts turn from Convention matters to curling. Taking time off at the close of the joint Dominion Marine Association and Lake Carriers Association meeting at Seignior Club, Montebello, Quebec, are a quartet of D.O.T. personalities: left to right: R.C. "Bob" Blyth, Chairman, Board of Steamship Inspection; J.N. "Norman" Arthurs, Superintendent of Lights, Dominion Lighthouse Depot, Prescott; M.F. Munro, Principal Inspector of Hulls and Equipment, Steamship Inspection Service; H.V. "Hope" Anderson, Director of Marine Services.

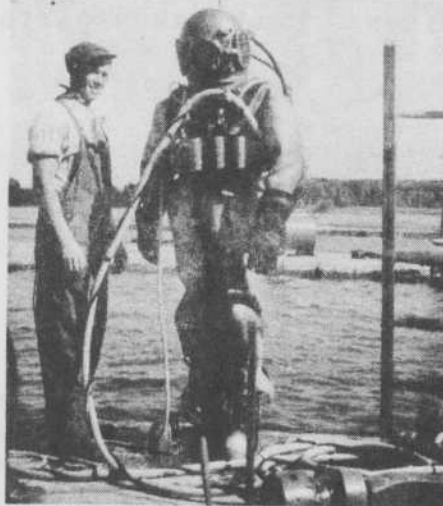
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DIVERS OF THE CANALS

Considerable under-water work requiring the services of experienced divers is carried out on Canadian canals. Much of the equipment operating Canal Lock Gates, sluice valves, pumps and similar mechanisms is under water and when quick repairs are necessary, they are carried out by a diver. The men used in this work have good judgment, and an intimate knowledge of canal construction and equipment. They are rugged men, agile, alert, and have considerable endurance. A diver must do his own rigging for under-water work when the placing of slings, cables and shackles for the raising of heavy objects is required. He acts on his own initiative with little supervision.

In addition to the work on canal lock equipment, divers are called upon to remove obstacles which may be carried in by water and interfere with the operation of lock gates. At times these men are required to place bagged concrete to fill under-water voids, place spouts or pipes to direct the pouring of concrete under water, and are even called upon to use explosives under water.

The repair and inspection of propellor wheels, rudders and outside parts of the hulls of vessels is undertaken by divers. Other activities include the inspection of penstocks, turbines and draught tubes for Hydro Electric Plants along the canals. The recovery of submerged motor cars, trucks and other vehicles, and the finding of drowning victims is carried out from time to time. Also in



AN "ODD" JOB IN DOT -- C.J. Maguire, diver at Williamsburg Canals, with attendant Orville Millward.

canal waters, divers make inspections to determine the condition of walls, piers, footings, foundations and cribbing.

Divers must be ready for emergency calls twenty-four hours per day throughout the navigation season. They may be asked to work under water for considerable periods of time, doing tasks which call for strenuous manual labour. Diving equipment is maintained in a high state of efficiency but nevertheless the hazards of accidents are considerable. Work is carried out at depths from five to fifty feet, and at times in currents which increase the difficulties.

TELEVISIONING THE WEATHER



Percy Saltzman stars on daily Video Programme

To the "Met" Service goes the honour of having had its weather report included in the first programme of C.B.C.'s Toronto TV station, CBLT, on its opening night, September 8 last. Each night since then, at 7:15 p.m., the weather report presented by Percy Saltzman of the Head Office Public Weather staff, has occupied a prominent part of the opening 15-minute telecast.

Included in the programme "Let's See", the weather report is presented by Mr. Saltzman in a casual, conversational style. Despite the confusion and cramped quarters on set, Mr. Saltzman has succeeded in achieving a relaxed and informal atmosphere. Present at each broadcast are from ten to fifteen technicians with cameras, sound producers, and other equipment. Often rehearsals

for other programmes are going on simultaneously.

Sharing the "Let's See" programme with the weatherman are three puppets called Uncle Chickimus, Pompey and Hollyhock, whose primary job is to announce the shows for that evening. The weather boys feared the possibilities of sharing a programme with the antics of three puppets. This was a new departure for professional meteorologists, who approached its possibilities with much wariness. But experience so far seems to show that the mixture is not an unhappy one.

Arranging the weather programme requires the co-operation of many people. The Dominion Public Weather Office at Malton supplies the latest information and the success of the programme is in a large measure due to the co-operation of W.E. Turnbull and his staff. The official Toronto weather observers, J. McGowan and H. Funston, have been helpful in keeping the records straight.

The plotting staff at Head Office phone the current temperature to the studio just before air time. B.S.V. Cudbird and M.K. Thomas of the Climatology Section have supplied many leads on interesting information. The network of precipitation observers in Toronto has proven a fruitful source of local detail. Many members of the staff at Malton and Head Office have assisted with critical comment.

"Let's See" reaches a potential of 75,000 sets in an area roughly 100 miles in all directions from Toronto. Major centers such as Buffalo, Hamilton, Oshawa, Peterborough, Barrie, Guelph, and Kitchener are within the receiving zone. Merchants in American cities south of Lake Ontario are advertising their sets as capable of receiving Toronto Television.

RETIREMENTS**J. B. WATSON - TELECOMMUNICATIONS**

J. B. Watson, one of the early day employees of the Government and Telegraph Service in the Yukon Territory retired last summer. Mr. Watson joined the service as a messenger boy at Whitehorse, Y.T. on June 5, 1903 and retired on superannuation from the position of District Manager at Whitehorse.

When gold was discovered near Dawson, Y.T., in 1896, it started one of the biggest gold stampedes the world has ever seen. To the "Klondike" was echoed up and down the west coast of North America. The rush started in 1897 and reached its peak during the winter of 1898 and '99.

To meet the demands for communication, the Government Telegraph Branch then under the Department of Public Works started construction of a telegraph line from Ashcroft, B.C. to Dawson. Materials were shipped to Ashcroft, Hazelton, Telegraph Creek, Atlin and Bennett. Construction was rushed north and south from each of these places. On September 25, 1901 the last splice was made on the Atlin-Ashcroft section inaugurating direct telegraph service from Dawson to the outside world.

The Watson family were among the stamperders who

landed at Dyea, Alaska, February 1, 1898 and "mushed" over the Chilcoot Pass. They were at Atlin, then, in June 1900, Whitehorse. Since 1905, Mr. Watson has worked at most of the Telegraph stations, Atlin to Dawson as Operator and Lineman but has been located at Whitehorse since 1914

The Government Telegraph Service is gradually withdrawing from the Yukon and several of our offices there have been closed. They are Dawson, Fort Selkirk and Stewart River. Mr. Watson was there when the system first operated and now after forty-nine years, he has a hand in closing it down, as he says "The old string has served its purpose well but must retire in favour of progress and the construction of motor vehicle highways".

Mr. Watson intends to retire in Vancouver.

JOHN C. MOYER - CANALS

With the retirement of John C. Moyer as Assistant Superintending Engineer of the Welland Canals, there ends a service with the government which commenced in 1905 - forty-seven years ago.

For some years Mr. Moyer has been Assistant Superintending Engineer of the Welland Canals. During his period of service he served with five different Superintending Engineers: J.L. Weller, W.H. Sullivan, L.D. Hara, C.W. West and J.H. Ramsay.

His retirement was marked by the commissioning of the new SS John O. McKellar, 678 feet long, which was built at Port Weller on the Welland Ship Canal by the Port Weller Dry Docks for the Colonial Steamship Company.

In addition to the presentation of a nest of tables which was made by his associates on the Welland Canals staff, Mr. Moyer received a very handsome ship's clock from the Dry Dock Company.

BETTER BENEFITS Continued from Page 1

(3) The chief underwriter felt that an increased daily hospital rate was necessary due to the general increase in hospital charges.

Any employee who may have been hesitant about joining either of the Group Insurance plans because the hospital benefits were low, may now be interested in joining plan B. If you wish to subscribe to either plan A or B, you may do so by submitting an application form and a statement of physical condition form. If this is approved by the underwriters, you may become a member of either plan. This does not apply to employees who are over the age of 55, as they must submit to a medical examination. New employees regardless of age may join either plan without having to complete a statement of physical condition form.

If any group of employees, over twenty in number, wish to subscribe to this plan and can obtain 75% of that group, they may join the plan without having to complete statement of physical condition forms.

A new feature beginning next issue, "LETTERS TO THE EDITOR" COLUMN. Here is your chance to air your views on news items in "NEWS ON THE DOT" and to discuss any other subject of interest in DOT. Make your letters brief and to the point.

Address: Editor "NEWS ON THE DOT"
Room 344 Hunter Building, Ottawa, Ont.

**FORMER WEATHER CHIEF HONOURED
ON 81 ST BIRTHDAY**

Dr. John Patterson, former Controller of Meteorological Services, is now president of the Technical Commission on Instruments and Methods of Observation of the World Meteorological Organization (W.M.O.) despite his 81 years. On the occasion of celebrating his birthday on January 3, 1953, the staff of Meteorological Headquarters, Toronto, presented him with 81 chrysanthemums to mark the occasion. At the same time a vase of roses and carnations was presented to Mrs. Patterson.

Capping his long years of service in the cause of meteorology, both domestic and international, Dr. Patterson is currently making preparations for the forthcoming meeting of his W.M.O. Commission in Toronto next summer.

TROPHY WINNER Continued from Page 2

Married to the former Mary Watt of Vancouver, Dick is the father of two children, Mary Ann, aged four and Dickie, born early in 1952. With the arrival of the Bridgman male heir Dad has high hopes that young Dickie will go on to dwarf his Dad's athletic prowess and, if coaching will help, the youngster should do just that, because he can be assured of plenty of individual instruction.